



## PLANNING COMMISSION

June 6, 2023 – 6:00:PM

Email [planning@centralpointoregon.gov](mailto:planning@centralpointoregon.gov)  
to request a Zoom link for virtual participation

### I. MEETING CALLED TO ORDER

### II. PLEDGE OF ALLEGIANCE

### III. ROLL CALL

### IV. CORRESPONDENCE

### V. MINUTES

Review and approval of Planning Commission meeting minutes.

1. Planning Commission - Regular Meeting - May 9, 2023 6:00 PM

### VI. BUSINESS

- A. Central Point Station, Phase 2 - Comp Plan Map Amendment(Presented by Gindlesperger)
- B. Central Point Station, Phase 2 - Zone Map Amendment(Presented by Gindlesperger)
- C. Central Point Station, Phase 2 - Master Plan Amendment(Presented by Gindlesperger)
- D. Central Point Station, Phase 2 - Site Plan and Architectural Review(Presented by Gindlesperger)

### VII. DISCUSSION

### VIII. MISCELLANEOUS

### IX. ADJOURNMENT

Individuals needing special accommodations such as sign language, foreign language interpreters or equipment for the hearing impaired must request such services at least 72 hours prior to the Planning Commission meeting. To make your request, please contact the City Recorder at 541-423-1015 (voice), or by e-mail at: [Rachel.neuenschwander@centralpointoregon.gov](mailto:Rachel.neuenschwander@centralpointoregon.gov).

Si necesita traductor en español o servicios de discapacidades (ADA) para asistir a una junta publica de la ciudad por favor llame con 72 horas de anticipación al 541-664-3321 ext. 201.



**CITY OF CENTRAL POINT  
PLANNING COMMISSION MEETING MINUTES  
May 9, 2023**

**I. MEETING CALLED TO ORDER AT 6:03 P.M.**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

Commissioners Tom Van Voorhees (Chair), Pat Smith, Jim Mock, Kay Harrison, Robin Stroh, Alicia Van Riggs and Don Dixon were present.

Also in attendance were Planning Director Stephanie Holtey, and Planning Secretary Karin Skelton.

**IV. CORRESPONDENCE**

Revised Staff Report  
Revised Attachment A  
Revised Attachment B  
Revised Resolution 904

**V. MINUTES**

Kay Harrison made a motion to approve the April 4, 2023 minutes as presented. Pat Smith seconded the motion. The Commissioners all said "aye." Motion passed.

**VI. PUBLIC APPEARANCES**

None.

**VII. BUSINESS**

**A. Public Hearing regarding Major Zoning Text Amendments: Parking Reforms**

Chair Tom Van Voorhees read the rules for a legislative hearing. The Commissioners had no conflict of interest to declare.

Planning Director Stephanie Holtey explained the City is required to select and implement parking reforms by June 30, 2023 to comply with recent amendments to Oregon Administrative Rules (OAR) 660-012, Transportation Planning. These are also referred to as Climate Friendly & Equitable Communities (CFEC) rules.

Minutes Acceptance: Minutes of May 9, 2023 6:00 PM (MINUTES)

She stated the CAC considered the proposed amendments at their April 18, 2023 meeting and unanimously recommended approval.

Ms. Holtey reviewed the individual changes which included amendments to sections

- 17.05.100 Purpose and Applicability of Review Procedures
- 17.08 Definitions
- 17.12 Zoning Districts
- 17.24.050 Residential Two-Family (R-2) Development Standards
- 17.60.030 Accessory Structures and Buildings
- 17.64 Off-Street Parking and Loading
- 17.65 TOD overlay
- 17.66 Application Process for the TOD Overlay
- 17.67 Design Standards – TOD Overlay
- 17.68.130 Planned Unit Development Residential Use Standards
- 17.72 Site Plan and Architectural Review
- 17.75 Design and Development Standards

She added there will be future amendments to include any necessary corrections or updates.

Ms. Holtey reviewed the approval criteria. Alicia Van Riggs made a motion to approve Resolution No. 904, a Resolution Recommending the City Council approve major text amendments to various sections of Title 17, Zoning; Eliminating parking mandates and reforming parking in accordance with OAR 660-012; implementing the 2018 Land Use Element by changing the Transit Oriented Development District and Corridor to an Overlay and deleting CPMC 17.37, Commercial Medical (C-2(M) District; Reducing the maximum height and minimum alley setback for accessory structures; Clarifying Site Plan and Architectural Review submittal requirements and approval criteria; and making minor corrections throughout. Kay Harrison seconded the motion.

The commissioners expressed appreciation for the detail and scope of the proposed amendments. They clarified that current applications would be bound by the rules that were in effect at the time of acceptance. They found the amendments to comply with the approval criteria set forth in CPMC 17.10, including the Statewide Planning Goals, Comprehensive Plan and Transportation Planning Rule.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith, yes; Robin Stroh, yes; Don Dixon, yes; Alicia Van Riggs, yes. Motion passed.

## **VIII. DISCUSSION**

None.

## **IX. ADMINISTRATIVE REVIEWS**

None.

## **X. MISCELLANEOUS**

## Planning Update

Ms. Holtey informed the Planning Commissioners there would be 5 items on the June Agenda all associated with a project in Twin Creeks, as well as a modification request to a prior decision rendered by the Planning Commission for Central Point Station.

## X. ADJOURNMENT

Pat Smith Made a motion to adjourn. Kay Harrison seconded the motion. The Commissioners all said "aye". The meeting was adjourned at 7:25 p.m.

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Tom Van Voorhees, Planning Commission Chair

June 6, 2023

### Item Summary

Consideration of a Comprehensive Plan Map Amendment application from Employment Commercial (EC) to High Density Residential/Commercial for 1.62 acres in the Twin Creeks Transit Oriented Development (TOD) District. The subject property is located at the intersection of Twin Creeks Crossing and Boulder Ridge Street and is identified on the Jackson County Assessor's map as 37S 2W 03CA, Tax Lot 1500.

**Applicant:** Smith Crossing, LLC; **Agent:** Scott Sinner Consulting, Inc.

**Associated Files:** ZC-23002, MP-23001, SPAR-23001

### Staff Source

Justin Gindlesperger, Community Planner II

### Background

Smith Crossing, LLC ("Applicant") has requested a Minor Comprehensive Plan Map Amendment from Employment Commercial to High Density Residential in the Twin Creeks TOD District. It is the Applicant's intent to develop the property with a mixed-use development that includes 45 multifamily residential units including limited ground floor commercial uses along the Twin Creeks Crossing frontage and multifamily residential interior to the site. The proposed use is not consistent with the current zoning, which only permits residential units above ground floor commercial. The proposed Comprehensive Plan Map Amendment could permit mixed-use opportunities on the site, including vertical (mixed use in the same building) and horizontal (mixed use in adjacent buildings).

### *Discussion:*

The City of Central Point uses a two (2) map system with the Comprehensive Plan Map and the Land Use Map. The Comprehensive Plan Map provides a broad view of development within the City; whereas, the Land Use Map, commonly referred to as the Zoning Map, represents the spatial distribution of all land uses and provides parcel specific information for development. Since the Comprehensive Plan Map and the Zoning Map to maintain consistency at all times, the application for comprehensive map amendment is accompanied by, and being processed concurrently with, an application for a Zone Map Amendment (see File No. ZC-23002) that proposes to change the zoning map to High Mix Residential (HMR) that is consistent with the proposed comprehensive plan map change to high density residential.

### *Comprehensive Plan Compliance*

The current Employment Commercial designation permits a broad range of commercial uses along with multifamily uses only when located above the ground floor commercial as part of vertical mixed uses. The proposed amendment maintains mixed-use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Development of the site must maintain consistency with the Twin Creeks Master Plan for this area, and leasable commercial space in the mixed-use development will continue to provide opportunities for small businesses, retail and professional office uses.

### *Neighborhood Compatibility*

The subject property is currently undeveloped and adjacent to developed properties on the south and west within the High Density Residential/HMR and Medium Density/ Medium Mix Residential (MMR) zones. The proposed Comprehensive Plan Map Amendment extends the High Density Residential/HMR designation and will continue to provide mixed use opportunities along Twin Creeks Crossing, in accordance with the Twin Creeks Master Plan.

#### *Traffic Impacts*

Transportation facilities in the area of the subject property were considered during the approval of the Twin Creeks Master Plan, which included analysis of transportation needs, traffic circulation and transit services. A Trip Generation Analysis, prepared by Southern Oregon Transportation Engineering dated April 17, 2023, evaluated the proposed zone change from EC to HMR and concluded the proposed map amendment will not generate additional impacts on transportation facilities.

#### **Issues**

None.

#### **Findings of Fact & Conclusions of Law**

The Central Point Station, Phase 2, Comprehensive Plan Map Amendment has been evaluated against the applicable criteria set forth in CPMC 17.96 and found to comply as evidenced in the Applicant's Restated Findings of Fact (Attachments "C"), the Planning Department Supplemental Findings (Attachment "D") and the Staff Report dated June 6, 2023.

#### **Conditions of Approval**

None.

#### **Attachments**

Attachment "A" - Project Location Map

Attachment "B" - Master Site Plan

Attachment "C" - Applicant's Restated Findings and Exhibits, dated 05/25/2023

Attachment "D" - Planning Department Supplemental Findings

Attachment "E" - Trip Generation Assessment, dated 04/17/2023

Attachment "F" - Resolution No. 905

#### **Action**

Conduct the public hearing and consider the Comprehensive Plan Map Amendment application. The Planning Commission may 1) approve; 2) approve with revisions; or 3) deny the application.

If the Planning Commission finds there is insufficient evidence to take one of these actions at the June meeting, the Planning Commission may continue the public hearing to a date and time specific as necessary to allow the applicant to respond to any issues or questions and update their findings.

#### **Recommendation**

Approve the Comprehensive Plan Map Amendment application, the Applicant's Findings, as corrected, in Attachment "C" and the Planning Department Supplemental Findings in Attachment "D."

#### **ATTACHMENTS:**

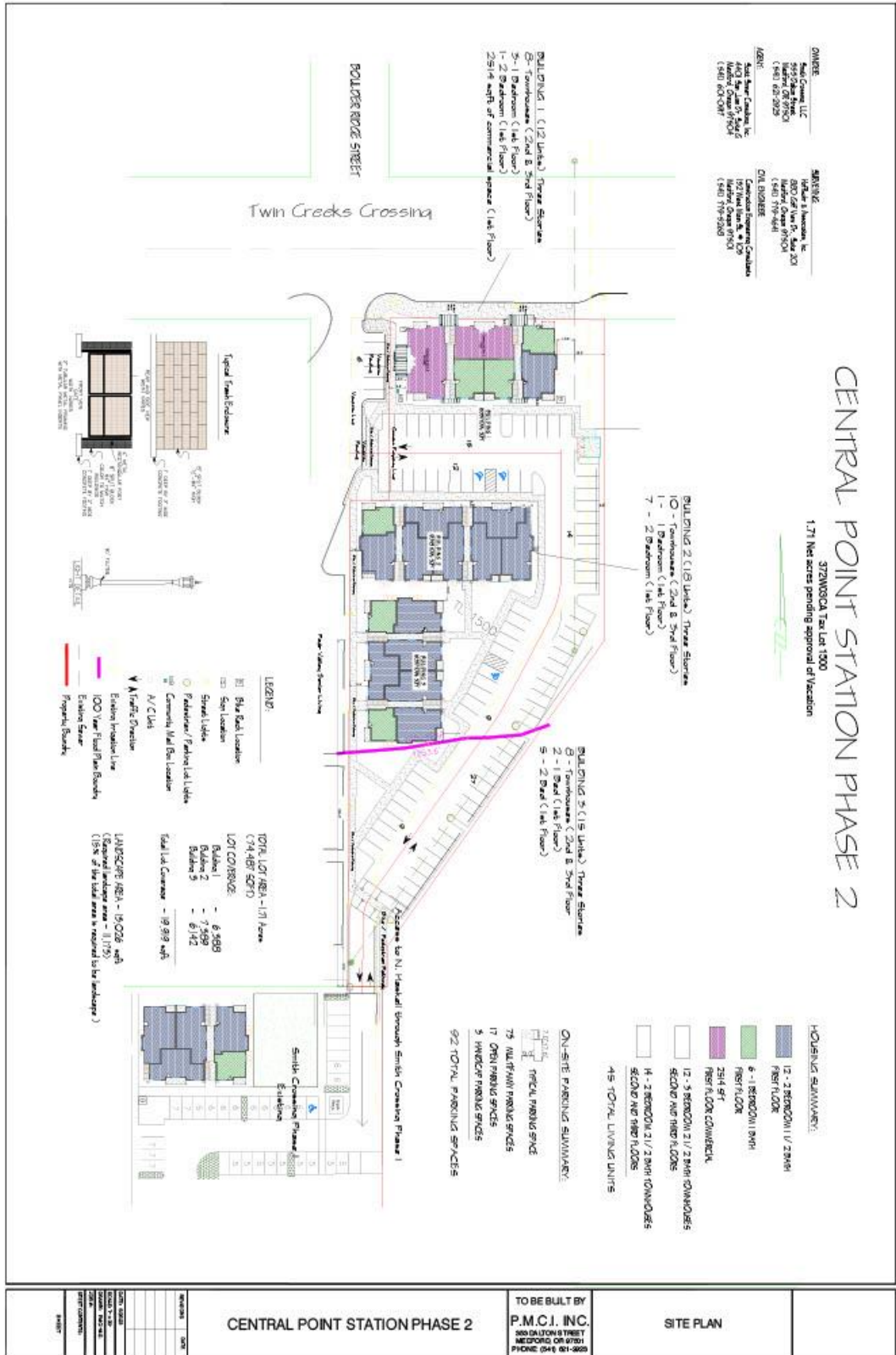
1. CPA-23002\_Attachments

ATTACHMENT "A"



Attachment: CPA-23002\_Attachments (1690 : Central Point Station, Phase 2 - Comp Plan Map Amendment)

ATTACHMENT "B"



Attachment: CPA-23002\_Attachments (1690 : Central Point Station, Phase 2 - Comp Plan Map Amendment)



**BEFORE THE CITY COUNCIL OF THE CITY OF CENTRAL POINT OREGON:**

Corrected: 05/25/2023

<b>IN THE MATTER OF AN APPLICATION FOR A</b>	)	
<b>MINOR COMPREHENSIVE PLAN MAP AMENDMENT</b>	)	<b>FINDINGS OF FACT</b>
<b>T37-R2W-03CA TL 1500</b>	)	<b>AND</b>
<b>SMITH CROSSING LLC APPLICANT</b>	)	<b>CONCLUSIONS</b>
<b><u>SCOTT SINNER CONSULTING, INC. AGENT</u></b>	)	<b>OF LAW</b>

**I. BACKGROUND INFORMATION**

**Applicant:**

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

**Agent:**

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

**Property:**

37 2W 03CA TL 1500  
 Smith Crossing LLC  
 Twin Creeks Crossing and Boulder Ridge Street  
 Central Point OR 97502  
 1.62 Acres Net Acreage

Existing zoning Employment Commercial (EC)  
 Proposed Zoning HMR High Mix Residential Commercial (TOD)

**Project Summary:**

This application is requesting a minor comprehensive plan map amendment to change the General Land Use Plan (GLUP) Map from Employment Commercial (EC) TOD to the High-Density designation.

This application is submitted with an application for a Zoning Map amendment to change the zoning district from the current Employment Commercial (EC) Transit Oriented District (TOD) to the High Mix Residential / Commercial (HMR) TOD zoning district.

The final application submitted for the subject property is a Site Plan review application for a 45-unit multifamily development which includes 2,511 square feet of ground floor Twin Creeks Crossing Street frontage commercial lease space.

The project location is identified below:



Figure 1 Project Location

Findings of Fact:

Central Point Municipal Code (CPMC) Table 17.05.1 identifies the procedural type and approving authority for a Minor Comprehensive Plan Map Amendment as a Type III application with the City Council being the approval authority.

TABLE 17.05.1

LAND DEVELOPMENT PERMIT*	PROCEDURAL TYPE	APPLICABLE REGULATIONS	APPROVING AUTHORITY	120-DAY RULE
Comprehensive Plan & UGB Amendments	Major	Chapter <u>17.96</u>	City Council	No
	Minor	Chapter <u>17.96</u>	City Council	No

CPMC title 17.10.300 provides the definitions for Major and Minor amendments:

*17.10.300 Major and minor amendments.*

*There are two types of map and text amendments:*

*A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.*

*B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).*

This application is specific to a single tax lot and will not have a widespread impact beyond the immediate area.

Conclusions of Law:

The City Council can conclude the proposed Comprehensive Plan Map Amendment is a Minor Amendment and shall be processed as a Type III procedure.

Approval Criteria:*17.96.500 Approval criteria.*

*A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan, or urban growth boundary shall be based on written findings and conclusions that address the following criteria:*

*A. Approval of the request is consistent with the applicable statewide planning goals;*

*B. Approval of the request is consistent with the Central Point comprehensive plan;*

*C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and*

*D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1436 §2(part), 19B1. Formerly 17.96.050).*

Findings of Fact:

*A. Approval of the request is consistent with the applicable statewide planning goals;*

The Statewide Planning Goals are identified below. Not all goals are applicable to this request for a minor comprehensive plan map amendment.

*Goal 1 Citizen Involvement*

*Goal 2 Land Use Planning*

*Goal 3 Agricultural Lands*

*Goal 4 Forest Lands*

*Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces*

*Goal 6 Air, Water and Land Resources Quality*

*Goal 7 Areas Subject to Natural Hazards*

*Goal B Recreational Needs*

- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway
- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

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Goal 1 Citizen Involvement

*Public involvement is a required part of land use planning in Oregon. This requirement is one of the things that make Oregon's land use planning program unique. The requirement for public participation is written in the first goal of nineteen in the statewide land use planning system.*

Findings of Fact:

The Central Point Municipal Code has been adopted by the City and acknowledged by the State of Oregon.

CPMC Title 17 provides the procedures for the requested land use action, including the noticing requirements for the application to assure the Citizens within the area affected are made aware of the application.

The Code also requires a public hearing to provide the public with an opportunity to provide comments to the approving authority.

Acknowledgement by the State of the City's review procedures for land use actions confirm consistency with Statewide Planning Goal 1 Citizen Involvement.

Conclusions of Law:

The City Council can conclude the application is consistent with Statewide Planning Goal 1, Citizen involvement.

*Goal 2 Land Use Planning*

*Goal 2 requires each local government in Oregon to have and follow a comprehensive land use plan and implementing regulations. Cities and counties must build their comprehensive plans on a factual base and follow their plan when making decisions on appropriate zoning. City and county plans must be consistent with one another.*

Findings of Fact:

The City of Central Point has a Comprehensive Plan, a Municipal Code, General Land Use Plan Map, Zoning Map, and a Transportation System Plan. All plans have been acknowledged by the State to assure compliance with all Statewide Planning Goals.

This application for a minor Comprehensive Plan Map Amendment has been developed to meet all applicable code standards and submittal requirements identified in the CPMC.

The City will process the application per the requirements of the Code consistent with Statewide Planning Goal 2.

Conclusions of Law:

The City Council can conclude the City application and review process is consistent with Statewide Planning Goal 2 for Land Use Planning.

*Goal 3 Agricultural Lands*

*Agriculture has had a big influence in Oregon, as farming is what attracted many of Oregon's first settlers. Agriculture continues to be a major employer in the state. Goal 3 protects farmland for continued production of food and fiber.*

Findings of Fact:

The subject property is within the Central Point Urban Growth Boundary and is not adjacent to any lands within any agricultural zoning districts or lands in agricultural production uses.

The approval of the requested comprehensive plan map amendment will have no impact on any agricultural lands or agricultural uses.

Conclusions of Law:

The City Council can conclude the proposed application is consistent with Statewide Planning Goal 3 and the approval of the requested Minor Comprehensive Plan Map amendment will protect farmland.

*Goal 4 Forest Lands*

*Goal 4 protects working forest land around the state, preserving it for commercial forestry while recognizing its value for fish and wildlife habitat, recreation, and protection of air and water quality.*

Findings of Fact:

The subject property is within the Central Point Urban Growth Boundary and is not adjacent to any lands within any forest zoning districts or lands in forest production uses.

The approval of the requested comprehensive plan map amendment will have no impact on any forest lands or forest uses.

Conclusions of Law:

The City Council can conclude the proposed application is consistent with Statewide Planning Goal 4 and the approval of the requested Minor Comprehensive Map Amendment will protect forestland.

*Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces*

*Goal 5 is a broad statewide planning goal that covers more than a dozen resources. The resources range from wildlife habitat to historic places, and gravel mines. To protect and plan for them, local governments are asked to create a number of inventories.*

Findings of Fact:

~~The subject property is not near any Goal 5 resources on State of Federal inventories.~~

The property abuts an open space identified in the City's Twin Creek Master Plan. This open space is also a portion of the Plan's regional storm water management system, and the development of the property will not have an impact on the function of the system.

The site is not near any natural resource, scenic, or historic areas.

Conclusions of Law:

~~The City Council can conclude the requested Minor Comprehensive Plan Map Amendment will not impact any Goal 5 resources.~~

**Staff Comment:** The subject property is within the Special Flood Hazard Area of Griffin Creek. Proposed development on the property will be subject to applicable policies, actions and standards in the Central Point Municipal Code.

*Goal 6 Air, Water and Land Resources Quality*

*Goal 6 instructs local governments to consider protection of air, water and land resources from pollution and pollutants when developing comprehensive plans. The pollutants addressed in Goal 6 include solid waste, water waste, noise and thermal pollution, air pollution, and industry-related contaminants.*

Findings of Fact:

The subject property is within the Jackson County Air Quality Maintenance Area (AQMA) which governs air quality issues at the County level.

Development on the site will be subject to an Oregon State Department of Environmental Quality (DEQ) 1200 C permit for stormwater runoff from land and impervious areas such as paved streets, parking lots, and building rooftops during rainfall and snow events.

The City, County, and State have regulations in place to assure compliance with Goal 6 resources.

Conclusions of Law:

~~The City Council can conclude the City complies with regulations to manage air, water, and land impacts during and post development.~~

Staff Comment: Review is for compliance of application to Statewide Planning Goals. The proposed amendment is not expected to have impacts on state and federal regulations on air, water and land quality.

*Goal 7 Areas Subject to Natural Hazards*

*Goal 7 requires local comprehensive plans to address Oregon's natural hazards. Protecting people and property from natural hazards requires knowledge, planning, coordination, and education.*

Findings of Fact:

The subject property is adjacent to a regional stormwater facility for the Twin Creeks area and is within an area that has an approved Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR) to determine 100-year flood zone in the vicinity.

Future development will be designed to avoid mapped flood zones.

The site does not contain any other natural hazards identified in Goal 7.

Conclusions of Law:

The City Council can conclude the City <sup>amendment</sup> complies with Goal 7 mapping of natural hazard area to assure development minimizes risks of hazards.

Staff Comment: The property is within the SFHA of Griffin Creek and is subject to standards in CPMC to minimize flood losses and protect the property from the dangers of flooding.

*Goal 8 Recreational Needs*



*Goal 8 requires local governments to plan for the recreation needs of their residents and visitors. The goal places priority on non-motorized forms of recreation, and recreation areas that serve high-density populations with limited transportation options and limited financial resources. It also places priority on recreation areas that are free or available at a low cost to the public.*

Findings of Fact:

The subject property is within the Twin Creeks Master Plan area which provides local residents with multiple opportunities for outdoor recreation including active and passive public parks and a network of walking paths connecting the residential, commercial and recreational uses of the community.

Conclusions of Law:

The City Council can conclude the City has provided opportunities for the recreational needs of residents in the area

*Goal 9 Economic Development*

*The purpose of Goal 9 planning is to make sure cities and counties have enough land available to realize economic growth and development opportunities.*

Findings of Fact:

Goal 9 is intended to assure cities have an adequate supply of land for employment purposes for commercial and industrial land uses. To determine the supply of employment lands, a city must consider buildable lands inventory for all uses.

The Economic Element of the Central Point Comprehensive Plan was updated in 2019 and analyzed the available and needed employment lands for both short term and long term needs as well as the most suitable industry sectors for the City.

The Sectors identified in the Economic Element most suitable for the City were Truck Transportation, Specialty Food Products Manufacturing, and Retail trade.

The subject property is currently designated as Employment Commercial intended for retail, professional offices, and higher density housing with ground floor commercial uses. The site is not appropriate for truck transportation and specialty food products manufacturing.

The proposed designation of High Density with HMR zoning would allow multifamily housing with mixed use commercial on ground floor street frontages. A site plan is submitted with this application that proposes 45 multifamily dwelling units with 2,514 square feet of commercial lease space ground floor street frontage.

The Economic Element of the Comprehensive Plan identifies a need for additional commercial space in the City. Since the applications submitted with this development are

comparable with the permitted uses in the EC designation and zoning district and will have negligible effects on the supply of commercial lands available in the City.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment will not have a significant impact on employment lands in the City.

**Staff Comment:** By providing ground floor commercial areas along Boulder Ridge and Twin Creeks Crossing, the proposed amendment is consistent with Goal 9 and the City's commercial land needs.

*Goal 10 Housing*

*Goal 10 planning, at a local level, asks that cities inventory their "buildable lands", this refers to land inside an urban growth boundary that is suitable and available for residential use.*

Findings of Fact:

~~The City has a buildable lands inventory within the Housing Element of the Comprehensive Plan.~~

~~The buildable lands inventory identifies the City has a need for approximately 410 acres of residential lands to meet the housing needs for the projected population in the 20 year planning horizon.~~

~~Additionally, the buildable lands inventory identifies the City will not meet its 6.9 dwelling units per acre density requirements for housing within the UGB at current residential land use and density pattern.~~

The requested map amendment from EC to the High Density residential and HMR zoning district will provide a site for residential development at the City's highest density where all urban services are available and in adequate supply.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with the housing needs established in the Buildable Lands Inventory for high density housing in the City.

**Staff Comment:** The proposed amendment provides mixed use opportunities and continues to provide multifamily uses, which is consistent with the City's need to provide housing and Goal 10.

*Goal 11 Public Facilities and Services*

*Each city with a population greater than 2,500 is required to create public facilities plan that meets its current and long-range needs.*

Findings of Fact:

The subject property is located in the Twin Creeks TOD, a master planned community where all Category A facilities are currently installed with adequate capacity for the requested map amendment.

Conclusions of Law:

The City Council can conclude the public facilities are adequate for the requested Minor Comprehensive Plan Map Amendment.

*Goal 12 Transportation*

*Goal 12 requires cities, counties and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian.*

Findings of Fact:

The City of Central Point has an adopted Transportation System Plan. The subject property is within the Twin Creeks TOD. This is a master planned area, when approved, a traffic impact analysis was used for the entire TOD.

The change from the Employment Commercial designation to the High-Density Residential designation will result in less intensive uses than the permitted uses in the High Density Residential zone.

~~The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.~~

~~The subject property is 3 miles from the Rogue Valley International Airport, and 1.5 miles from Interstate Highway 5 (I-5). The subject property has frontage on Twin Creeks Crossing, classified as a minor arterial street in the Central Point Transportation System Plan (TSP).~~

~~The nearest Rogue Valley Transit District (RVTD) route is Route 40 with a bus stop are located on approximately .5 miles from the site.~~

Twin Creeks Crossing is a minor arterial street with a center median and divided travel lanes. The frontage of the subject property is improved with curb, gutter and a curb tight 12 foot wide sidewalk.

The site is within the Twin Creeks TOD which has a priority for multimodal transportation opportunities specifically bicycle and pedestrian travel.

The standards are consistent with the adopted and acknowledged Central Point Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The subject property is within an adopted circulation plans area.

A Transportation analysis prepared by Southern Oregon Traffic Engineers has been submitted with these findings demonstrating facility adequacy and compliance with the Oregon Transportation Planning Rule.

Conclusions of Law:

The City Council can conclude The City has an adopted Transportation System Plan that includes all forms of transportation.

The transportation facilities for the current EC GLUP designation are adequate at the site and the requested Comprehensive Plan Map Amendment to High Density Residential is less intensive than the existing designation. The transportation facilities are adequate for the request.

*Goal 13 Energy Conservation*

*Goal 13 requires local governments to consider the effects of its comprehensive planning decision on energy consumption.*

Findings of Fact:

The City has adopted Comprehensive Plan elements and Land Development code requirements addressing energy conservation for new developments.

The Land Development Code has provisions for building orientation to attempt to optimize the siting of buildings for energy conservation and the State also has a progressive energy code to assure developments are constructed in an energy efficient manner.

Conclusions of Law:

~~The City Council can conclude the City has considered the effects of Energy Conservation with the requested Comprehensive Plan Map Amendment.~~

**Staff Comment:** The proposed amendment and subsequent development of the property are not expected to increase energy utilization.

*Goal 14 Urbanization*

*Comprehensive land use planning in Oregon is most well-known for its use of the "urban growth boundary" or UGB. The UGB is used to contain urban development, but also as a tool to plan for orderly growth.*

Findings of Fact:

**Staff Comment:** Goal 14 is focused on managing the City's growth and efficient use of land. The subject property is within the Twin Creeks Master Plan area, which considered development of the subject property to urban development standards and previously considered within the City's land needs.

~~The City has an Urban Growth Boundary acknowledged by the State. Within the UGB, the City, has a General Land Use Plan Map and a Zoning Map to plan for all uses within the UGB.~~

~~The City Comprehensive Plan contains elements for Housing, employment and recreational needs for the City and the Code is designed to implement the Goals and Policies of the Comprehensive Plan.~~

Conclusions of Law:

~~The City Council can conclude the City has an acknowledged UGB, and Comprehensive Plan, and Municipal Code provide a tool for orderly growth within the City.~~

Goal 15 Willamette River Greenway

Goal 15 is not applicable to this application.

Goal 16 Estuarine Resources

Goal 16 is not applicable to this application.

Goal 17 Coastal Shorelands

Goal 17 is not applicable to this application.

Goal 18 Beaches and Dunes

Goal 18 is not applicable to this application.

Goal 19 Ocean Resources

Goal 19 is not applicable to this application.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with all applicable Statewide Planning Goals.

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*B. Approval of the request is consistent with the Central Point comprehensive plan;*

- 1-Preface (1980)*
- 2 - Introduction (1980)*
- 3 - Population Element (2019)*
- 4 - Regional Plan Element (2012)*
- 5 - Planning Area Characteristics (1980)*
- 6 - Urbanization Element (2019)*
- 7 - Plan Summary (1983)*
- 8 - Housing Element (2019)*
- 9 - Environmental Management Element (1983)*
- 10 - Parks Element (2018)*
- 11-Public Facilities and Services Element (1983)*
- 12 - Economic Element (2019)*
- 13 - Energy Utilization Element (1983)*
- 14- Transportation Element (2008)*
- 15 - Land Use Element (2018)*
- Comprehensive Plan Land Use Map*

### *3 - Population Element*

*The purpose of the Population Element is to track the historic characteristics and growth of the City's population, and based on that information develop a 20-year forecast of the population. Based on the 20-year population forecast the City can plan for land and urban service needs to accommodate the population growth.*

#### Findings of Fact:

The Population Element tracks population growth, demographic and trends that aid in administering growth within the City.

The proposed Comprehensive Plan Map Amendment will have minimal impact on the City's ability to collect and analyze Population data.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with the Population Element of the Comprehensive Plan.

*4 - Regional Plan Element*Findings of Fact:

The Regional Plan Element established requirements for the City's Urban Reserve.

The impacts of the proposed Comprehensive Plan Map Amendment are minimal. The approval would result in a shift 1.7 acres of employment land to high density residential land.

~~The City has a need for both land uses, however the actual difference in permitted uses for developments between the EC zoning and the HMR/TOD zoning is negligible. Both zoning districts allow mixed use for high density residential development with ground floor commercial uses.~~

**Staff Comment:** By providing ground floor commercial uses along Boulder Ridge and Twin Creeks Crossing, the amendment is consistent with the City's commercial land needs.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment will not have a significant impact to the Regional Plan Element of the Comprehensive Plan.

*5 - Planning Area Characteristics (1980)*Findings of Fact:

The Planning Area Characteristics Element of the Comprehensive Plan addresses Statewide Planning Goal 2, Land Use Planning. The Element identifies existing development patterns, population, natural features and resources, transportations systems, and residential, commercial, industrial development.

The identification and analysis of existing conditions, facilities and trends allow for more informed development. While this Element was last updated in 1980, it provided a

foundation for other elements in the Comprehensive Plan that have been updated to reflect current needs.

The requested Minor Comprehensive Plan Map Amendment will have minimal impact on the Planning Area Characteristics as this element is primarily use as background for other elements of the Comprehensive Plan.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with the Planning Area Characteristics Element of the Comprehensive Pan.

*6 - Urbanization Element (2019)*

Findings of Fact:

The City has an Urban Growth Boundary acknowledged by the State. Within the UGB, the City, has a General Land Use Plan Map and a Zoning Map to plan for all uses within the UGB.

The purpose of the Urbanization Element in the Comprehensive Plan is to *"provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to insure efficient use of land, and to provide for livable communities."*

The subject property is infill development within the Twin Creeks TOD area. All urban facilities are currently at the property with sufficient capacity to serve the proposed minor Comprehensive Plan Map Amendment from Employment Commercial to High Density.

The development applications submitted with this minor Comprehensive Plan Map Amendment proposes a mixed-use development with commercial and multifamily components that is very similar to the allowed uses of the EC zoning district.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment will not have a significant impact to the Urbanization Element of the Comprehensive Plan.



### *8-Housing Element (2019)*

#### Findings of Fact:

~~The City has a buildable lands inventory within the Housing Element of the Comprehensive Plan.~~

~~The buildable lands inventory identifies the City has a need for approximately 410 acres of residential lands to meet the housing needs for the projected population in the 20-year planning horizon.~~

~~Additionally, the buildable lands inventory identifies the City will not meet its 6.9 dwelling units per acre density requirements for housing within the UGB at current residential land use and density pattern.~~

The requested map amendment from EC designation to the High Density residential and HMR/TOD zoning district will provide a site for residential development at the City's highest density where all urban services are available and in adequate supply.

#### Conclusions of Law:

The City Council can conclude the requested Comprehensive Plan Map Amendment is consistent with the housing needs ~~established in the Buildable Lands Inventory~~ for high density housing in the City.

### *9 - Environmental Management Element (1983)*

#### Findings of Fact:

The subject property is within the Jackson County Air Quality Maintenance Area (AQMA) which governs air quality issues at the County level.

Development on the site will be subject to an Oregon State Department of Environmental Quality (DEQ) 1200 C permit for stormwater runoff from land and impervious areas such as paved streets, parking lots, and building rooftops during rainfall and snow events.

The subject property is adjacent to a regional stormwater facility for the Twin Creeks area and is within an area that has an approved Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR) to determine 100-year flood zone in the vicinity.

Future development will be designed to avoid mapped flood zones.

#### Conclusions of Law:

The City Council can conclude the City complies with regulations to manage air, water, and land impacts during and post development.

### *10- Parks Element (2018)*

#### Findings of Fact:

The subject is within the Twin Creeks TOD. A primary objective of the TOD is to provide recreational opportunities intergraded into plan areas.

The Twin Creeks area includes a series of open spaces for passive and active recreation areas as well as a planned series of walking trails throughout the development.

The requested Minor Comprehensive Plan Map Amendment is 1.7 acres of infill development and the future development of the site will include the development of a final segment of the pedestrian path on the south east portion of the Twin Creeks TOD.

#### Conclusions of Law:

The City Council can conclude the requested Comprehensive Plan Map Amendment is consistent with the Parks Element of the Comprehensive Plan.

### *11- Public Facilities and Services Element (1983)*

#### Findings of Fact:

The subject property is located within the Twin Creeks TOD area. The site is currently vacant, with all urban facilities including streets, water stormwater and sewer are currently developed and available for the direct connections of the future development.

#### Conclusions of Law:

The City Council can conclude the requested Comprehensive Plan Map Amendment is consistent with the Public Facilities and Services Element of the Comprehensive Plan.

### *12- Economic Element (2019)*

#### Findings of Fact:

The Economic Element is the City's method of complying with Statewide Planning Goal 9. The Economic Element of the Central Point Comprehensive Plan was updated in 2019 and analyzed the available and needed employment lands for both short term and long term needs as well as the most suitable industry sectors for the City.

The Sectors identified in the Economic Element most suitable for the City were Truck Transportation, Specialty Food Products Manufacturing and Retail trade.

The subject property is currently Employment Commercial intended for retail, professional offices, and higher density housing with ground floor commercial uses. The site is not appropriate for truck transportation and specialty food products manufacturing.

The proposed designation of High Density with HMR zoning would allow multifamily housing with mixed use commercial on ground floor street frontages. A site plan is submitted with this application that proposes 45 multifamily dwelling units with 2,514 square feet of commercial lease space on ground floor street frontage.

The Economic Element of the Comprehensive Plan identifies a need for additional commercial space in the City. Since the applications submitted with this development are comparable with the permitted uses in the EC designation and zoning district and will have negligible effects on the supply of commercial lands available in the City.

Goal 6 of the economic element of the comprehensive plan states the City is to maintain an adequate supply of suitable short term (five year) employment lands.

Policy 4 states the City shall pursue and encourage development of leasable employment buildings (i.e. flexspace) to create opportunities to expand, retain and attract small businesses to Central Point's employment districts.

Policy 8: states adequate Short-Term Supply The City shall assure that, through its Capital Improvement Program, public facilities and transportation facilities are available and adequate in capacity to maintain a supply of competitive short-term buildable lands sufficient to meet employment needs within a five-year period, particularly for the retail, specialty foods, professional, health care, and trucking sectors.

Policy 9: states the City shall maintain a supply of competitive ~~short-term~~ <sup>long-term</sup> employment lands in the medium and large site categories equivalent to the twenty-year demand for those categories. The supply of short-term employment land shall be reviewed and updated every four years consistent with the Portland State University Population Research Center Coordinated Population Forecasting schedule. When it is determined that the supply of land as measured in terms of number of sites and/or acreage in the medium and large site categories is inadequate to serve the twenty-year

This application will amend the general land use plan map from the Employment Commercial designation to the High Density designation allowing for a zone change to the High Mix Residential/ Commercial (HMR/TOD) zoning district. The uses allowed in these two zoning districts allow for the development of ground floor commercial uses and multifamily dwelling units.

This consolidated application proposes the development of 2,512 square feet of lease space for suitable commercial development. ~~The Economic Element specifically identifies~~

~~Truck Transportation, Specialty Food Products Manufacturing and Retail trade as required commercial uses.~~ Truck Transportation, Specialty Food Products Manufacturing are not suitable for the site and the requested map amendment will allow a very similar development as the existing designation. The impact of the supply of employment lands associated with this application is not significant.

Staff Comment: By providing ground floor commercial areas along Boulder Ridge and Twin Creeks Crossing, the amendment is consistent with the Economic Element and the City's commercial land supply needs.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment will not have a significant impact on employment lands in the City.

*13- Energy Utilization Element (1983)*

Findings of Fact:

The Energy Utilization Element of the Comprehensive Plan and Land Development Code and the building Codes address energy conservation for new developments.

Efficient use of infrastructure is an important component of the Energy Utilization Element. All urban facilities are available at the site for future development.

The Land Development Code has provisions for building orientation to attempt to optimize the siting of buildings for energy conservation and the State also has a progressive energy code to assure developments are constructed in an energy efficient manner.

Conclusions of Law:

The City Council can conclude the City has considered the effects of Energy Conservation with the requested Minor Comprehensive Plan Map Amendment.

*14- Transportation Element (2008)*

Findings of Fact:

The City of Central Point has an adopted Transportation System Plan. The subject property is within the Twin Creeks TOD. This is a master planned area, when approved, a traffic impact analysis was used for the entire TOD.

The change from the Employment Commercial designation to the High-Density Residential designation will result in less intensive the permitted uses. The permitted uses High

Density Residential zone will be less intensive the permitted uses in the Employment Commercial zone resulting in less impacts to the transportation system.

~~The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.~~

~~The subject property is 3 miles from the Rogue Valley International Airport, and 1.5 miles from Interstate Highway 5 (I-5). The subject property has frontage on Twin Creeks Crossing, classified as a minor arterial street in the Central Point Transportation System Plan (TSP).~~

~~The nearest Rogue Valley Transit District (RVTD) route is Route 40 with a bus stop are located on approximately .5 miles from the site.~~

Twin Creeks Crossing is a minor arterial street with a center median and divided travel lanes. The frontage of the subject property is improved with curb, gutter and a curb tight 12 foot wide sidewalk.

The site is within the Twin Creeks TOD which has a priority for multimodal transportation opportunities specifically bicycle and pedestrian travel.

The standards are consistent with the adopted and acknowledged Central Point Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The subject property is within an adopted circulation plans area.

A Transportation analysis prepared by Southern Oregon Traffic Engineers has been submitted with these findings demonstrating facility adequacy and compliance with the Oregon Transportation Planning Rule.

#### Conclusions of Law:

The City Council can conclude The City has an adopted Transportation System Plan that includes all forms of transportation.

The transportation facilities for the current EC GLUP designation are adequate at the site and the requested Minor Comprehensive Plan Map Amendment to High Density Residential is less intensive that the existing designation. The transportation facilities are adequate for the request.

*15 - Land Use Element (2018)*

Staff Comment: Commercial Policy 1 of the Land Use Element states that the City shall maintain the zoning of all commercial lands as necessary to comply with the Economic Element. As demonstrated in findings for the Economic Element, the ground floor commercial areas along Boulder Ridge and Twin Creeks Crossing maintain consistency with the goals and policies of the Economic Element.

Findings of Fact:

The Land Use Element of the Comprehensive Plan acknowledges the Plan must be flexible and adaptable to changing needs within the City.

Existing development in the vicinity of the subject property has resulted in an adequate supply of street frontage commercial lease space for the Twin Creeks community.

The subject property is located within the Twin Creeks TOD area. The current General Land Use Map designation for the subject property is Employment Commercial. This designation is intended to by a higher intensity use to provide commercial (employment) spaces near the core of the TOD. Multifamily housing is allowed above ground floor commercial uses.

The High-Density designation located in the TOD allow for the High Density Mix (HMR) zoning district. The uses in the HMR zone are multi family development with ground floor street frontage commercial uses. The HMR uses are also intended to be higher intensity uses near the TOD core.

The High Density Designation with the HMR TOD zoning will provide commercial space on the street frontage of the Twin Creeks Crossing similar to the uses on the opposite side of the street to create a prominent entrance to the Twin Creeks community.

The site is currently vacant, with all urban facilities including streets, water stormwater and sewer are currently developed and available for the direct connections of the future development.

Conclusions of Law:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with the Land Use Element of the Comprehensive Plan.

Conclusions of Law Comprehensive Plan:

The City Council can conclude the requested Minor Comprehensive Plan Map Amendment is consistent with all applicable elements of the Comprehensive Plan.

\*\*\*\*\*

*C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and*

Findings of Fact:

The application is not an Urban Growth Boundary Expansion, and this criterion is not applicable.

Conclusions of Law:

The City Council can conclude this application for a Minor Comprehensive Plan Map Amendment is not an Urban Growth Boundary Expansion and this criterion C is not applicable.

*D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1436 §2(part), 1981. Formerly 17.96.050).*

Findings of Fact:

~~The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.~~

~~The subject property is 3 miles from the Rogue Valley International Airport, and 1.5 miles from Interstate Highway 5 (I-5). The subject property has frontage on Twin Creeks Crossing, classified as a minor arterial street in the Central Point Transportation System Plan (TSP).~~

~~The nearest Rogue Valley Transit District (RVTD) route is Route 40 with a bus stop located approximately .5 miles from the site.~~

Twin Creeks Crossing is a minor arterial street with a center median and divided travel lanes. The frontage of the subject property is improved with curb, gutter and a curb tight 12-foot-wide sidewalk.

The site is within the Twin Creeks TOD which has a priority for multimodal transportation opportunities specifically bicycle and pedestrian travel.

The standards are consistent with the adopted and acknowledged Central Point Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The subject property is within an adopted circulation plans area.

A Transportation analysis prepared by Southern Oregon Traffic Engineers has been submitted with these findings demonstrating facility adequacy and compliance with the Oregon Transportation Planning Rule.

Conclusions of Law:

The City Council can conclude this application is consistent with the Comprehensive Plan, the adopted Central Point Transportation System Plan and the Oregon Transportation Planning Rule.

**Staff Comment:** As presented in the Trip Generation Assessment, dated 04/17/2023, the proposed amendment does not significantly affect transportation facilities or alter the functional classification of any existing or planned infrastructure; therefore, it can be concluded the amendment is consistent with the Transportation System Plan and the Transportation Planning Rule.

Application Summary and Conclusions of Law:

These Finding of Fact and Conclusions of Law have identified the requirements within the Central Point Municipal Code for a Comprehensive Plan Amendment.

The request to change the General Land Use Plan Map designation on the subject property from the current Employment Commercial designation to High Density is classified as a Minor Comprehensive Plan Map Amendment.

The approval criteria for the requested Minor Comprehensive Plan Map Amendment states the request must be consistent with all applicable Statewide Planning Goals. The applicable goals have been identified in these finding and the approving authority can conclude the request is consistent with the applicable Statewide Planning Goals.

The requested Minor Comprehensive Plan Map Amendment must be consistent with the Central Point Comprehensive Plan and these findings of fact demonstrate compliance.

The requested Minor Comprehensive Plan Map Amendment is not an Urban Growth Boundary Expansion request.

These findings of fact have demonstrated the request is consistent with the Oregon Transportation Planning Rule.



The approving authority can conclude this request for a Minor Comprehensive Plan Map Amendment is consistent with the approval criteria as provided in the Central Point Municipal Code and the Comprehensive Plan.

On behalf of the applicant, I request the approval of this Minor Comprehensive Plan Map Amendment.

Scott Sinner  
Scott Sinner Consulting, Inc.

**PLANNING DEPARTMENT SUPPLEMENTAL  
FINDINGS OF FACT AND CONCLUSIONS OF LAW  
File No.: CPA-23002**

**Before the City of Central Point Planning Commission  
Consideration of a Comprehensive Plan Map Change on 1.62 acres for  
a property identified on the Jackson County Assessor's map  
as 37S 2W 03CA, Tax Lot 1500.**

<b>Applicant:</b>	)	Findings of Fact
Smith Crossing LLC	)	and
353 Dalton Street	)	Conclusion of Law
Medford OR 97501	)	

**PART 1  
INTRODUCTION**

The proposed comprehensive plan map amendment requests to classify the above property, located within the City of Central Point, from Employment Commercial to High Density Residential on the General Land Use Plan (GLUP) Map.

In accordance with CPMC 17.96.300 and 17.05.100, the proposed Minor Comprehensive Plan map Amendment is a quasi-judicial map amendment, which is processed using Type III application procedures set forth in Section 17.05.400.

Approval criteria for this Application include CPMC 17.96, which includes compliance with the statewide planning goals, comprehensive plan and Transportation Planning Rule. The amendment's compliance with applicable criteria are presented in Part 2 and summarized in Part 3.

**PROJECT BACKGROUND**

The applicant proposes a 45-unit multifamily development with limited ground floor commercial uses along the Twin Creeks Crossing frontage. The 1.62 acre project site is zoned Employment Commercial (EC) and is identified in the Twin Creeks Master Plan as a site to provide 1-2 stories of retail, professional office uses. The proposed use is not consistent with the current zoning district, which only allows residential units above ground floor commercial. The current application proposes to modify the Comprehensive Plan Map from Employment Commercial (EC) to High Density Residential/HMR, which could permit mixed use opportunities on the site, including vertical (mixed use in same building) and horizontal (mixed use in adjacent buildings).

The City of Central Point uses a two (2) map system with the Comprehensive Plan Map and the Land Use Map. The Comprehensive Plan Map provides a broad view of development within the City; whereas, the Land Use Map, commonly referred to as the Zoning Map, represents the spatial distribution of all land uses and provides parcel specific information for development. The Land Use Element of the City's Comprehensive Plan requires the Comprehensive Plan Map and the Zoning Map to maintain consistency at all times. Therefore, the application for comprehensive map amendment is accompanied by, and being processed concurrently with, an application for a Zone Map Amendment (see File No. ZC-23002) that proposes to change the zoning map to High Mix Residential that is consistent with the proposed comprehensive plan map change to high density residential.

Attachment: CPA-23002\_Attachments (1690 : Central Point Station, Phase 2 - Comp Plan Map Amendment)

## PART 2 - ZONING CODE COMPLIANCE

### 17.96.200 Initiation of amendments.

A proposed amendment to the comprehensive plan or urban growth boundary may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or for zoning map amendments;
- C. An application by one or more property owners, or their agents, of property affected by the proposed amendment.

***Finding CPMC 17.96.200:** The Planning Division received an application by the listed applicant and designated agent for the zone change request. The application was accepted as complete on April 18, 2023, indicating the application complied with the required submittals of this Chapter.*

***Conclusion 17.96.200:** Consistent.*

### 17.96.300 Major and minor amendments.

Proposed amendments to the comprehensive plan, including urban growth boundary amendments, are categorized as either major or minor amendments as defined in Section 17.10.300. Proposals for major revisions shall be processed as a Type IV procedure per Section 17.05.500. Proposals for minor changes shall be processed as a Type III procedure per Section 17.05.400.

***Finding CPMC 17.96.300:** The proposed amendment is the application of adopted policy to a particular property and is not the adoption of new policy. The requested change is a Minor Amendment, as defined in Section 17.10.300, and has been processed in accordance with Type III procedures in CPMC 17.05.400.*

***Conclusion CPMC 17.96.300:** Consistent.*

### 17.96.400 Submittal and timing of proposals.

Applications for an amendment to the comprehensive plan, or urban growth boundary, may be submitted at any time. Once accepted proposals shall be scheduled by the city council by resolution of intent. The applications and review thereof shall conform to the provisions of Chapter 17.05 and all applicable laws of the state.

***Finding CPMC 17.96.400:** The application was accepted as complete on April 18, 2023. As evidenced by the land use notifications, including notice to DLCD on May 2, 2023, notice to surrounding property owners and advertisement on the City's website ([www.centralpointoregon.gov/projects](http://www.centralpointoregon.gov/projects)), the City has duly noticed and processed the application in accordance with Chapter 17.05.*

***Conclusion CPMC 17.96.400:** Consistent.*

### CPMC 17.96.500 Approval criteria.

A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan or urban growth boundary shall be based on written findings and conclusions that address the following criteria:

- A. Approval of the request is consistent with the applicable statewide planning goals (major amendments only);

***Finding CPMC 17.10.400 (A):*** *The proposed amendments have been reviewed against the Statewide Planning Goals and found to comply as follows:*

*Goal 1- Citizen Involvement.* *This goal requires that all citizens be given the opportunity to be involved in all phases of the planning process. As evidenced by the land use notifications, including notice to DLCD on May 2, 2023, notice to surrounding property owners and advertisement on the City’s website ([www.centralpointoregon.gov/projects](http://www.centralpointoregon.gov/projects)), the City has duly noticed the application as necessary to allow the opportunity for citizen participation in the public hearings scheduled with the Planning Commission (6-6-2023) and City Council (6-22-2023) for the proposed map changes consistent with Goal 1.*

*Goal 2 – Land Use Planning.* *Goal 2 addresses the land use planning procedures in Oregon, including the need to adopt comprehensive plans and implementing ordinances based on factual information. The proposed change is based on factual information from the municipal code and existing policy in the comprehensive plan.*

*Goal 3 – Agricultural Lands.* *Goal 3 addresses agricultural land within rural areas. The proposed map amendment does not affect agricultural lands or agricultural buffers that would be required adjacent to agricultural lands outside the urban growth boundary. On this basis, Goal 3 does not apply to the proposed amendment.*

*Goal 4 – Forest Lands.* *Goal 4 addresses forest lands within rural areas. The proposed amendment does not affect forest lands or lands adjacent to forest lands; therefore, Goal 4 does not apply.*

*Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources.* *Goal 5 establishes a process for each natural and cultural resource to be inventoried and evaluated. If deemed to be significant, local governments may preserve, allow uses that conflict with the resource, or allow a combination of the two. In Central Point, floodplains and historic structures have been inventoried, and ordinances have been adopted to minimize impacts to each. The subject property of the proposed map amendment is within the Special Flood Hazard Area of Griffin Creek. Proposed development on the property will be subject to applicable policies, actions and standards in the Central Point Municipal Code to minimize flood losses and protect the property and surrounding properties from the dangers of flooding.*

*Goal 6 – Air, Water and Land Resources Quality.* *Goal 6 requires local comprehensive plans and implementing ordinances to comply with state and federal regulations on air, water and land quality resource requirements. The proposed amendment is not expected to have impacts on compliance with these standards and requirements.*

*Goal 7 – Areas Subject to Natural Hazards.* *Goal 7 requires appropriate safeguards when planning for development in floodplains or other areas subject to natural hazards. The subject property of the proposed map amendment is within the Special Flood Hazard Area of Griffin Creek. Proposed development on the property will be subject to applicable policies, actions and standards in the Central Point Municipal Code to minimize flood losses and protect the property and surrounding properties from the dangers of flooding.*

Goal 8 – Recreational Needs. This goal requires communities to inventory existing parks and recreational facilities, and to project the needed facilities to serve all populations within the community. The development of the subject property is addressed in the Twin Creeks Master Plan, which includes an interconnected network of active and passive parks and recreation areas. As such, the needs for parks and recreational facilities are addressed throughout the master plan area. Since the proposed amendment maintains the mix of allowed residential and commercial uses while providing flexibility for horizontal configuration, future permitted uses are generally the same and therefore not expected to generate additional need for parks and recreation services.

Goal 9 – Economy of the State. Goal 9 addresses diversification and improvement of the economy and specifically addresses commercial and industrial land. The proposed changes affect the comprehensive plan map designation and zoning designation of the subject property. The EC zone currently permits a broad range of commercial uses along with multifamily uses only when located above the ground floor commercial as part of vertical mixed uses.

The proposed modification would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the proposed amendments are consistent with Goal 9. Since Master Plan compliance is required for Site Plan and Architectural Review, approval, it can be concluded that the proposed Comprehensive Plan Map Amendment is consistent with Goal 9.

Goal 10 – Housing. Goal 10 requires local communities to plan for and accommodate housing needs in the City. The proposed map amendments would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site) and continuing to provide multifamily uses on the subject property. As such, the proposed amendments continue to allow housing, which is consistent with the City's need to produce additional housing and with Goal 10.

Goal 11 – Public Facilities and Services. Goal 11 calls for efficient planning of public services such as sewer, water, law enforcement and fire protection to assure that public services are planned in accordance with a community's needs and capacities rather than to be forced to respond to development as it occurs. Public facilities and services are planned in accordance with the Comprehensive Plan Public Facilities Element and updated master plans for water, stormwater, etc. These facilities and services have been established to accommodate full build-out of the Twin Creeks Master Plan area for the benefit of the project site and other properties therein. The proposed amendment will not affect the provision of services or generate additional need for services since the proposed zoning will continue to allow a mix of commercial and residential uses.

Goal 12 – Transportation. Goal 12 aims to provide a safe, convenient and economic transportation system. The development of the subject property was considered during the approval of the Twin Creeks Master Plan, which includes analysis of transportation needs, traffic circulation and transit services. A Trip Generation Analysis, prepared by Southern Oregon Transportation Engineering dated April 17, 2023, concludes the proposed amendment is consistent with the original Traffic Impact Analysis for the Master Plan area and will not generate additional impacts on transportation facilities.

Goal 13 – Energy. Goal 13 has to do with conserving all forms of energy. The subject property is within the Twin Creeks Master Plan area and located along a high capacity transportation corridor. As such, the proposed amendment and subsequent development of the subject property are not expected to increase energy utilization.

Goal 14 – Urbanization. Goal 14 has to do with managing the City’s growth in conjunction with project need based on population and land use. The proposed map amendment is within the area considered for development within the Twin Creeks Master Plan, which considered development of the subject property to urban development standards and previously considered within the City’s land needs. As such, the proposed amendment will not affect population growth or land need.

Goals 15- Applies to the Willamette Valley and does not apply to the City of Central Point.

Goals 16-19 - Applies to coastal areas and does not affect the City of Central Point.

**Conclusion CPMC 17.96.500(A):** Based on the nature of the proposed amendment and the findings above, the proposed change to Central Point Zone Map is consistent with all applicable Statewide Planning Goals.

- B. Approval of the request is consistent with the Central Point comprehensive plan (major and minor amendments);

**Finding CPMC 17.96.500 (B):** A review of the Central Point Comprehensive Plan identified the following relevant policies:

**Urbanization Element:**

Policy 5: Promote efficient and economical patterns of mixed land uses and development densities that locate a variety of different life activities ,such as employment, housing, shopping and recreation in convenient proximity; and that are, or can be made, accessible by multiple modes of transportation—including walking, bicycling, and transit in addition to motor vehicles—within and between neighborhoods and districts.

Finding Urbanization Policy 5: The proposed modification would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). The site is within the area developed under the Twin Creek Master Plan that includes multiple modes of transportation within and between the neighborhoods.

Conclusion Urbanization Policy 5: Consistent

**Economic Element:**

Goal 6: To maintain at all times an adequate supply of suitable short-term (five-year) employment lands.

Finding Economic Goal 6: The proposed changes affect the comprehensive plan map designation and zoning designation of the subject property. The EC designation on the comprehensive plan map and zone map currently permits a broad range of commercial uses along with multifamily uses only when located above the ground floor commercial as part of

*vertical mixed uses. The proposed modification allows mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the proposed amendments are consistent with the economic element.*

Conclusion Economic Goal 6: Consistent.

Policy 4: Small Businesses: *The City shall pursue and encourage development of leasable employment buildings (i.e. flex space) to create opportunities to expand, retain and attract small businesses to Central Point's employment districts.*

Finding Policy 4: Small Businesses: *The proposed modification would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the leasable commercial space fronting Twin Creeks Crossing will continue to provide opportunities for small businesses.*

Conclusion Policy 4: Small Businesses: Consistent.

Policy 8: Adequate Short-Term Supply. *The City shall assure that, through its Capital Improvement Program, public facilities and transportation facilities are available and adequate in capacity to maintain a supply of competitive short-term buildable lands sufficient to meet employment needs within a five-year period, particularly for the retail, specialty foods, professional, health care, and trucking sectors.*

Finding Policy 8: Adequate Short-Term Supply: *The competitive short-term supply of land means those lands are ready for development with serviceable facilities, or public facilities, utilities and transportation facilities, that have adequate capacity for planned development. The proposed amendment is within the planning area for the Twin Creeks Master Plan that provides adequate and serviceable facilities to the site.*

*The proposed modification would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the leasable commercial space fronting Twin Creeks Crossing will continue to provide opportunities for retail and professional uses.*

Conclusion Policy 8: Adequate Short-Term Supply: Consistent.

Policy 9: Prepare for Long-Term Needs: *The City shall maintain a supply of competitive short-term employment lands in the medium and large site categories equivalent to the twenty-year demand for those categories. The supply of short-term employment land shall be reviewed and updated every four years consistent with the Portland State University Population Research Center Coordinated Population Forecasting schedule. When it is determined that the supply of land as measured in terms of number of sites and/or acreage in the medium and large site categories is inadequate to serve the twenty-year needs then the City shall amend its UGB to include additional short-term (5-year) employment lands.*

*Finding Policy 9: Prepare for Long-Term Needs:* *The Land Use Element defines the EC classification as lands “...designed to accommodate a wide variety of retail, service, and office uses in an environment that is pedestrian oriented...” Site requirements for uses in EC zones are typically smaller (0.5-5 acres) that accommodate smaller building sizes (200-15,000 square feet). The project site is approximately 1.62 acres and is outside the demand projections for medium and large site needs assessments.*

*Conclusion Policy 9: Prepare for Long-Term Needs:* *Not applicable.*

***Land Use Element:***

*Commercial Policy 1:* *Maintain the zoning of all commercial areas of Central point as necessary to comply with the Economic Element.*

*Finding Commercial Policy 1:* *As demonstrated in the findings for Goal 6 of the Economic Element, the proposed modification allows mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the proposed amendments are consistent with the economic element.*

*Conclusion Commercial Policy 1:* *Consistent.*

***Conclusion CPMC 17.96.500(B):*** *Based on the evaluation of applicable Comprehensive Plan policies, the proposed comprehensive plan map amendment is consistent with the Central Point Comprehensive Plan*

- C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city’s public facilities master plans (major and minor amendments); and

***Finding CPMC 17.96.500 (C):*** *The proposed amendment to the City’s comprehensive plan map does not include an amendment to the urban growth boundary.*

***Conclusion CPMC 17.96.500(C):*** *Not applicable.*

- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

**OAR 660-012-0060 – Transportation Planning Rule**

The State Transportation Planning Rule (TPR) in OAR 660-012-0060 requires changes to land use plans and land use regulations (i.e. Comprehensive Plan Map Amendments and Zoning Map Amendments) to be consistent with the function and capacity of existing and planned transportation facilities. Oregon Administrative Rule (OAR) 660-012-0060 subsection (1) states the following:

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule.



A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of corrections of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the areas of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
  - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
  - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or,
  - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

***Finding OAR 660-012-0060(1):*** A Trip Generation Analysis was prepared for the proposed zone change by Southern Oregon Transportation Engineering, LLC on April 17, 2023. The Study evaluates the proposed zone change on the 1.62-acre project site (37S 2W 03CA Tax Lot 1500) from EC to HMR. Per the Trip Generation Analysis, the trip generation of the proposed amendment was evaluated based on 45 multi-family dwelling units and 2,514 square feet of commercial gross floor area. The analysis reported a total of 700 daily trips and 57 PM Peak trips, which is a decrease in total daily trips and PM Peak trips on the surrounding streets. Per the Trip Generation Analysis, the traffic generated by the proposed development will not alter the functional classification for any existing or planned infrastructure.

***Conclusion OAR 660-012-0060(1):*** Consistent.

- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using

subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned, function, capacity, and performance standards of the facility.
- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
- (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including but not limited to transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.
- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations if:
  - (A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all standards;
  - (B) The providers of facilities being improved at other locations provide written statements of approval; and,
  - (C) The local jurisdictions where facilities are being improved provide written statements of approval.

***Finding OAR 660-012-0060(2):*** *As demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities.*

***Conclusion OAR 660-012-0060(2):*** *Not applicable.*

- (3) Notwithstanding sections(1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity, and performance standards of the facility where:
- (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the TSP.
  - (b) Development resulting from the amendment will, at a minimum mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
  - (c) The amendment does not involve property located in an interchange area as defined in paragraph (d)(C); and

For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

***Finding OAR 660-012-0060(2):** As demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities.*

***Conclusion OAR 660-012-0060(2):** Not applicable.*

- (4) Determinations under sections (1) through (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
  - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements, and services:

- (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
  - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
  - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
  - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
  - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
- (c) Within interstate interchange areas, the improvements included in (b) (A)-(C) are considered planned facilities, improvements and services, except where:
- (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or,
  - (B) There is an adopted interchange area management plan, then local government may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
- (d) As used in this section and section (3):

- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
- (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and,
- (C) Interstate interchange area means:
  - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or,
  - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E), or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

***Finding OAR 660-012-0060(4):*** *As demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities.*

***Conclusion OAR 660-012-0060(4):*** *Not applicable.*

- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional, or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

***Finding OAR 660-012-0060(5):*** *The application is for an amendment within city limits on lands zoned for commercial use and is not on rural lands. No exceptions are requested as part of the application.*

***Conclusion OAR 660-012-0060(5):*** *Not applicable.*

- (6) If a local government is determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2) using a performance standard based on projected levels of motor vehicle traffic, then the local government shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d);

- (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10 percent fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10 percent reduction allowed for by this subsection shall be available only if uses that rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
- (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10 percent reduction required in subsection (a);
- (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b), it shall ensure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with OAR 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that ensure compliance with these rule requirements at the time of development approval; and
- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments that accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a). The commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances that provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act

***Finding OAR 660-012-0060(6): See Finding OAR 660-012-0060(1).***

***Conclusion OAR 660-012-0060(6): Not applicable.***

- (7) Amendments to acknowledged comprehensive plans and land use regulations that meet all of the criteria listed in subsections (a)–(c) shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan, or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
  - (b) The local government has not adopted a TSP or local street plan that complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro’s requirement for street connectivity as contained in Title 1, Section 3.08.110 of the Regional Transportation Functional Plan; and
  - (c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

***Finding OAR 660-012-0060(7):** The subject property is less than two acres in size and the proposed amendment seeks to change the comprehensive plan designation from commercial to high-density residential. The Transportation System Plan for the City of Central Point was acknowledged in 2008. As demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities.*

***Conclusion OAR 660-012-0060(7):** Not applicable.*

- (8) A “mixed-use, pedestrian-friendly center or neighborhood” for the purposes of this rule, means:
- (d) Any one of the following:
    - i. An existing central business district or downtown;
    - ii. An area designated as a central city, regional center, town center, or main street in the Portland Metro 2040 Regional Growth Concept;
    - iii. An area designated in an acknowledged comprehensive plan as a transit-oriented development or a pedestrian district; or
    - iv. An area designated as a special transportation area as provided for in the Oregon Highway Plan.
  - (e) An area other than those listed in subsection (a) which includes or is planned to include the following characteristics:

- (A) A concentration of a variety of land uses in a well-defined area, including the following:
  - (i) Medium to high density residential development (12 or more units per acre);
  - (ii) Offices or office buildings;
  - (iii) Retail stores and services;
  - (iv) Restaurants; and
  - (v) Public open space or private open space that is available for public use, such as a park or plaza.
- (B) Generally include civic or cultural uses;
- (C) A core commercial area where multi-story buildings are permitted;
- (D) Buildings and building entrances oriented to streets;
- (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
- (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
- (G) One or more transit stops (in urban areas with fixed route transit service); and
- (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

***Finding OAR 660-012-0060(8):*** *The subject property meets the definition of a mixed use, pedestrian-friendly center or neighborhood as it is located within a transit oriented development designated on the comprehensive plan map.*

***Conclusion OAR 660-012-0060(8):*** *Consistent.*

- (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned facility if all of the following requirements are met:



- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

***Finding OAR 660-012-0060(9)(a):*** *The City of Central Point uses a two (2) map system with the Comprehensive Plan Map and the Land Use Map. The Comprehensive Plan Map provides a broad view of development within the City; whereas, the Land Use Map, commonly referred to as the Zoning Map, represents the spatial distribution of all land uses and provides parcel specific information for development. The application for comprehensive plan map amendment is being processed concurrently with an application for a Zone Map Amendment (see File No. ZC-23002) that proposes to change the zone map to change the zoning to High Mix Residential (HMR) that is consistent with the proposed high density residential designation in the comprehensive plan.*

***Conclusion OAR 660-012-0060(9)(a):*** *Consistent.*

- (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and,

***Finding OAR 660-012-0060(9)(b):*** *The Transportation System Plan for the City of Central Point was acknowledged in 2008 and updated in 2023. The Land Use Goals and Policies in the TSP direct the City to effectively manage the use of land within the urbanized area and manage the Land Element of the Comprehensive Plan in a manner that is consistent with the successful implementation of the TSP.*

*The Land Use Element determines where a land use will be physically sited, how it will be managed to achieve the City's land use goals and includes the street classification system for all streets within the City's urban area to ensure the land uses are compatible with the surrounding infrastructure. At the time the TSP and Land Use Element were acknowledged, they were in balance. As demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities; therefore it can be concluded that the proposed zoning remains consistent with the TSP.*

***Conclusion OAR 660-012-0060(9)(b):*** *Consistent.*

- (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

***Finding OAR 660-012-0060(9)(c):*** *The subject property and the surrounding area were not exempted from the Transportation Planning Rule at the time of an urban growth boundary expansion.*

*Conclusion OAR 660-012-0060(9)(c): Not applicable.*

(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

(a) A proposed amendment qualifies for this section if it:

- (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
- (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.

(b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:

- (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;
- (B) Entirely within an urban growth boundary;
- (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
- (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
- (E) Located in one or more of the categories below:
  - (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;

- (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
  - (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.
- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.
  - (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
    - (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;
    - (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and
    - (iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.
  - (B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.
- (d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.
- (e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.

***Finding OAR 660-012-0060(10):*** *The proposed amendment affects land within an Activity Center, an area designated in the comprehensive plan for mixed uses with medium to high density. The activity center promotes pedestrian oriented development with transit services. However, the activity centers are not consistent with the definition of a Multimodal Mixed Use Area (MMA), as defined in the TPR. As shown in the Applicant's Trip Generation Analysis and demonstrated in the findings and conclusions for OAR 660-012-0060(1), the proposed amendment does not significantly affect transportation facilities and the functional plan will not change.*

***Conclusion OAR 660-012-0060(10):*** *Not applicable.*

- (11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.
- (a) The amendment must meet paragraphs (A) and (B) of this subsection.
- (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
- (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
- (C) For the purpose of this section:
- (i) "Industrial" means employment activities generating income from the production, handling, or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment, and research and development.
- (ii) "Traded-sector" means industries in which member firms sell their goods or services into markets for which national or international competition exists.
- (b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment

as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within 45 days.

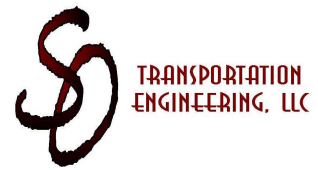
- (c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:
- (A) Proposed amendment.
  - (B) Proposed mitigating actions from section (2) of this rule.
  - (C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the performance standards of transportation facilities.
  - (D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.
  - (E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities

***Finding OAR 660-012-0060(10):*** *As shown in the Applicant's Trip Generation Analysis and demonstrated in the findings and conclusions for OAR 660-012-0060(1), the amendment does not significantly affect transportation facilities, the functional plan will not change and mitigation is not required.*

***Conclusion OAR 660-012-0060(10):*** *Not applicable.*

### PART 3 – CONCLUSION

As evidenced in findings and conclusions provided in Part 2, the proposed comprehensive plan map amendment is consistent with applicable standards and criteria in the Central Point Municipal Code, including the Statewide Planning Goals (where applicable), Comprehensive Plan, and Statewide Transportation Planning Rule.



319 Eastwood Drive  
Medford, OR 97504

Telephone 541.941.4148  
Kim.parducci@gmail.com

# MEMORANDUM

To: City of Central Point  
Planning Division  
140 South Third Street  
Central Point, OR 97502

Date: 04/17/2023

Project: Central Point Station Phase 2 - Plan Amendment and Zone Change

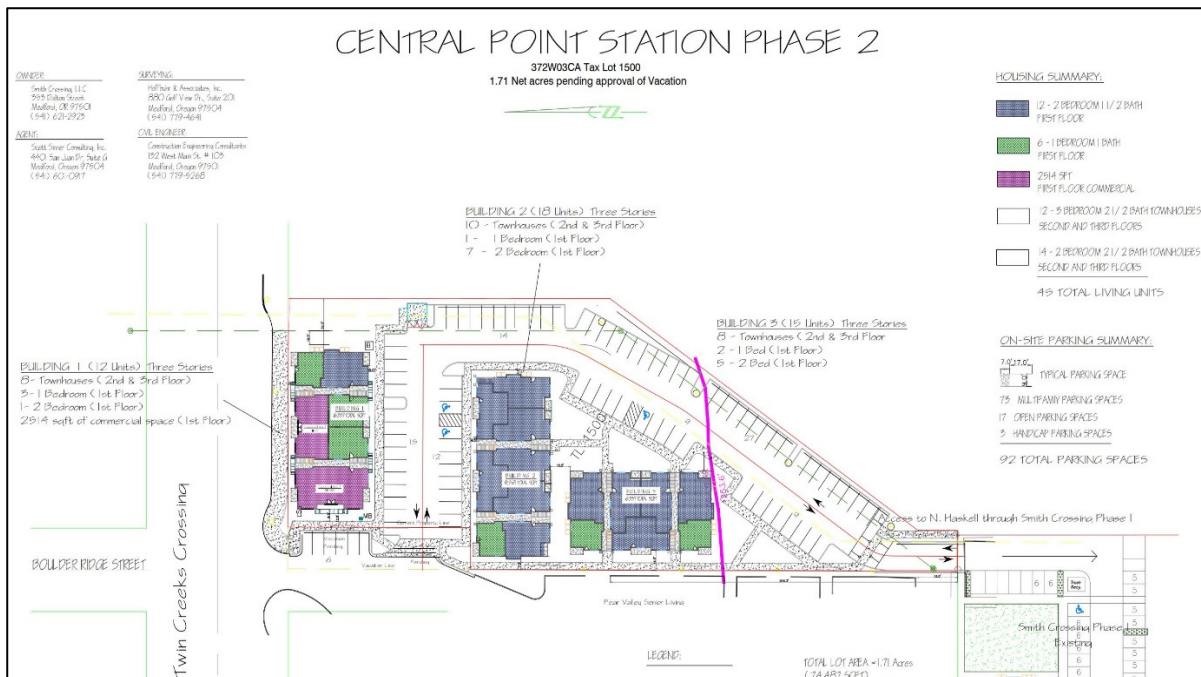
Subject: Trip Generation Assessment

Southern Oregon Transportation Engineering prepared a trip generation assessment for a proposed Minor Comprehensive Plan Amendment and zone change from Employment Commercial (EC TOD) to High Mix Residential / Commercial (HMR/TOD) on 1.62 acres located along the south side of Twin Creeks Crossing, west of the railroad tracks (372W03CA tax lot 1500) in Central Point, Oregon. Our assessment is provided below.

## BACKGROUND

The proposed plan amendment and zone change from EC to HMR/Commercial allows the same highest and best uses, which are commercial uses. For the Transportation Planning Rule (TPR) assessment, the potential trip generation for the proposed plan amendment and zone change is a net zero increase or no increase to the transportation system.

For the proposed site plan assessment, the planned uses on the site include high density residential and commercial, with 45 multi-family residential (MFR) units and 2,514 square feet (SF) of commercial gross floor area (GFA). A site plan is shown below.



Attachment: CPA-23002\_Attachments (1690 : Central Point Station, Phase 2 - Comp Plan Map Amendment)

## TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* was used to generate trips for the proposed plan amendment and zone change analysis. Land use 220 – Multifamily Housing and 822 – Strip Retail Plaza (<40k) were used in the analysis. A summary of results is provided in Table 1. ITE graphs and land use descriptions are provided in the attachments.

Table 1 – Central Point Station GLUP Amendment and Zone Change Trip Generations									
Land Use	Unit	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	(In)	(Out)	Total	(In)	(Out)
<i>Base Zoning EC TOD</i>									
822 – Strip Retail Plaza	1000 SF	17.95	987	42	25	17	118	59	59
<i>Proposed Zoning HMR/Commercial TOD</i>									
822 – Strip Retail Plaza	1000 SF	17.95	987	42	25	17	118	59	59
<i>Proposed Site Plan</i>									
220 – Multifamily Housing	DU	45	364	37	9	28	40	25	15
822 – Strip Retail Plaza	1000 SF	2,514	336	6	4	2	17	9	8
<b>Site Plan Trip Total</b>			700	43	13	30	57	34	23
<b>Net Difference (potential) EC to HMR/Commercial</b>			<b>0</b>	<b>0</b>			<b>0</b>		
<b>Net Difference (site plan) EC to HMR/Commercial</b>			<b>-287</b>	<b>+1</b>			<b>-61</b>		

SF = square feet, DU = dwelling unit

1. Land Use 822 weekday rate based on fitted curve equation
2. Land Use 220 weekday, a.m., and p.m. rates based on fitted curve equations

As shown in Table 1, the highest and best use within both the base zoning (EC TOD) and proposed zoning (HMR/Commercial TOD) is a commercial use and results in no net increase to the transportation system. The trip generations in Table 1 assume 25% buildout (17,950 SF) for commercial development, but this could be higher or lower depending on site layout. Comparing 25% buildout of commercial development to the proposed site plan (45 multifamily units + 2,514 SF of commercial) shows a net decrease of 287 average daily trips (ADT) overall.

## AGENCY REQUIREMENTS

The City of Central Point requires a traffic impact analysis (Public Works Standards and Specifications 320.10.03(3)) when trip generations fall within specific ranges. These include a change in zoning or plan amendment that generates 300 average daily trips (ADT) more than current zoning, an increase in site traffic by 250 ADT or 25 peak hour trips, an increase in peak hour volume of a particular movement to and from the State highway by 20%, or an increase in use of adjacent streets by vehicles exceeding 20,000 pounds gross vehicle weight.

None of the TIA requirements are shown to be met. No TIA, therefore, is shown to be required unless the City has a safety concern that we are unaware of.

ODOT Development Review Guidelines (Chapter 3.3) provide traffic impact analysis thresholds for various types of developments. A TIA is required to address the TPR when a proposed land use change results in an increase of 1000 ADT or greater than 400 ADT on a

highway section. The proposed plan amendment and zone change is shown to result in no net increase on the transportation system. The proposed site also does not take direct access to a State facility. No TIA, therefore, is expected to be required by ODOT.

Based on the trip assessment for the proposed plan amendment and zone change, it is our conclusion that a traffic impact analysis is not shown to be required by City of Central Point or ODOT criteria. The proposed zone change is concluded to have no significant effect on existing or planned facilities in accordance with Division 12 of the Oregon Administrative Rules (OAR) 660-012-0060. Please feel free to contact us with any questions.

Respectfully,



Kimberly Parducci, PE PTOE  
Firm Principal  
Southern Oregon Transportation Engineering, LLC



Attachments: ITE Graphs  
Site Plan  
Assessors map  
Agency requirements



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## ATTACHMENTS

Attachments incorporated herein by reference. Copies available upon request.

**PLANNING COMMISSION RESOLUTION NO. 905****A RESOLUTION FORWARDING A FAVORABLE  
RECOMMENDATION TO THE CITY COUNCIL TO APPROVE A MINOR  
COMPREHENSIVE PLAN MAP AMENDMENT FROM EMPLOYMENT COMMERCIAL  
TO HIGH DENSITY RESIDENTIAL ON A 1.62 ACRE PROPERTY IDENTIFIED ON THE  
JACKSON COUNTY ASSESSOR'S MAP AS 37S 2W 03CA, TAX LOT 1500.**

File No. CPA-23002  
Applicant: Smith Crossing, LLC

**WHEREAS**, the Comprehensive Plan Land Use Map is proposed to re-designate the property identified by the Jackson County Assessor's Map as 37S 2W 03CA Tax Lot 1500 as High Density Residential; and

**WHEREAS**, the proposed Comprehensive Map Amendment is consistent with applicable statewide planning goals; and

**WHEREAS**, the proposed Comprehensive Map Amendment is accompanied by, and being processed concurrently with, an application for a Zone Map Amendment (see File No. ZC-23002) that proposes to change the zoning map to High Mix Residential that is consistent with the proposed comprehensive plan map change to high density residential; and

**WHEREAS**, adequate public services and transportation networks are available to the site; and

**WHEREAS**, the proposed comprehensive plan map change from Employment Commercial to High Density Residential has been determined to be consistent with the State Transportation Planning Rule.

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Central Point Planning Commission, by this Resolution No. 905, does recommend that the City Council approve the comprehensive plan map on the property identified by the Jackson County Assessor's Map as 37S 2W 03CA Tax Lot 1500. This decision is based on the Staff Report dated June 6, 2023 including Attachments A through F attached hereto by reference and incorporated herein.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 6th day of June, 2023.

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
City Representative

June 6, 2023

### Item Summary

Consideration of a Minor Zone Map Amendment application from Employment Commercial (EC) to High Mix Residential (HMR) for 1.62 acres in the Twin Creeks Transit Oriented Development (TOD) District. The subject property is located at the intersection of Twin Creeks Crossing and Boulder Ridge Street and is identified on the Jackson County Assessor's map as 37S 2W 03CA, Tax Lot 1500. **Applicant:** Smith Crossing, LLC; **Agent:** Scott Sinner Consulting, Inc. **Associated Files:** CPA-23002, MP-23001, SPAR-23001

### Staff Source

Justin Gindlesperger, Community Planner II

### Background

Smith Crossing, LLC ("Applicant") has requested a Minor Zone Map Amendment from EC to HMR in the Twin Creeks TOD District. It's the Applicant's intent to develop the property with a mixed-use development that includes 45 multifamily residential units with limited ground floor commercial uses along the Twin Creeks Crossing frontage and multifamily buildings interior to the site. The proposed zone change would allow mixed-use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site).

In consideration of this application, there are three (3) criteria that must be addressed per CPMC 17.10.400:

1. **Comprehensive Plan Compliance.** Review of the Comprehensive Plan identified several relevant policies that promote efficient patterns of mixed land uses, ensure an adequate supply of employment lands that are appropriate for small businesses and a need to maintain the zoning within commercial areas of the City.

The current EC zone designation permits a broad range of commercial uses along with multifamily uses only when located above the ground floor commercial as part of vertical mixed uses. The proposed zone map change maintains mixed-use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site).

2. **Compatibility with Surround Land Uses and Zoning.** The proposed Zone Map Change is for a single, 1.62 acre property at the intersection of Twin Creeks Crossing and Boulder Ridge Street. The properties to the south and west are developed with residential uses in the High Mix Residential (HMR) and Medium Mix Residential (MMR) zones, respectively. Amending the zone map to include the subject property in the HMR zone is consistent with the existing zoning and land uses of the adjacent properties and

maintains mixed uses opportunities on the site.

- 3. Traffic Impacts/Transportation Planning Rule Compliance.** The State Transportation Planning Rule (TPR) in OAR 660-012-0060 requires changes to land use plans and land use regulations (i.e. Comprehensive Plan Map Amendments and Zoning Map Amendments) to be consistent with the function and capacity of existing and planned transportation facilities.

The development of the subject property was considered during the approval of the Twin Creeks Master Plan, which includes analysis of transportation needs, traffic circulation and transit services. A Trip Generation Analysis, prepared by Southern Oregon Transportation Engineering dated April 17, 2023, evaluated the proposed zone change from EC to HMR and concluded the proposed map amendment will not generate additional impacts on transportation facilities.

#### **Issues**

None.

#### **Findings of Fact & Conclusions of Law**

The Central Point Station, Phase 2, Minor Zone Map Amendment has been evaluated against the applicable criteria set forth in CPMC 17.10 and found to comply as evidenced in the Applicant's Restated Findings of Fact (Attachments "C"), the Planning Department Supplemental Findings (Attachment "D") and the Staff Report dated June 6, 2023.

#### **Conditions of Approval**

None.

#### **Attachments**

Attachment "A" - Project Location Map

Attachment "B" - Master Site Plan

Attachment "C" - Applicant's Restated Findings and Exhibits, dated 05/25/2023

Attachment "D" - Planning Department Supplemental Findings

Attachment "E" - Trip Generation Assessment, dated 04/17/2023

Attachment "F" - Resolution No. 906

#### **Action**

Conduct the public hearing and consider the Minor Zone Map Amendment application. The Planning Commission may 1) approve; 2) approve with revisions; or 3) deny the application. If the Planning Commission finds there is insufficient evidence to take one of these actions at the June meeting, the Planning Commission may continue the public hearing to a date and time specific as necessary to allow the applicant to respond to any issues or questions and update their findings.

#### **Recommendation**

Approve the Minor Zone Map Amendment application per the the Staff Report dated June 6, 2023, the Applicant's Findings, as corrected, in Attachment "C" and the Planning Department Supplemental Findings in Attachment "D."

#### **ATTACHMENTS:**

1. ZC-23002\_Attachments

ATTACHMENT "A"



Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)



BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

IN THE MATTER OF AN APPLICATION FOR	)	
ZONE MAP AMENDMENT FOR THE PROPERTY	)	FINDING OF FACT
IDENTIFIED AS T372W03CA TAX LOT 1500	)	AND
SMITH CROSSINGS LLC, APPLICANT	)	CONCLUSIONS
SCOTT SINNER CONSULTING, INC. AGENT	)	OF LAW

I. BACKGROUND INFORMATION

Applicant:

Milo Smith  
Smith Crossings LLC  
353 Dalton St  
Medford, OR 97501  
[milocsmith@gmail.com](mailto:milocsmith@gmail.com)

Agent:

Scott Sinner Consulting, Inc.  
4401 San Juan Dr. Suite G  
Medford, OR 97504  
[scottsinner@yahoo.com](mailto:scottsinner@yahoo.com)

Property:

37 2W 03 TL 1500  
Smith Crossings LLC  
Twin Creeks Crossing  
Central Point, OR 97502

Mailing:  
353 Dalton St  
Medford, OR 97501

1.62 Net Acres

Current Zoning: Employment Commercial (EC TOD)  
Proposed Zoning High Density Residential (HMR TOD)

Current GLUP Designation Employment Commercial  
Proposed GLUP Designation High Density

Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)

## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

Project Summary:

This application is consolidated with multiple applications to allow for the development of 45 residential dwelling units and 2 commercial lease spaces totaling 2,514 square feet on the subject property. The property is within the boundary of the Twin Creeks Transit Oriented District (TOD).

The current zoning of the property is Employment Commercial (EC TOD). To develop the property as proposed, a Minor Comprehensive Plan Map Amendment to amend the General Land Use Plan (GLUP) Map amendment to include the property in the High-Density residential designation has been submitted for review and approval.

The approval of this application would amend the zoning map to the High Mix Residential / Commercial (HMR/TOD) zoning district. This zoning district provides the standards for the development of the proposed 45 unit residential development.

The applicant has requested a Vacation of Right of Way to vacate the portion of Boulder Ridge Street south of Twin Creeks Crossing. The City is processing the vacation.

The final application submitted is a Site Plan Review application for the proposed 2,515 square feet of commercial spaces and 45 dwelling unit apartment complex.

This application demonstrates compliance with the criteria for a minor zone map amendment as provided in the Central Point Municipal Code (CPMC)

Findings of Fact:

17.10.100 Purpose.

17.10.200 Initiation of amendments.

17.10.300 Major and minor amendments.

17.10.400 Approval criteria.

17.10.500 Conditions of approval.

17.10.600 Record of amendments.

17.10.100 Purpose.

*The purpose of this chapter is to provide standards and procedures for major and minor amendments to this code or the Central Point city zoning map (zoning map), herein referred to as "map or text amendments." (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).*

17.10.200 Initiation of amendments.

*A proposed amendment to the code or zoning map may be initiated by either:*

*A. A resolution by the planning commission to the city council;*



## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

*B. A resolution of intent by the city council; or for zoning map amendments;*

*C. An application by one or more property owners (zoning map amendments only), or their agents, of property affected by the proposed amendment. The amendment shall be accompanied by a legal description of the property or properties affected; proposed findings of facts supporting the proposed amendment, justifying the same and addressing the substantive standards for such an amendment as required by this chapter and by the Land Conservation and Development Commission of the state. (Ord. 1989 §1(part), 2014).*

17.10.300 Major and minor amendments.

*There are two types of map and text amendments:*

*A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.*

*B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).*

17.10.400 Approval criteria.

*A recommendation or a decision to approve, approve with conditions or to deny an application for a text or map amendment shall be based on written findings and conclusions that address the following criteria:*

*A. Approval of the request is consistent with the applicable statewide planning goals (major amendments only);*

*B. Approval of the request is consistent with the Central Point comprehensive plan (major and minor amendments);*

*C. If a zoning map amendment, findings demonstrating that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and*

## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

*D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006. Formerly 17.10.300(B)).*

Findings of Fact:17.10.300 Major and minor amendments.

*There are two types of map and text amendments:*

*A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.*

*B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).*

Findings of Fact:

This application for a Zoning Map amendment affects a single property and specific development application.

The application is identified as a Minor Amendment to the Zoning Map and will follow the requirements for a Type III procedure with the City Council being the approving authority.

Conclusions of Law

The City Council can conclude the request for a Zoning Map Amendment for the subject property is a minor map amendment following a Type III procedure.

*A. Approval of the request is consistent with the applicable statewide planning goals (major amendments only);*

Findings of Fact:

This application is not a major Zoning Map amendment and demonstrating consistency with Statewide Planning Goals is not applicable to this application.

BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

Conclusions of Law

The City Council can conclude the request for a Zoning Map Amendment for the subject property is not a major Amendment and demonstrating consistency with Statewide Planning Goals is not applicable.

*B. Approval of the request is consistent with the Central Point comprehensive plan (major and minor amendments);*

*Staff Comment: As evidenced in findings of fact and conclusions of law for CPA-23002, the proposed amendment is consistent with the comprehensive plan. The proposed amendments maintain consistency with the goals and policies of the Economic Element, Land Use Element, and Urbanization Element.*

Findings of Fact:

~~The Comprehensive Plan states the following:~~

~~Any Comprehensive Plan or Zoning Ordinance amendment will be proceeded by proper notice, a public hearing, and will be guided by other state planning law requirements and City policies and procedures for such amendments.~~

~~The CPMC provides the procedure and the approval criteria for a minor zoning map amendment as identified in the Comprehensive Plan.~~

~~The approval of this application will require a public hearing with all noticing requirements consistent with the CPMC.~~

Conclusions of Law

The City Council can conclude the proposed zone change application is consistent with the Central Point Comprehensive Plan.

*C. If a zoning map amendment, findings demonstrating that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and*

Findings of Fact:

The subject property is located within the Twin Creeks Transit Oriented District (TOD). The site has developed street frontages.

~~The Twin Creeks TOD is a master planned area, and the Category A services are domestic water, sanitary sewer, storm sewer, and streets, the transportation system.~~

~~The applicant requested comments from Public Works Director, Matt Samitore with respect to facility adequacy for this zone change. His response are as follows:~~

## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

- ~~1. There is an 8" and 12" waterline available for this site.~~
- ~~2. There is RVSS on the north side of the site.~~
- ~~3. Storm Water Quality and Quantity are provided via piping in Twin Creeks Crossing and Boulder Ridge, via an existing 12 and 18" inch pipes.~~
- ~~4. Twin Creeks Crossing is an Arterial~~
- ~~5. No TIA is required for the zone change/Comp Change.~~

~~The Category A facilities are adequate for the requested zone map amendment.~~

~~Staff Comment: Public services and transportation networks were considered as part of the Twin Creeks Master Plan. As concluded in the Trip Generation Analysis, dated 04/17/2023, the proposed zone map amendment will not generate additional impacts on the transportation network.~~

Conclusions of Law

The City Council can conclude the Category A facilities are adequate for the requested zone map amendment.

~~12 - Comprehensive Plan Economic Element (2019)~~

Findings of Fact:

~~The Economic Element is the City's method of complying with Statewide Planning Goal 9. The Economic Element of the Central Point Comprehensive Plan was updated in 2019 and analyzed the available and needed employment lands for both short term and long-term needs as well as the most suitable industry sectors for the City.~~

~~The Sectors identified in the Economic Element most suitable for the City were Truck Transportation, Specialty Food Products Manufacturing and Retail trade.~~

~~The subject property is currently Employment Commercial intended for retail, professional offices, and higher density housing with ground floor commercial uses. The site is not suitable for truck transportation and specialty food products manufacturing.~~

~~The proposed designation of High Density with HMR zoning would allow multifamily housing with mixed use commercial on ground floor street frontages. A site plan is submitted with this application that proposes 45 multifamily dwelling units with 2,514 square feet of commercial lease space on the ground floor street frontage use.~~

~~The Economic Element of the Comprehensive Plan identifies a need for additional commercial space in the City. Since the applications submitted with this development are comparable with the permitted uses in the EC designation and zoning district and will have negligible effects on the supply of commercial lands available in the City.~~

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~~Goal 6 of the economic element of the comprehensive plan states the City is to maintain an adequate supply of suitable short term (five year) employment lands.~~

~~Policy 4 states the City shall pursue and encourage development of leasable employment buildings (i.e. flexspace) to create opportunities to expand, retain and attract small businesses to Central Point's employment districts.~~

~~Policy 8: states adequate Short-Term Supply The City shall assure that, through its Capital Improvement Program, public facilities and transportation facilities are available and adequate in capacity to maintain a supply of competitive short-term buildable lands sufficient to meet employment needs within a five-year period, particularly for the retail, specialty foods, professional, health care, and trucking sectors.~~

~~Policy 9: states the City shall maintain a supply of competitive short-term employment lands in the medium and large site categories equivalent to the twenty-year demand for those categories. The supply of short-term employment land shall be reviewed and updated every four years consistent with the Portland State University Population Research Center Coordinated Population Forecasting schedule. When it is determined that the supply of land as measured in terms of number of sites and/or acreage in the medium and large site categories is inadequate to serve the twenty-year~~

~~This application will amend the general land use plan map from the Employment Commercial designation to the High Density designation allowing for a zone change to the High Mix Residential/ Commercial (HMR/TOD) zoning district. The uses allowed in these two zoning districts allow for the development of ground floor commercial uses and multifamily dwelling units.~~

~~This consolidated application proposes the development of 2,512 square feet of lease space for suitable commercial development. The Economic Element specifically identifies Truck Transportation, Specialty Food Products Manufacturing and Retail trade as required commercial uses. Truck Transportation, Specialty Food Products Manufacturing are not suitable for the site and the requested map amendment will allow a very similar development as the existing designation. The impact of the supply of employment lands associated with this application is not significant.~~

Staff Comment: See findings for CPMC 17.10.400(B).

Conclusions of Law:

~~The City Council can conclude the requested Zoning Map Amendment will not have a significant impact on employment lands in the City.~~

*D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 51(part), 2014; Ord. 1874 53(part), 2006. Formerly 17.10.300(B)).*

Findings of Fact:

## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

~~The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.~~

~~The subject property is 3 miles from the Rogue Valley International Airport, and 1.5 miles from Interstate Highway 5 (I-5). The subject property has frontage on Twin Creeks Crossing, classified as a minor arterial street in the Central Point Transportation System Plan (TSP).~~

~~The nearest Rogue Valley Transit District (RVTD) route is Route 40 with a bus stop are located on approximately .5 miles from the site.~~

Twin Creeks Crossing is a minor arterial street with a center median and divided travel lanes. The frontage of the subject property is improved with curb, gutter and a curb tight 12 foot wide sidewalk.

The site is within the Twin Creeks TOD which has a priority for multimodal transportation opportunities specifically bicycle and pedestrian travel.

The standards are consistent with the adopted and acknowledged Central Point Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The subject property is within an adopted circulation plans area.

**Staff Comment:** As presented in the Trip Generation Assessment, dated 04/17/2023, the proposed amendment does not significantly affect transportation facilities or alter the functional classification of any existing or planned infrastructure; therefore, it can be concluded the amendment is consistent with the Transportation System Plan and the Transportation Planning Rule.

**Conclusions of Law:**

The approving authority can conclude this application is with the Comprehensive Plan, the adopted Central Point Transportation System Plan and the Oregon Transportation Planning Rule.

**Application Summary and Conclusions:**

These Findings of Fact have identified the requested Zone map amendment as a minor map amendment and finding demonstrating consistency with Statewide Planning Goals is not required.

This application has been prepared at the request of the property owner.

This application will be processed and reviewed with all notifications and public hearings required by the Central Point Municipal Code, Comprehensive Plan and Statewide Planning Goals.

## BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT

The Category A facilities for water, sanitary sewer, storm water and streets, the transportation system, are adequate for the proposed zoning map amendment.

On behalf of the applicant, I request the approval of this request for a zone map amendment from the EC zoning district to the HMR zoning district for the subject property.



Scott Sinner

Scott Sinner Consulting, Inc.

Date: 06/06/2023

Attachment "D"

**PLANNING DEPARTMENT SUPPLEMENTAL  
FINDINGS OF FACT AND CONCLUSIONS OF LAW  
File No.: ZC-23002**

**Before the City of Central Point Planning Commission  
Consideration of a Zone (Map) Change on 1.62 acres for  
a property identified on the Jackson County Assessor’s map  
as 37S 2W 03CA, Tax Lot 1500.**

<b>Applicant:</b>	)	Findings of Fact
Smith Crossing LLC	)	and
353 Dalton Street	)	Conclusion of Law
Medford OR 97501	)	

**PART 1  
INTRODUCTION**

The proposed zone map amendment requests to rezone the above property, located within the City of Central Point Transit Oriented Development (TOD) District, from Employment Commercial (EC) to High Mix Residential (HMR).

The Minor Zoning Map Amendment request is quasi-judicial and is subject to Type III application procedures set forth in Section 17.05.400.

Applicable development code criteria for this Application include CPMC 17.10, which includes compliance with the statewide planning goals, comprehensive plan and Transportation Planning Rule. The amendment’s compliance with applicable criteria are presented in Part 2 and summarized in Part 3.

**PROJECT BACKGROUND**

The applicant proposes a 45-unit multifamily development with limited ground floor commercial uses along the Twin Creeks Crossing frontage. The 1.62 acre project site is zoned Employment Commercial (EC) and is identified in the Twin Creeks Master Plan as a site to provide 1-2 stories of retail, professional office uses. The proposed use is not consistent with the current zoning district, which only allows residential units above ground floor commercial. The current application proposes to modify the zone map from Employment Commercial (EC) to High Mix Residential (HMR). The proposed modification would permit mixed use opportunities on the site, including vertical (mixed use in same building) and horizontal (mixed use in adjacent buildings).

The City of Central Point uses a two (2) map system with the Comprehensive Plan Map and the Land Use Map. The Comprehensive Plan Map provides a broad view of development within the City; whereas, the Land Use Map, commonly referred to as the Zoning Map, represents the spatial distribution of all land uses and provides parcel specific information for development. The Land Use Element of the City’s Comprehensive Plan requires the Comprehensive Plan Map and the Zoning Map to maintain consistency at all times. Therefore, the application for zone map amendment is accompanied by, and being processed concurrently with, an application for a Comprehensive Plan Amendment (see File No. CPA-23002) that proposes to change the comprehensive plan map to high density residential that is consistent with the proposed zone change to High Mix Residential zoning.

Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)



## PART 2 - ZONING CODE COMPLIANCE

### 17.10.200 Initiation of amendments.

A proposed amendment to the code or zoning map may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or for zoning map amendments;
- C. An application by one or more property owners (zoning map amendments only), or their agents, of property affected by the proposed amendment. The amendment shall be accompanied by a legal description of the property or properties affected; proposed findings of facts supporting the proposed amendment, justifying the same and addressing the substantive standards for such an amendment as required by this chapter and by the Land Conservation and Development Commission of the state. (Ord. 1989 §1(part), 2014).

***Finding CPMC 17.10.200:** The Planning Division received an application by the listed applicant and designated agent for the zone change request. The application was accepted as complete on April 18, 2023, indicating the application complied with the required submittals of this Chapter.*

***Conclusion 17.10.200:** Consistent.*

### 17.10.300 Major and minor amendments.

There are two types of map and text amendments:

- A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.
- B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).

***Finding CPMC 17.10.300:** The proposed amendment is the application of adopted policy to a particular property and is not the adoption of new policy. The requested change is a Minor Amendment and have been processed in accordance with Type III procedures in CPMC 17.05.400.*

***Conclusion CPMC 17.10.300:** Consistent.*

### 17.10.400 Approval criteria.

A recommendation or a decision to approve, approve with conditions or to deny an application for a text or map amendment shall be based on written findings and conclusions that address the following criteria:

- A. Approval of the request is consistent with the applicable statewide planning goals (major amendments only);

***Finding CPMC 17.10.400 (A):** As evidenced in findings for CPMC 17.10.300, the proposed amendment is a Minor Amendment to the zoning map.*

**Conclusion CPMC 17.10.400(A):** *Not applicable.*

B. Approval of the request is consistent with the Central Point comprehensive plan (major and minor amendments);

**Finding CPMC 17.10.400 (B):** *The proposed amendment is processed and reviewed concurrently with an application for a corresponding comprehensive plan map amendment. As demonstrated in the findings and conclusions for CPMC 17.96.500(B), the proposed map amendment is consistent with the Central Point comprehensive plan. See PART 2- Zoning Code Compliance of Findings of Fact and Conclusions of Law for File No. CPA-23002, dated June 6, 2023.*

**Conclusion CPMC 17.10.400(B):** *Consistent.*

C. If a zoning map amendment, findings demonstrating that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and

**Finding CPMC 17.10.400 (C):** *The development of the subject property was considered during the approval of the Twin Creeks Master Plan, which includes analysis of transportation needs, traffic circulation and transit services. A Trip Generation Analysis, prepared by Southern Oregon Transportation Engineering dated April 17, 2023, concludes the proposed map amendment will not generate additional impacts on transportation facilities.*

**Conclusion CPMC 17.10.400(C):** *Consistent.*

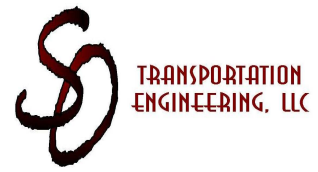
D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006. Formerly 17.10.300(B)).

**Finding CPMC 17.10.400(D):** *The proposed amendment is processed and reviewed concurrently with an application for a corresponding comprehensive plan map amendment. As demonstrated in the findings and conclusions for CPMC 17.96.500(D), the proposed map amendment is consistent with OAR-660-012-0060 of the Transportation Planning Rule. See PART 2 – Zoning Code Compliance of Findings of Fact and Conclusions of Law for File No. CPA-23002, dated June 6, 2023.*

**Conclusion CPMC 17.10.400(D):** *Consistent.*

### PART 3 – CONCLUSION

As evidenced in findings and conclusions provided in Part 2, the proposed zone map amendment is consistent with applicable standards and criteria in the Central Point Municipal Code, including the Statewide Planning Goals (where applicable), Comprehensive Plan, and Statewide Transportation Planning Rule.



319 Eastwood Drive  
Medford, OR 97504

Telephone 541.941.4148  
Kim.parducci@gmail.com

# MEMORANDUM

To: City of Central Point  
Planning Division  
140 South Third Street  
Central Point, OR 97502

Date: 04/17/2023

Project: Central Point Station Phase 2 - Plan Amendment and Zone Change

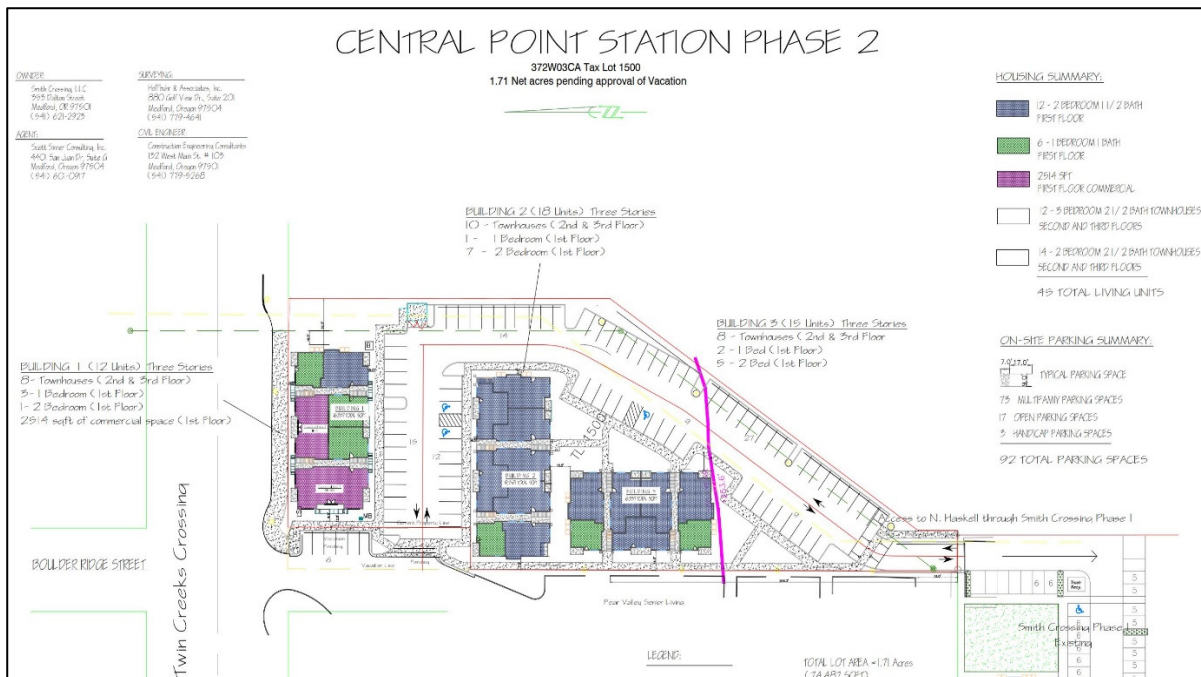
Subject: Trip Generation Assessment

Southern Oregon Transportation Engineering prepared a trip generation assessment for a proposed Minor Comprehensive Plan Amendment and zone change from Employment Commercial (EC TOD) to High Mix Residential / Commercial (HMR/TOD) on 1.62 acres located along the south side of Twin Creeks Crossing, west of the railroad tracks (372W03CA tax lot 1500) in Central Point, Oregon. Our assessment is provided below.

## BACKGROUND

The proposed plan amendment and zone change from EC to HMR/Commercial allows the same highest and best uses, which are commercial uses. For the Transportation Planning Rule (TPR) assessment, the potential trip generation for the proposed plan amendment and zone change is a net zero increase or no increase to the transportation system.

For the proposed site plan assessment, the planned uses on the site include high density residential and commercial, with 45 multi-family residential (MFR) units and 2,514 square feet (SF) of commercial gross floor area (GFA). A site plan is shown below.



Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)

**TRIP GENERATION**

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* was used to generate trips for the proposed plan amendment and zone change analysis. Land use 220 – Multifamily Housing and 822 – Strip Retail Plaza (<40k) were used in the analysis. A summary of results is provided in Table 1. ITE graphs and land use descriptions are provided in the attachments.

<b>Table 1 – Central Point Station GLUP Amendment and Zone Change Trip Generations</b>									
Land Use	Unit	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	(In)	(Out)	Total	(In)	(Out)
<i>Base Zoning EC TOD</i>									
<b>822 – Strip Retail Plaza</b>	1000 SF	17.95	987	42	25	17	118	59	59
<i>Proposed Zoning HMR/Commercial TOD</i>									
<b>822 – Strip Retail Plaza</b>	1000 SF	17.95	987	42	25	17	118	59	59
<i>Proposed Site Plan</i>									
<b>220 – Multifamily Housing</b>	DU	45	364	37	9	28	40	25	15
<b>822 – Strip Retail Plaza</b>	1000 SF	2,514	336	6	4	2	17	9	8
<b>Site Plan Trip Total</b>			700	43	13	30	57	34	23
<b>Net Difference (potential) EC to HMR/Commercial</b>			<b>0</b>	<b>0</b>			<b>0</b>		
<b>Net Difference (site plan) EC to HMR/Commercial</b>			<b>-287</b>	<b>+1</b>			<b>-61</b>		

SF = square feet, DU = dwelling unit

1. Land Use 822 weekday rate based on fitted curve equation
2. Land Use 220 weekday, a.m., and p.m. rates based on fitted curve equations

As shown in Table 1, the highest and best use within both the base zoning (EC TOD) and proposed zoning (HMR/Commercial TOD) is a commercial use and results in no net increase to the transportation system. The trip generations in Table 1 assume 25% buildout (17,950 SF) for commercial development, but this could be higher or lower depending on site layout. Comparing 25% buildout of commercial development to the proposed site plan (45 multifamily units + 2,514 SF of commercial) shows a net decrease of 287 average daily trips (ADT) overall.

**AGENCY REQUIREMENTS**

The City of Central Point requires a traffic impact analysis (Public Works Standards and Specifications 320.10.03(3)) when trip generations fall within specific ranges. These include a change in zoning or plan amendment that generates 300 average daily trips (ADT) more than current zoning, an increase in site traffic by 250 ADT or 25 peak hour trips, an increase in peak hour volume of a particular movement to and from the State highway by 20%, or an increase in use of adjacent streets by vehicles exceeding 20,000 pounds gross vehicle weight.

None of the TIA requirements are shown to be met. No TIA, therefore, is shown to be required unless the City has a safety concern that we are unaware of.

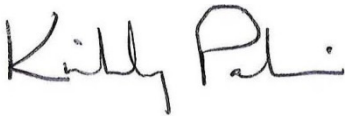
ODOT Development Review Guidelines (Chapter 3.3) provide traffic impact analysis thresholds for various types of developments. A TIA is required to address the TPR when a proposed land use change results in an increase of 1000 ADT or greater than 400 ADT on a

Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)

highway section. The proposed plan amendment and zone change is shown to result in no net increase on the transportation system. The proposed site also does not take direct access to a State facility. No TIA, therefore, is expected to be required by ODOT.

Based on the trip assessment for the proposed plan amendment and zone change, it is our conclusion that a traffic impact analysis is not shown to be required by City of Central Point or ODOT criteria. The proposed zone change is concluded to have no significant effect on existing or planned facilities in accordance with Division 12 of the Oregon Administrative Rules (OAR) 660-012-0060. Please feel free to contact us with any questions.

Respectfully,



Kimberly Parducci, PE PTOE  
Firm Principal  
Southern Oregon Transportation Engineering, LLC



Attachments: ITE Graphs  
Site Plan  
Assessors map  
Agency requirements

Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)

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# ATTACHMENTS

Attachments incorporated herein by reference. Copies available upon request.

**PLANNING COMMISSION RESOLUTION NO. 906**

**A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE A MINOR ZONE MAP AMENDMENT FROM EMPLOYMENT COMMERCIAL (EC) TO HIGH MIX RESIDENTIAL (HMR) ON A 1.62 ACRE PROPERTY IDENTIFIED ON THE JACKSON COUNTY ASSESSOR'S MAP AS 37S 2W 03CA, TAX LOT 1500.**

File No. ZC-23002  
Applicant: Smith Crossing, LLC

**WHEREAS**, the Comprehensive Plan Land Use Map is proposed to re-designate the property identified by the Jackson County Assessor's Map as 37S 2W 03CA Tax Lot 1500 as High Density Residential; and

**WHEREAS**, the proposed High Mix Residential (HMR) zoning is an urban High Density Residential zoning district consistent with the Comprehensive Plan and surrounding land uses; and

**WHEREAS**, adequate public services and transportation networks are available to the site; and

**WHEREAS**, the proposed zone change from EC to HMR has been determined to be consistent with the State Transportation Planning Rule.

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Central Point Planning Commission, by this Resolution No. 906, does recommend that the City Council approve the change of zone on the property identified by the Jackson County Assessor's Map as 37S 2W 03CA Tax Lot 1500. This decision is based on the Staff Report dated June 6, 2023 including Attachments A through F attached hereto by reference and incorporated herein.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 6th day of June, 2023.

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
City Representative

Attachment: ZC-23002\_Attachments (1691 : Central Point Station, Phase 2 - Zone Map Amendment)



## Staff Report

Central Point Station, Phase 2 - Master Plan Amendment  
1692

June 6, 2023

### Item Summary

Consideration of a Master Plan Amendment application for modifications to the Twin Creeks Master Plan, including realignment to an off-street pathway and revising the land use designation to permit high-density residential development with limited ground floor commercial uses. The 1.62 acre site is located at the intersection of Twin Creeks Crossing and Boulder Ridge Street and is identified on the Jackson County Assessor's map as 37S 2W 03CA, Tax Lot 1500. **Applicant:** Smith Crossing, LLC; **Agent:** Scott Sinner Consulting, Inc.

**Associated Files:** CPA-23002, ZC-23002, SPAR-23001

### Staff Source

Justin Gindlesperger, Community Planner II

### Background

The Twin Creeks TOD Master Plan was approved in December 2000 to guide development within an approximately 230-acre land area in accordance with the TOD district zoning and design standards. At this time, Smith Crossing, LLC ("Applicant") has requested a Master Plan Amendment to the Twin Creeks Master Plan with the intent to develop the property with a 45-unit multifamily development with limited ground floor commercial uses along the Twin Creeks Crossing frontage and multifamily residential interior to the site. The current application proposes the following:

- Revise the Land Use Plan (Exhibit 18), the Mixed Use Plan (Exhibit 36) and the Civic and Commercial Plan (Exhibit 37) of the Twin Creeks Master Plan to change the land use designation to High Mix Residential/Commercial and permit horizontal mixed-use development (mixed uses in adjacent buildings).
- Amend the Circulation Plan (Exhibit 3) of the Twin Creeks Master Plan to realign a pedestrian accessway location from the east side of the property to the west side of the property.

### *Discussion:*

The property was recently approved for a zone change to HMR. The HMR zone permits mixed use opportunities on the site, including vertical (mixed in same building) and horizontal (mixed use in adjacent buildings). The 1.62 acre project site is identified in the Twin Creeks Master Plan as a site to provide 1-2 stories of destination retail and professional office uses.

The subject property is currently undeveloped and adjacent to developed properties on the south and west within the High Density Residential/HMR and Medium Density/ Medium Mix Residential (MMR) zones.

The property is located along the south side of Twin Creeks Crossing at the intersection with Boulder Ridge Street. In this area, Twin Creeks Crossing is a divided street with a center median, limiting full-movement access at Boulder Ridge Street. This configuration is due to the close proximity with Rogue Valley Highway/Highway 99, multiple turning lanes at that intersection and higher traffic volumes. Boulder Ridge Street, abutting the west side of the



property, extends less than 150-feet from the Twin Creeks Crossing right-of-way and does not connect to another public right-of-way, further limiting vehicle circulation and access to/from the subject property.

The proposed development is consistent with the existing development pattern in the area, connects to the existing streets and provides circulation through the existing development to the south. The current application is under review concurrently with requests to amend the comprehensive plan map, amend the zoning map, and a site plan and architectural review for the proposed development.

### Issues

There are two (2) issues relative to this project as set forth below:

1. **Change Land Use Designation.** The applicant proposes to change the land use designation of the property to High Mix Residential/Commercial (HMR) in order to construct a horizontal mixed-use development (mixed uses in adjacent buildings). The current proposal includes leasable commercial floor area along Boulder Ridge Street and a portion of Twin Creeks Crossing, with the remainder of the development as multifamily residential units. The proposed use is not consistent with the current master plan, which only allows residential units above ground floor commercial.

Comment: The proposed Master Plan Amendment will continue to provide mixed use opportunities on the site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site) while providing a transition from MMR development south of the subject property to leasable ground floor commercial along Twin Creeks Crossing.

Limiting leasable commercial space to the street frontages will reduce commercial traffic into the site that has limited turning movements from Twin Creeks Crossing and will reduce conflicts with residential traffic interior to the site and the residential development to the south. Provided the leasable commercial areas in the horizontal mixed use are consistent with the Civic and Commercial Plan of the Twin Creeks Master Plan, the proposed change in land use designation is consistent with the Twin Creeks Master Plan.

Staff recommends Condition of Approval No. 1 that requires the applicant to revise the site plan showing commercial floor area on the publicly visible areas of Building 1, including the west elevation along the Boulder Ridge Street frontage and north elevation along the entire Twin Creeks Crossing frontage.

2. **Minor Pedestrian Accessway.** The applicant proposes to realign the minor pedestrian accessway from the east side of the property as shown on the Circulation Plan (Exhibit 3) of the Twin Creeks Master Plan to the west side of the property and connect to an existing path on the property to the south, which is under common ownership with the subject property. Despite common ownership, there are no access easements between the properties. Per the standard identified in Master Plan Exhibit 12, a minor pedestrian accessway must provide a 24-inch landscape row on either side of the pathway.

Comment: The Circulation Plan identifies the location of the pathway along Griffin Creek, adjacent to an area that was modified in 2014-2016 to mitigate floodway hazards on the Twin Creeks Master Plan area. The modifications resulted in steep grades down to the creek bed. The proposed realignment of the pedestrian pathway diverts pedestrians away from the steep grades and along the western portion of the subject site.

Sections of the off-street accessway identified on the Circulation Plan are not constructed to the north of Twin Creeks Crossing, limiting connections as originally depicted. The proposed realignment extends an existing pathway from the adjacent development to the south and connects with an existing crosswalk at the intersection of Twin Creeks Crossing and Boulder Ridge Street, linking off-street pedestrian activity from N. Haskell to Twin Creeks Crossing.

The proposed location, as depicted on the Site Plan (Attachment "B-1"), is abutting the west property boundary of the subject property. There is an existing three (3) foot wide landscape buffer between the path and the parking area on the adjacent property that will provide a vegetative buffer to the pedestrian path.

Since the pedestrian accessway provides connection between public streets, Staff recommends Condition of Approval No 2 requiring an easement for public access for the realigned pedestrian accessway.

### **Findings of Fact & Conclusions of Law**

The Central Point Station, Phase 2, Master Plan Amendment has been evaluated against the applicable criteria set forth in CPMC 17.66 and found to comply as evidenced in the Applicant's Restated Findings of Fact (Attachments "C"), the Planning Department Supplemental Findings (Attachment "D") and the Staff Report dated June 6, 2023.

### **Conditions of Approval**

Approval of the Master Plan Amendment shall be subject to the following:

1. Prior to the issuance of any building permits, the applicant shall submit a revised site plan that depicts the ground floor of Building 1 providing leasable commercial floor area along the entire frontage of Twin Creeks Crossing and the frontage of Boulder Ridge Street.
2. Prior to the issuance of building permits, the Applicant shall provide a copy of a signed and recorded easement, as necessary, to allow for public access to the realigned pedestrian accessway.

### **Attachments**

Attachment "A" - Project Location Map

Attachment "B" - Twin Creeks Master Plan Exhibits 3, 18, 36 and 37 printed; remaining pages herein incorporated by reference. Copies available upon request.

Attachment "C" - Master Site Plan

Attachment "D" - Overall Landscape Plan

Attachment "E" - Applicant's Restated Findings and Exhibits, dated 05/25/2023

Attachment "F" - Planning Department Supplemental Findings

Attachment "G" - Resolution No. 907

### **Action**

Conduct the public hearing and consider the Master Plan Amendment application. The Planning Commission may 1) approve; 2) approve with revisions; or 3) deny the application. If the Planning Commission finds there is insufficient evidence to take one of these actions at the June meeting, the Planning Commission may continue the public hearing to a date and time specific as necessary to allow the applicant to respond to any issues or questions and update their findings.

### **Recommendation**

Approve the Master Plan Amendment application subject to the recommended condition of approval set forth in the Staff Report dated June 6, 2023, the Applicant's Restated Findings in Attachment "E" and the Planning Department Supplemental Findings in Attachment "F."

### **ATTACHMENTS:**

1. MP-23001\_Attachments

Attachment "A"



Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

Attachment "B"

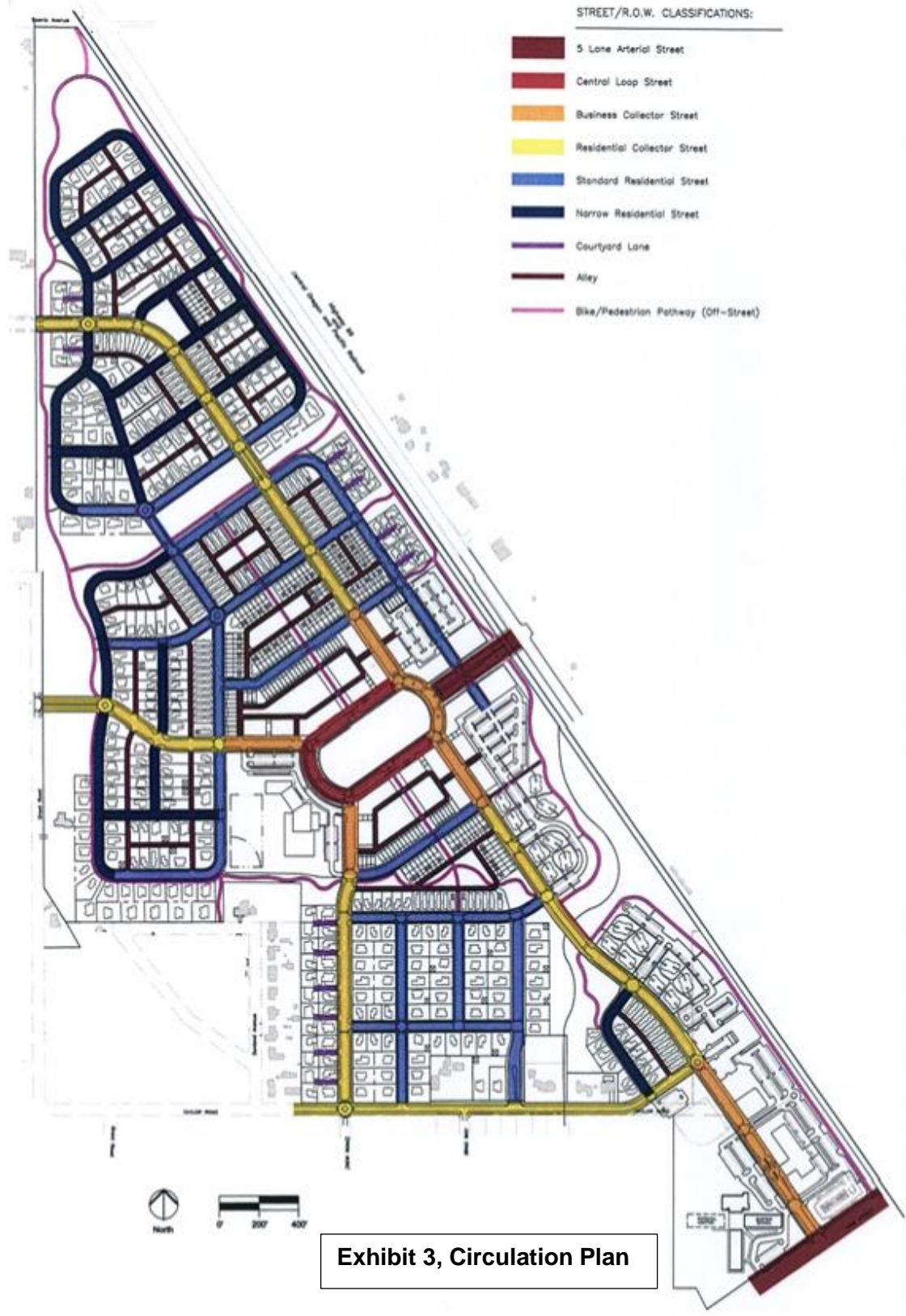


Exhibit 3, Circulation Plan

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)



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

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)



**Exhibit 36, Mixed Use  
Plan**

*Exhibit 36, Mixed Use Plan*

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

# TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

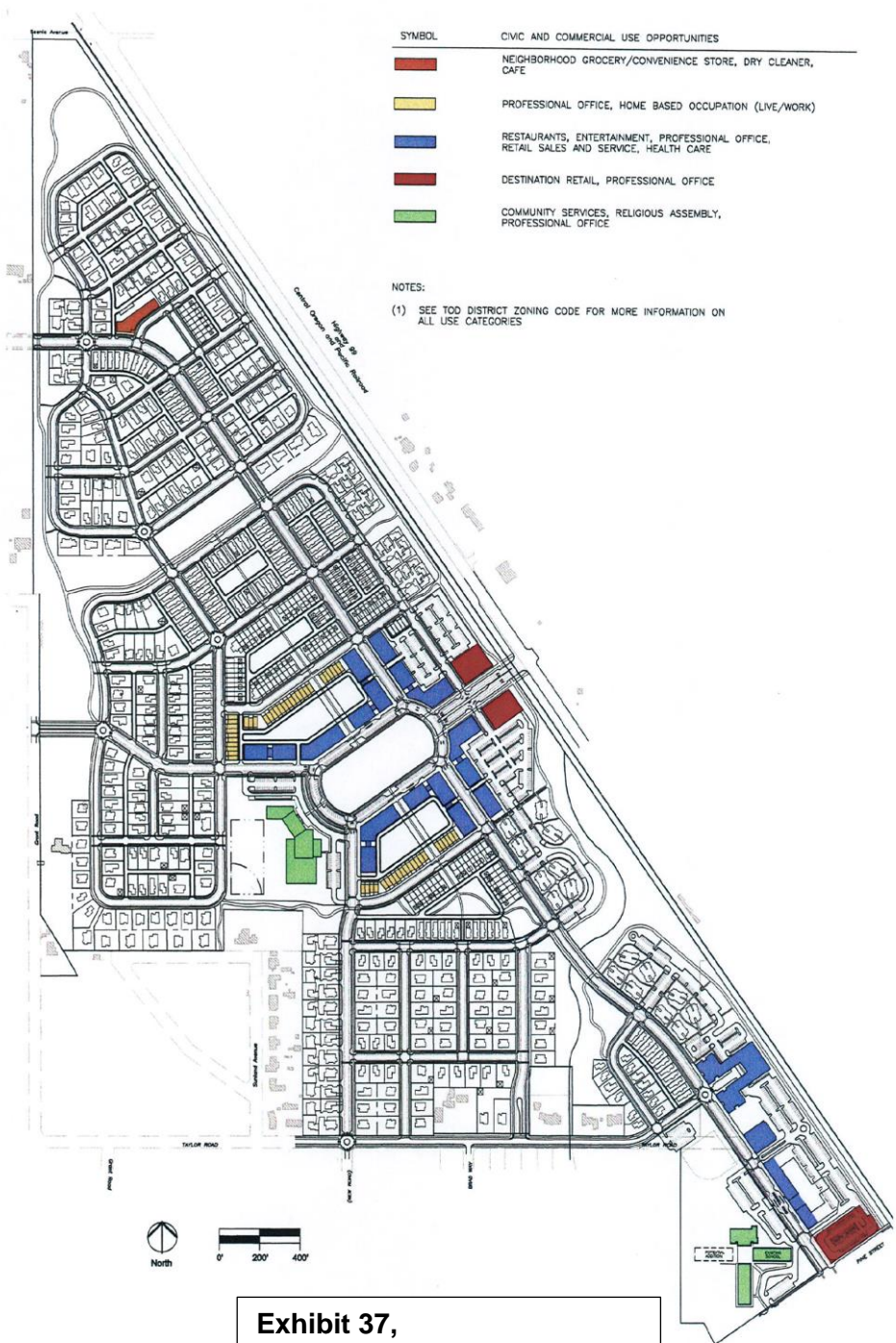
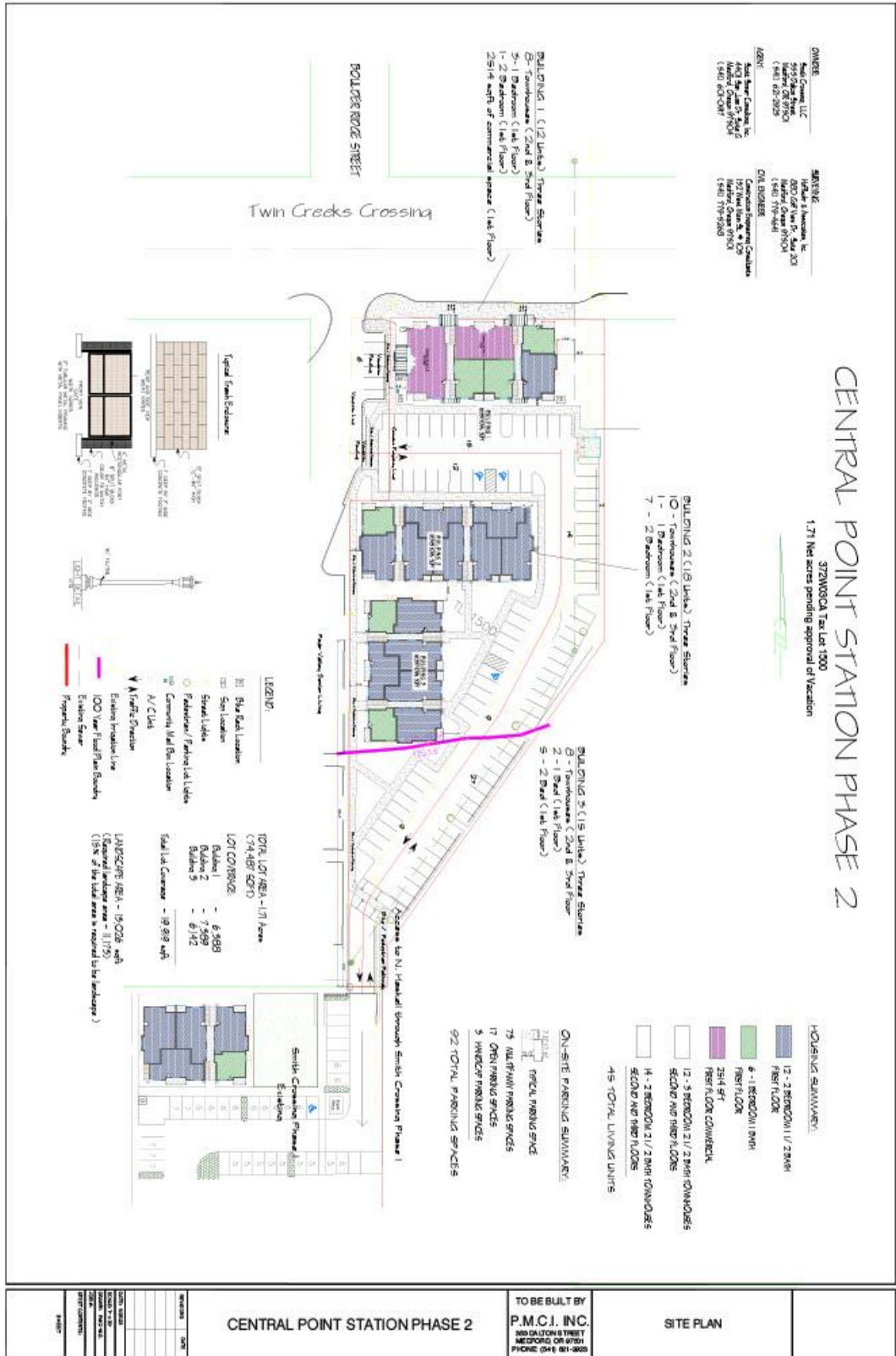


Exhibit 37, Civic and Commercial Plan

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

Attachment "C"







BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:/

Corrected: 05/25/2023

IN THE MATTER OF AN APPLICATION FOR A	)	
REVISION OF A MASTER PLAN	)	FINDINGS OF FACT
37-R2W-03CA TL 1500	)	AND
PMCI, INC APPLICANT	)	CONCLUSIONS
<u>SCOTT SINNER CONSULTING, INC. AGENT</u>	)	OF LAW

I. BACKGROUND INFORMATION

Applicant:

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

Agent:

Scott Sinner Consulting, Inc.  
 4401 San Juan Dr. Suite G  
 Medford, OR 97504  
 541-601-0917  
[scottsinner@yahoo.com](mailto:scottsinner@yahoo.com)

Property:

37 2W 03CA TL 1500  
 Smith Crossing LLC  
 Twin Creeks Crossing and Boulder Ridge Street  
 Central Point OR 97502  
 1.62 Acres Net Acreage

Existing zoning Employment Commercial (EC)  
 Proposed Zoning HMR High Mix Residential Commercial (TOD)

Project Summary:

This application requests two modifications to the adopted Twin Creeks Master Plan (TCMP).

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

The first request would relocate a segment of a walking path identified on the TCMP away from a common area that also contains a regional stormwater facility. The site topography and the presence of year round open water at the bottom of a 10 foot drop would present a public safety issue for the residents of the City.

The modification would extend the existing path developed on the adjacent development through the subject property in a safer location. The completion of this segment would complete a walking path from Twin Creeks Crossing to North Haskell

The second modification would revise the TCMP from the Comprehensive Plan Map designation of Employment Commercial to High Density and the Zoning Map from the Employment Commercial (EC) to High Mix Residential / TOD (HMR/TOD)

The applicant has submitted an application for a 45 unit multifamily development with 2,514 square feet of ground floor commercial lease space on the street frontage.

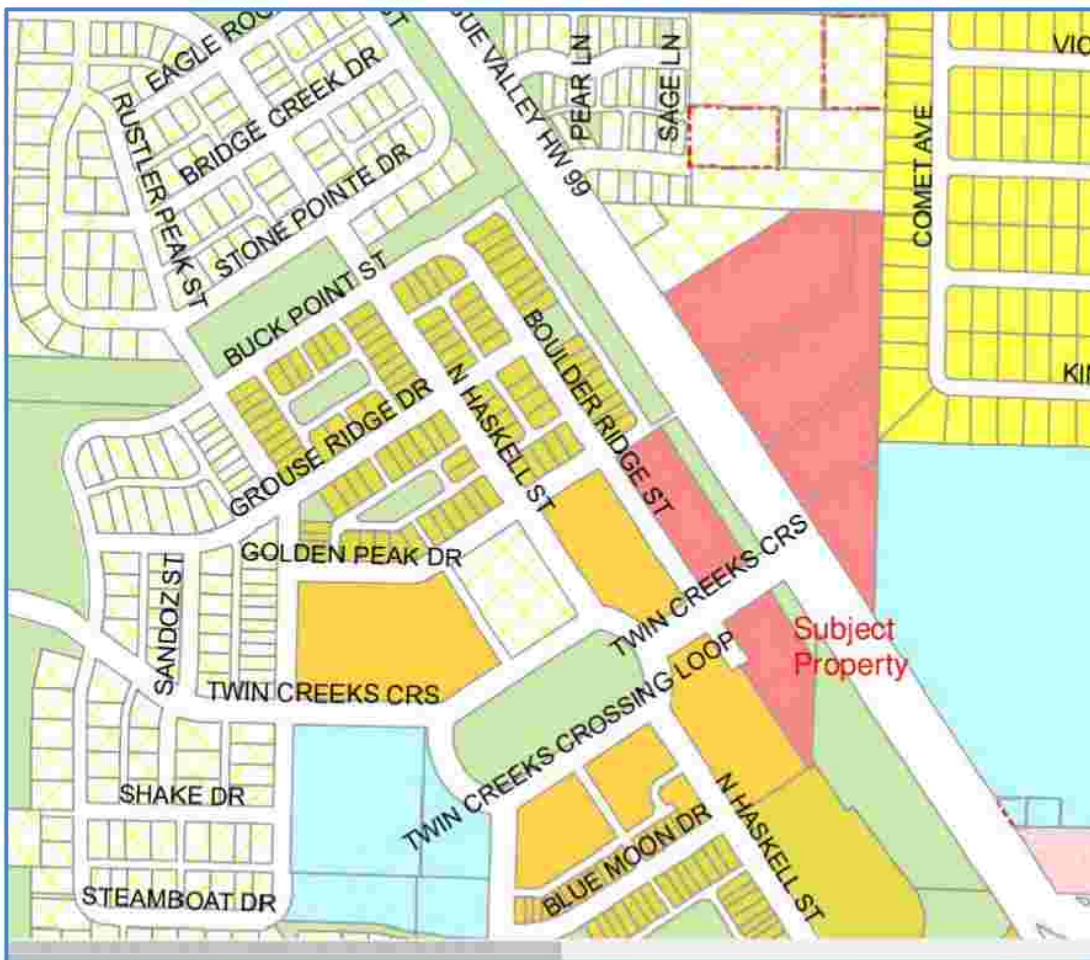


Figure 1 Site Location

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

Path Modification:

The following image is the current location of the path in the TCMP. This segment of the path is within the common area, adjacent to the regional storm water facility for the Twin Creeks Community.

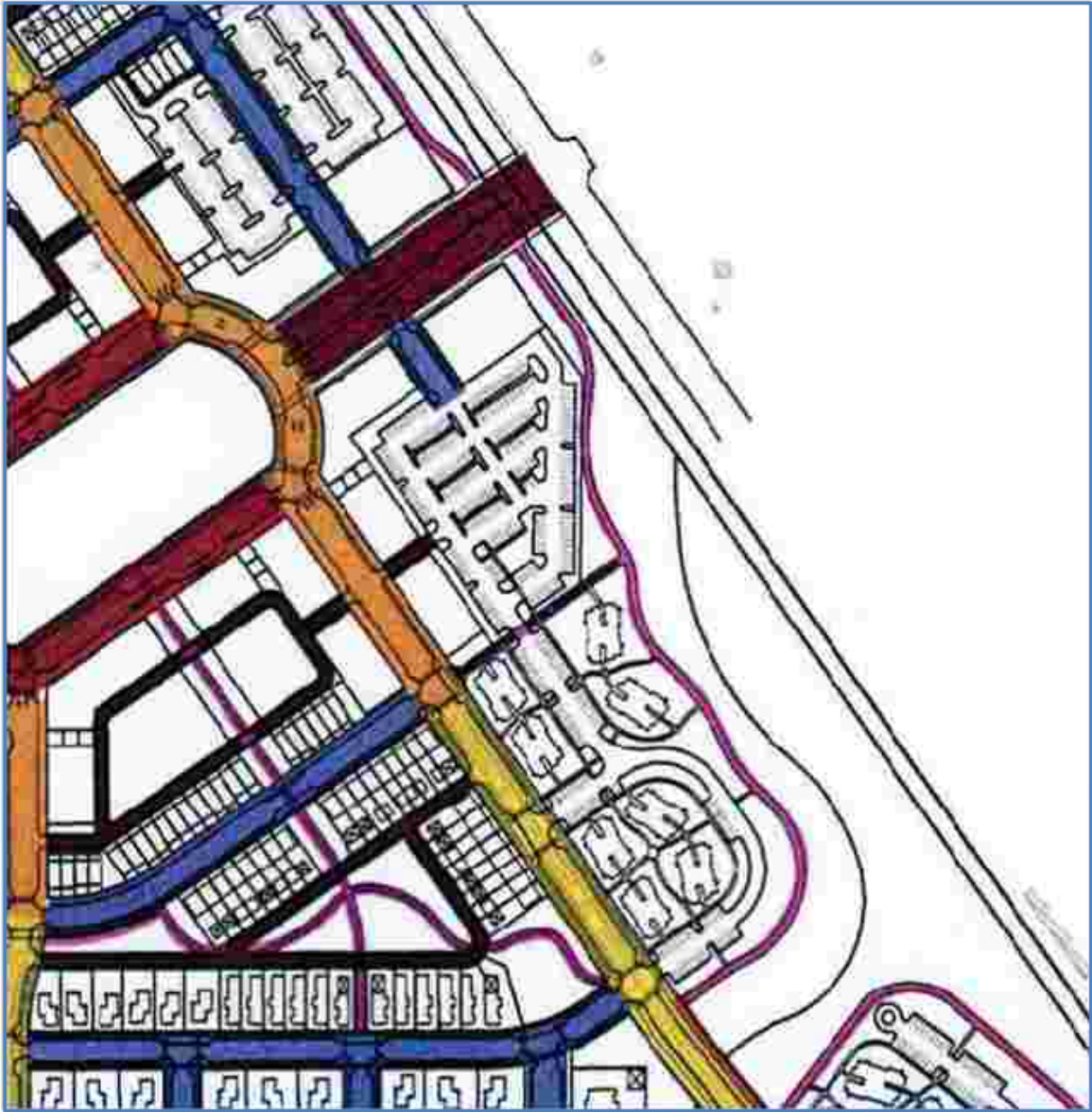


Figure 2 Current path location TCMP

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

The image below illustrates the topography at site. The current path location would be at the edge of a 10-foot drop with open water at the bottom of the slope. Providing a path at this location would represent a significant safety hazard to the public.



Figure 3 Aerial image

The proposed path location can be seen at the bottom of the image. The existing path is stubbed to the property line from the south. This project would provide a connection to Twin Creeks Crossing at an existing marked pedestrian crossing in Twin Creeks Crossing.

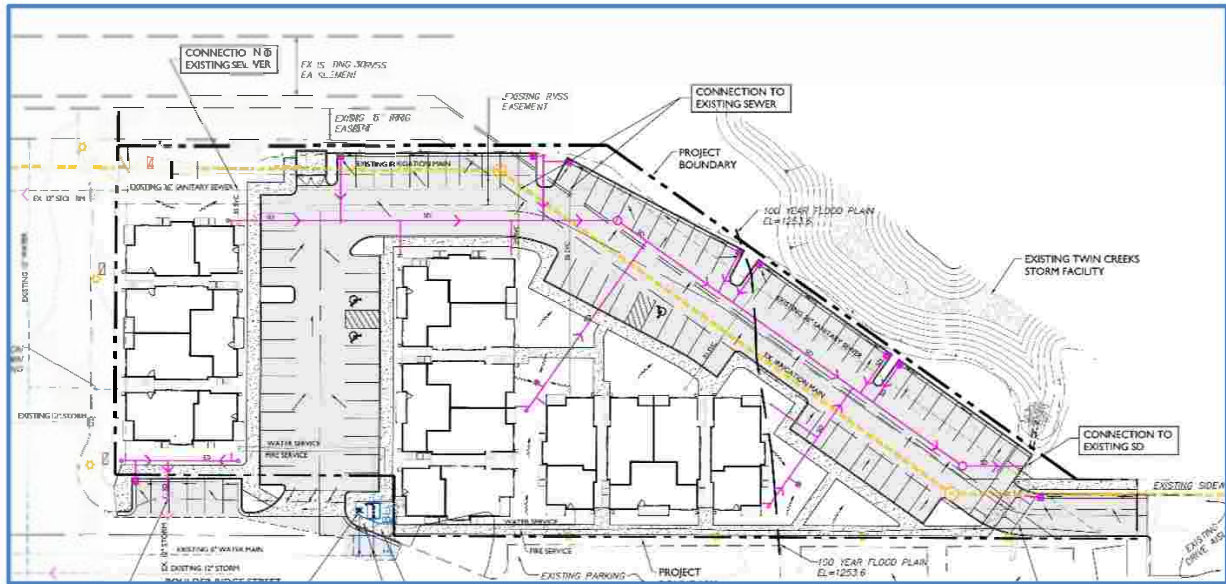


Figure 4 Site Plan

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

The approval of the requested modification to the location of the path will allow for the completion of the entire walking path south of Twin Creeks Crossing.



Figure 5 Completed path route

Public safety will be significantly improved by relocation of the path away from a steep slope with year-round standing water and by providing a link to an existing pedestrian crossing.

Employment Commercial to High Density Mixed Use / TOD

The TCMP currently identifies the subject property as Employment Commercial land. The application has submitted the necessary applications for a Minor Revision to the Comprehensive Plan Map, a Zone Map Amendment and a Site Plan Application.

The Central Point Municipal Code (CPMC) uses allowed in the in the EC zone and the HMR/TOD zone would allow for very similar mixed use development. Both zones allow multifamily housing, the EC zone requires all ground floor spaces in a development to be for commercial uses. The HMR/TOD zone allows multifamily uses with commercial uses on the street frontage.

The applicant’s proposed development provides commercial uses, ~~VRBO~~ units, on the street frontage of Twin Creeks Crossing and the remainder of the ground floor spaces are all residential dwelling units.

**Staff Comment: Commercial uses in ground floor commercial spaces are required to be consistent with the Civic and Commercial Plan of the Twin Creeks Master Plan.**

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)



*Figure 6 Proposed mixed use frontage Phase 2*

The proposed architecture of the building on Twin Creeks Crossing is similar to the mixed-use building on the north side of Twin Creeks Crossing. These two buildings provide the prominent gateway to the Twin Creeks Community anticipated in the TCMP.

The applicant has developed other properties in the Twin Creeks Core area with a substantial ground floor commercial presence as anticipated in the Master Plan. The approval of the requested modification will provide the mixed use commercial multifamily frontage for the Twin Creeks Core area while providing much needed additional dwelling units.

*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 17.64, 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.*

## Findings of Fact

### *17.65.040 Land use--TOD district.*

*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.*

*3. HMR--High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential uses are not permitted.*

The applicant has requested a minor Comprehensive Plan map amendment to redesignate the subject property from the current Employment Commercial designation to the High-Density designation.

The requested High-Density designation allows for the High Mix Residential (HMR)(TOD) zoning district.

The applicant has submitted a zone map amendment application to amend the zone map for the subject property from the current Employment Commercial (EC) zoning district to the High Mixed Residential (HMR) (TOD) zoning district.

As indicated in the CPMC, the HMR TOD zoning district is the highest density residential zone intended to be near the center of the TOD district. The subject property meets the locational standards for the HMR TOD zone as the property is located on Twin Creeks Crossing, the entrance to the Twin Creeks TOD from Highway 99. This location leads directly to the Code of the Twin Creeks TOD.



The request to modify the Twin Creeks Master plan at the subject property from an Employment Commercial property to the HMR, High Density Mixed use is consistent with the locational standards of the General Land Use Plan designation and the HMR zoning district.

The modification of the Master Plan to allow for a development to the standards of the HMR zone will allow for the development of a multifamily development with ground floor commercial uses for the Twin Creeks Crossing street frontage as prepared with the site plan application consolidated with the Master plan amendment, zone map amendment and Comprehensive Plan Map amendment submitted by the application.

Conclusion of Law

The Planning Commission can conclude the requested revision of the master plan is consistent with the objectives of the Twin Creeks Master Plan to provide high-density mixed-use development near the core of the TOD and the application submitted by the applicant facilitate a development consistent with the code requirements for the TOD.

\*\*\*\*\*

*17.65.050 Zoning regulations--TOD district.*

*A. Permitted Uses. Permitted uses in Table 1 are shown with a "P." These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.*

*B. Limited Uses. Limited uses in Table 1 are shown with an "L." These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.*

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

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

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

*F. Development Standards.*

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

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

- a. A maximum of one accessory unit is permitted per lot;*
- b. The primary residence and/or the accessory unit on the lot must be owner-occupied;*
- c. An accessory unit shall have a maximum floor area of eight hundred square feet;*
- d. The applicable zoning standards in Table 2 shall be satisfied.*

Findings of Fact

Table 1 in Title 17.65 provides the uses for the TOD District.

Table 1 TOD District Land Uses								
Use Categories	Zoning Districts							
	LMR	MMR	HMR	EC	GC	C	OS	
<u>Residential</u>								
Dwelling, Single-Family								
Large and standard lot	P	L5	N	N	N	N	N	
Zero lot line, detached	P	P	N	N	N	N	N	
Attached row houses	P	P	P	C	N	N	N	
Dwelling, Multifamily								
Multiplex, apartment	P	P	P	L1	L1	N	N	
Senior housing	L6	P	P	L1	L1	N	N	
<u>Commercial</u>								
Entertainment		N	N	C	P, L7	P, L8, L9	N	N
Professional Office		C	L3	L3, L4	P	P	P	N
Retail Sales and Service								
Sales-oriented		C	L3	L3	P	P	N	N
Personal service-oriented		C	L3	L3, L4	P	P	N	N

L3--Permitted in existing commercial buildings or new construction with ground floor businesses with multifamily dwellings above ground floor. Maximum floor area for commercial use not to exceed ten thousand square feet per tenant. L4--Second story offices may be permitted in areas adjacent to EC zones as a conditional use.

Applications have been submitted for a development on the property consistent with the uses highlighted above. Residential uses in the TOD indicates multiplexes are outright permitted in the HMR zoning district. Commercial uses permitted in the TOD suitable for the proposed location include professional offices and services are permitted in new construction as ground floor units with multifamily dwelling units constructed above.

The applications consolidated with this revision propose Building 1 fronting on Twin Creeks Crossing with ground floor commercial lease space with multifamily housing, and Building 2 and 3 propose multiplexes. All proposed uses are consistent with the uses and locational requirements of Table 1.

The subject parcel is an existing parcel created with the approval of the final plat as recorded in County Survey 19470. This application does not propose the creation of any new parcels and the lot dimension standards to creating new lots are not applicable.

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Zero lot line detached	3,000 SF	3,000SF	NA	NA	NA	NA	NA
Attached row houses	2,500 SF	2,000SF	1,500 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Width							
Large single-family	50'	NA	NA	NA	NA	NA	NA
Standard single-family	50'	NA	NA	NA	NA	NA	NA
Zero lot line detached	30'	30'	NA	NA	NA	NA	NA
Attached row houses	24'	22'	18'	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Depth	50'	50'	50'	NA	NA	NA	NA
Building Setbacks (k)							
Front (min./max.)	10'/15'	10'/15'	0'/15'	0'	0'/15'	0'/5'	15'
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a) (c)	5' detached 0' attached (a) (c)	5' detached 0' attached (a)	0' 10' (b)	0' 15' (b)	0' 20'(b)	5'
Corner (min./max.)	10'/NA	10'/NA	0'/10'	5'/10'	15'/30'	5'/10'	15'/NA
Rear	10'	10'	10'	0' 10' (b)	15' (b) 0'	0' 20' (b)	5'
Garage Entrance	(d)	(d)	(d)	(e)	(e)	(e)	NA
Maximum Building Height	35'	45'	60'	60'	60'	45'	35'
Maximum Lot Coverage (g)	80%	80%	85%	100%	100%	85%	25%
Minimum Landscaped Area (i)	20% of site area	20% of site area	15% of site area (j)	0% of site area (h)	15% of site area	15% of site area	NA
Housing Mx							
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1 housing type.  16-40 units in development: 2 housing types.  > 40 units in development: 3 or more housing types (plus approved master plan)			NA	NA	NA	NA

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Density—Units Per Net Acre (f)							
Maximum	12	32	NA	NA	NA	NA	NA
Minimum	6	14	25	NA	NA	NA	NA
Dimensional Standards							
Minimum Lot or Land Area/Unit							
Large single-family	5,000 SF	NA	NA	NA	NA	NA	NA
Standard single-family	3,000 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	2,700 SF	2,700 SF	NA	NA	NA	NA	NA
Attached row houses	2,000 SF	1,500 SF	1,200 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Average Minimum Lot or Land Area/Unit							
Large single-family	7,500 SF	NA	NA	NA	NA	NA	NA
Standard single-family	4,500 SF	NA	NA	NA	NA	NA	NA

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

The density requirement for HMR in Table 2 is 25 units per acre minimum. The site is 1.62 net acres x 25 DU density is 40 dwelling units. The site plan application proposed with this consolidated application is 44 multifamily residential units.

In addition, the proposed site plan provides commercial spaces for tourist accommodations, VRBO units, on the ground floor Twin Creeks Crossing frontage.

Staff Comment: Commercial uses are required to be consistent with Civic and Commercial Plan.

The application meets the density requirements of Table 2.

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

The consolidated application does not create any new lots. The dimensional standards for lot size and dimensions are not applicable.

Table 2 identifies the front setback at 0-15 feet. The site plan proposes a front setback of 5 feet from the building to the ROW on Twin Creeks Crossing in compliance with the standard. The side setback of 5 feet for detached buildings and 10 feet for rear setbacks are also met with the proposed site plan.

The proposed building height is 33 feet, the maximum building height for the HMR zone is 60 feet.

**Staff Comment:** The housing mix is addressed as part of the Twin Creeks TOD Master Plan, which provides for eight (8) housing types. Apartments, which are proposed as part of this development, are one of the multifamily housing types planned for the Twin Creeks TOD Master Plan area

*F. Development Standards.*

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

~~Table 2 requires 3 housing types for plans requiring more than 40 units. The proposed plan complies with 1 bedroom flats, 2 bedroom flats and two story townhouse units. The townhouse units are not for individual sale, they are 2 story unit with an internal staircase.~~

Commercial units are provided on the ground floor street frontage of Twin Creeks Crossing.

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

- a. A maximum of one accessory unit is permitted per lot;*
- b. The primary residence and/or the accessory unit on the lot must be owner-occupied;*
- c. An accessory unit shall have a maximum floor area of eight hundred square feet;*
- d. The applicable zoning standards in Table 2 shall be satisfied.*

The consolidated application does not propose accessory units.

*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. Except for multifamily housing, fifty percent of all residential off-street parking areas shall be covered. Accessory unit parking spaces are not required to be covered.*
- b. Vehicle 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 except as permitted by Section 17.75.039(H)(3).*

*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.*

The proposed development is mixed use, Multifamily development with ~~tourist accommodations.~~

~~Table 3 provides the parking requirements for the TOD. The multifamily apartments are 1.5 spaces per dwelling unit and Tourist Accommodations has a requirement for 1 space per guest plus 1 space per employee.~~

~~The required parking is 68 spaces for the multifamily and 1 space per 500 square feet of commercial space. The total parking requirement is 73 spaces, and 92 spaces are provided. No relief from the parking standard is requested.~~

Required bicycle parking is met inside the individual dwelling units.

No shared parking is proposed.

**Staff Comment:** As required per the Transportation Planning Rule, OAR 660-012, parking mandates are no longer considered for properties within 1/2 mile of frequent transit.

*17.65.060 Land use--TOD corridor.*

The standards of this title are not applicable to the HMR zoning district.

*17.65.070 Zoning regulations--TOD corridor.*

The standards of this title are not applicable to the HMR zoning district.

*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.*

This consolidated application does not propose any revision to the public streets. The City is processing a vacation of the segment of Boulder Ridge south of Twin Creeks Crossing.

**Staff Comment:** The proposed vacation of Boulder Ridge Street is a condition of approval under consideration with File No. SPAR-23001.

## Circulation Plan Revision

The proposed revision to the circulation plan relocates the segment of the pedestrian path adjacent to the subject property to improve public safety. The current path location identifies the proposed path in a common area with a 10 foot drop off to an area that holds open water.

The proposed location relocates the path to the west side of the proposed development and extends the existing terminus of the path from the property to the south to the public right of way and existing crosswalk at Twin Creeks Crossing.

### *9. Public Off-Street Accessways.*

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

*b. Major 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. Non-skid 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.*

This consolidated application seeks to revise the location of the public off street accessway south of Twin Creeks Crossing. The current position of this segment of the accessway is located on an open space area containing a regional stormwater facility, see figure 1 below. The accessway constructed in this location would impact the stormwater facility and would create a significant safety hazard due to a steep 10 foot drop to open water of the storm facility.

**Staff Comment:** The Twin Creeks Master Plan identifies an off-street public accessway along the western boundary of the subject property. The path location identified in the master plan is along Griffin Creek, adjacent to an open space area that was modified in 2014-2016 to mitigate floodway hazards on the Twin Creeks Master Plan area. Due to the steep grades and the lack of pedestrian crossing at the path terminus at Twin Creeks Crossing, the applicants propose relocating the pedestrian access along away from the eastern property boundary, terminating at the intersection of Twin Creeks Crossing and Boulder Ridge Street. As a condition of approval, the pedestrian accessway must be installed in accordance with the standard identified in Master Plan Exhibit 12 and provide an easement for public access



The revision proposed, figure 2 below, will extend the public accessway installed with the development of the adjacent Smith Crossing Phase 1. The proposed accessway will connect the current terminus to the Twin Creeks Crossing right of way and improve public safety.

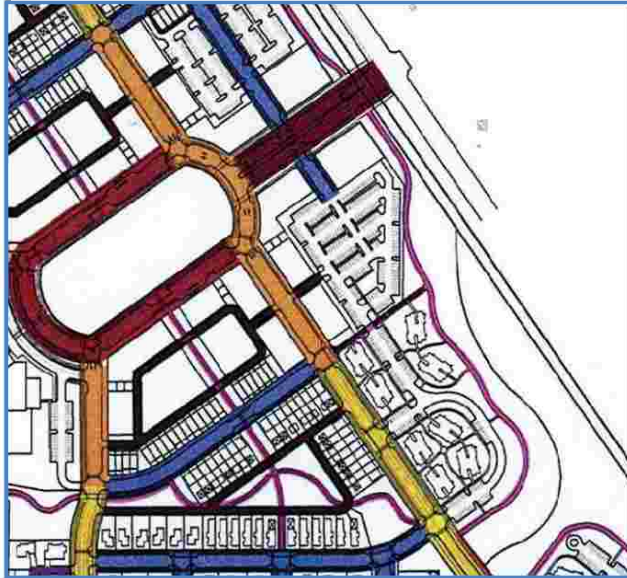


Figure 8 Existing path circulation

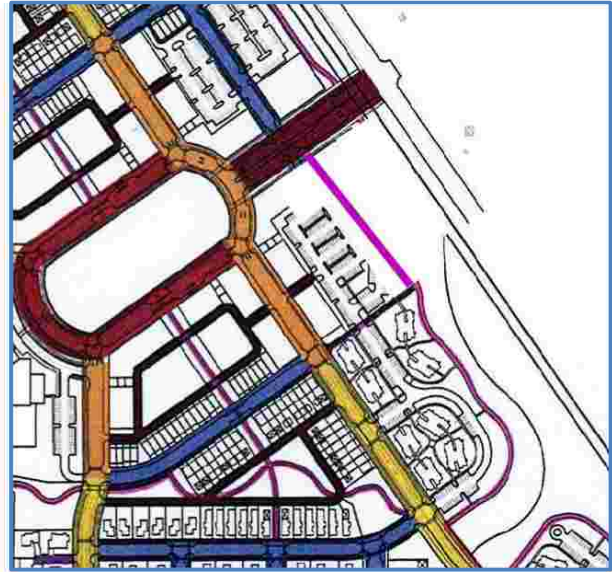


Figure 7 Proposed path circulation

All standards indicated above can be met with the proposed location of the Public Accessway and will provide improved public safety for pedestrians using the facility.

Revision to the Land Use Plan

The existing Land Use Plan in the TCMP indicates the subject property is designated as Employment Commercial. The proposed revision would change the designation to High Mix Residential.



Figure 9 Proposed EC Land Use Designation



Figure 10 Proposed HMR Land Use Designation

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Staff Comment: The property is identified as a location for destination retail and professional office on Civic and Commercial Plan, (Exhibit 37 of Master Plan).

Revision to the Civic and Commercial Plan

The existing Civic and Commercial Plan indicates the subject property contemplates a ~~neighborhood grocery / convenience store, a dry cleaner or café~~. The proposed revision would indicate the proposed uses to be restaurants professional office, retail sales and services.

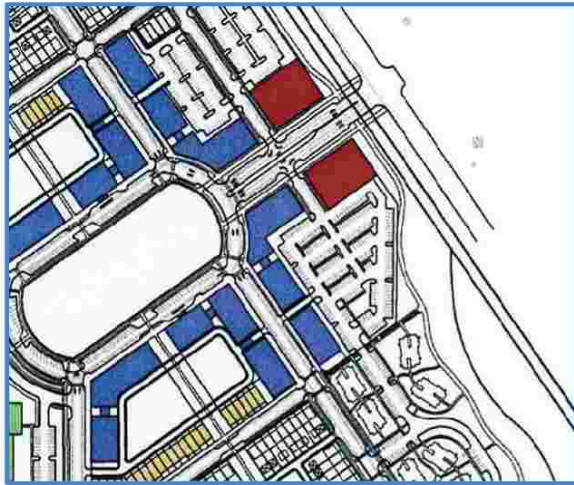


Figure 11 Existing Civic / Commercial Plan

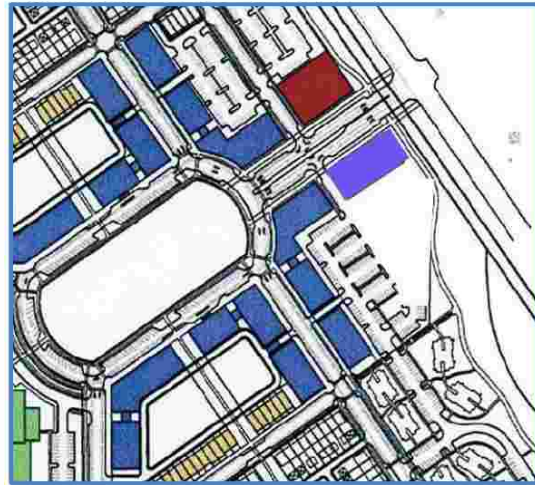


Figure 12 Revised Civic and Commercial Plan

Revision to the Mixed Use Plan

The existing Mixed Use Plan does not indicate the subject property is indicated as a mixed use area, it was contemplated for employment Commercial uses. The proposed revision will include the subject property in the mixed-use designation.

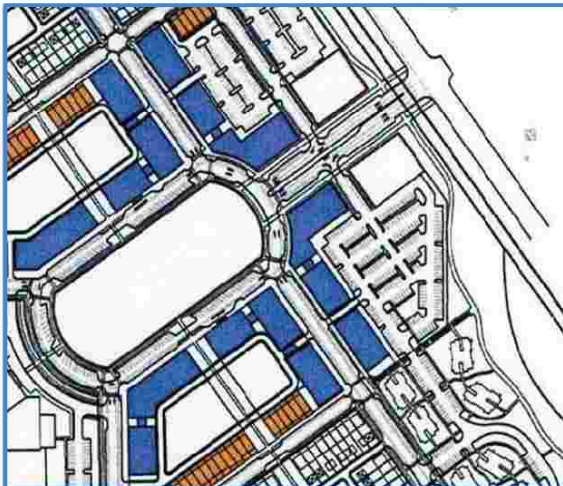


Figure 14 Existing Mixed Use Plan

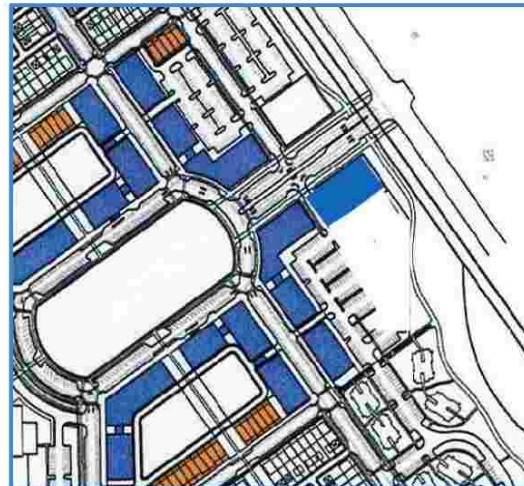


Figure 13 Revised Mixed Use Plan

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

**PLANNING DEPARTMENT SUPPLEMENTAL FINDINGS OF FACT  
AND CONCLUSIONS OF LAW  
File No.: MP-23001**

**Before the City of Central Point Planning Commission  
Consideration of the Twin Creeks Transit Oriented Development  
Master Plan Amendment**

**Applicant:** ) Findings of Fact  
Smith Crossing LLC ) and  
353 Dalton Street ) Conclusion of Law  
Medford OR 97501 )

**PART 1  
INTRODUCTION**

The applicant submitted the Twin Creeks Master Plan Amendment application for modifications to the approved Twin Creeks Master Plan including a realignment to a residential walking path, revising the Comprehensive Plan Map designation from Employment Commercial to High Density Residential), and revising the zoning district from Employment Commercial (EC) to High Mix Residential (HMR). The property is located near the intersection of Twin Creeks Crossing and Boulder Ridge Street within the EC zoning district in the Transit Oriented Development (TOD) District.

A master plan amendment is reviewed as a Type III application. Type III applications are reviewed in accordance with procedures provided in Section 17.05.400, which provides the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable Review Criteria for TOD master plans are set forth in Chapter 17.66, Application Review Process for the TOD District and Corridor and include:

1. CPMC 17.65.040 and 17.65.050 relating to the TOD District
2. CPMC 17.66.030 A(1)(b) and 17.66.030 B – Submittal Requirements
3. CPMC 17.67, Design Standards—TOD District and TOD Corridor;
4. CPMC 17.60, General Regulations unless superseded by Sections 17.65.040 through 17.65.070
5. CPMC 17.65.050, Table 3, TOD District and Corridor Parking Standard, and CPMC 17.64, Off-Street Parking and Loading
6. CPMC 17.70, Historic Preservation Overlay

**PROJECT BACKGROUND**

The property is located along the south side of Twin Creeks Crossing at the intersection with Boulder Ridge Street. In this area, Twin Creeks Crossing is a divided street with a center median, limiting full-movement access at Boulder Ridge Street. This configuration is due to the close proximity with Rogue Valley Highway/Highway 99, multiple turning lanes at that intersection and higher traffic volumes. Boulder Ridge Street, abutting the west side of the property, extends less than 150-feet from the Twin Creeks Crossing right-of-way and does not connect to another public right-of-way, further limiting vehicle circulation and access to/from the subject property.

The property was recently approved for a zone change to HMR. The HMR zone permits mixed use opportunities on the site, including vertical (mixed in same building) and horizontal (mixed use in adjacent buildings). The 1.62 acre project site is identified in the Twin Creeks Master Plan as a site to provide 1-2 stories of destination retail and professional office uses.

As shown on the Vicinity Map (Figure 1), the property is bound by open space to the east, the Twin Creeks Crossing to the north and existing residential developments in the Medium Mix Residential (MMR) and HMR zoning districts, to the south and west respectively. The development to the south is under common ownership with the subject property. Despite common ownership, there are no access easements between the properties.

The applicant proposes a 45-unit multifamily development with limited ground floor commercial uses along the Twin Creeks Crossing frontage. The proposed development is consistent with the existing development pattern in the area, connects to the existing streets and provides circulation through the existing development to the south.

The application to amend the Twin Creeks Master Plan proposes to realign a residential walking path location shown in Exhibit 3 of the Twin Creeks Master Plan; and, revise the Land Use Plan (Exhibit 18), the Mixed Use Plan (Exhibit 36), and the Civic and Commercial Plan (Exhibit 37) to permit high-density residential development with limited ground floor commercial uses.

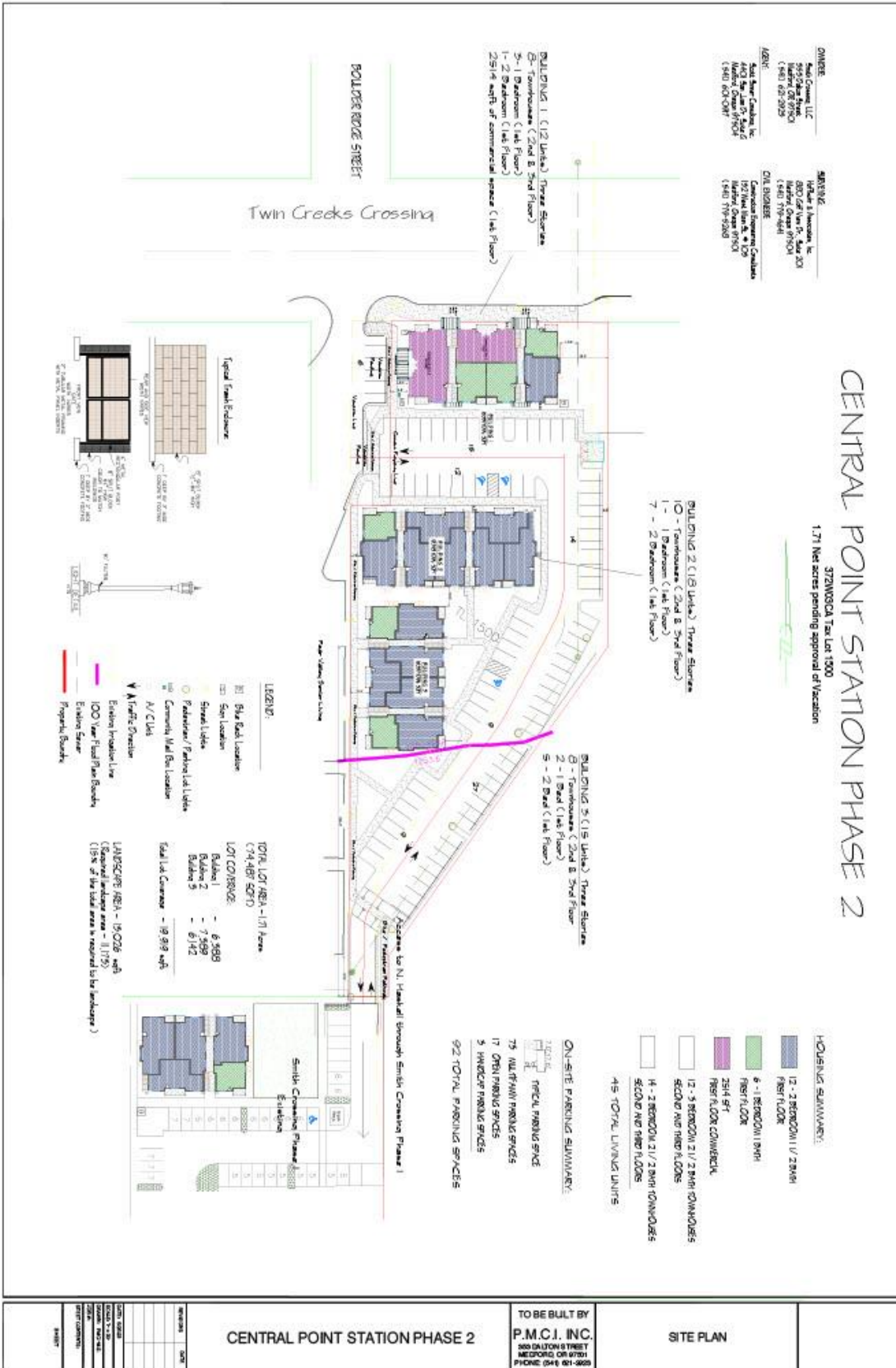
Since Master Plan compliance is required for Site Plan and Architectural Review, the application for master plan amendment is accompanied by, and being processed concurrently with, an application for a Site Plan and Architectural Review (see File No. SPAR-23001) that reviews site and building design criteria for Design Standards in the TOD District and Corridor (CPMC 17.67).

Figure 1. Vicinity Map



Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

Figure 2. Site Plan



Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)



**PART 2 – CHAPTER 17.65  
LAND USE AND ZONING REGULATIONS  
TOD DISTRICT AND CORRIDOR**

The purpose of the Central Point Transit Oriented Development (TOD) district is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule. The sections of CPMC 17.65 applicable to the application are:

**17.65.040 Land Use – TOD District**

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.
3. HMR--High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential uses are not permitted.

B. Employment (TOD).

1. EC--Employment Commercial. Retail, service, and office uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Development is expected to support pedestrian access and transit use. Automobile oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.
2. GC--General Commercial. Commercial and industrial uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

C. C--Civic (TOD). Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD district.



- D. OS--Open Space (TOD). Because the density of development will generally be higher than other areas in the region, providing open space and recreation opportunities for the residents and employees in the TOD district becomes very important. This zone is intended to provide a variety of outdoor and recreation amenities.

***Finding 17.65.040:*** *The subject property was approved for a zone change to HMR. The HMR zone would allow mixed use opportunities on this site, including vertical (mixed use in the same building) and horizontal (mixed use in separate buildings on a site). Provided commercial uses in the horizontal mixed use are consistent with Exhibit 37 (Civic and Commercial Plan) of the Twin Creeks Master Plan, the proposed master plan amendments are consistent with the Twin Creeks Master Plan and the requirements of this section.*

***Conclusion 17.65.040:*** *Consistent.*

### **17.65.050 Zoning Regulations – TOD District**

- A. Permitted Uses. Permitted uses in Table 1 are shown with a “P.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.
- B. Limited Uses. Limited uses in Table 1 are shown with an “L.” These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.
- C. Conditional Uses. Conditional uses in Table 1 are shown with a “C.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other conditional uses identified in this title.

***Finding 17.65.050(A-C):*** *The amendment to the Master Plan proposes multifamily residential dwellings and ground floor commercial uses for professional office and retail sales and service, including sales-oriented and personal service oriented businesses. In accordance with CPMC 17.65.050, Table 1, commercial uses are permitted as a limited use in the HMR zone when provided on the ground floor with multifamily dwellings above. There are no conditional uses proposed with the application.*

***Conclusion 17.65.050(A-C):*** *Consistent.*

- D. Density. The allowable residential density and employment building floor area are specified in Table 2.
- E. Dimensional Standards. The dimensional standards for lot size, lot dimensions, building setbacks, and building height are specified in Table 2.

***Finding 17.65.050(D-E):*** *The HMR zoning district requires a minimum density of 25 units/acre and no maximum density. The proposed development includes 45 units on 1.62 acres, or approximately 27*

*units/acre. The applicant does not propose to divide the property into individual properties and Table 2 in CPMC 17.65.050 does not provide minimum lot areas or lot width for multifamily development. The subject property exceeds the minimum lot depth of 50-feet.*

**Conclusion 17.65.050(D-E):** *Consistent.*

F. Development Standards.

1. Housing Mix. The required housing mix for the TOD district is shown in Table 2.
2. Accessory Units. Accessory units are allowed as indicated in Table 1. Accessory units shall meet the following standards:

**Finding 17.65.050(F)(1-2):** *Proposals greater than 40 units are required to provide three housing types per Table 2 of CPMC 17.65.050. The housing mix is addressed as part of the Twin Creeks TOD Master Plan (See Exhibit 35), which provides for eight (8) housing types. Apartments, which are proposed as part of this development, are one of the multifamily housing types planned for the Twin Creeks TOD Master Plan area.*

**Conclusion 17.65.050(F)(1-2):** *Consistent.*

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.

**Finding 17.65.050(F)(3):** *As required in the Transportation Planning Rule, OAR 660-012, parking mandates are no longer considered for properties within ½ mile of frequent transit service. As shown in the image below, the subject property (marked with a purple star) is within the Frequent Transit Corridor and parking requirements are not applicable to the project.*



**PART 3 – CHAPTER 17.66**  
**APPLICATION REVIEW PROCESS FOR THE TOD DISTRICT AND CORRIDOR**

This chapter describes the review procedures to be followed for development proposed within the TOD district and corridor which are identified on the official city zoning map. The sections of CPMC 17.66 applicable to the application are:

**CPMC 17.66.030, Application and Review**

A. There are four types of applications which are subject to review within the Central Point TOD district and corridor. The first of the four types apply in this case.

1. TOD District or Corridor Master Plan. TOD District or Corridor Master Plan.  
 Master plans shall be required for:

a. Development or land division applications which involve two or more acres of land; or

b. Modification to a valid master plan approval which involve one or more of the following:

- i. An increase in dwelling unit density which exceeds five percent of approved density;
- ii. An increase in commercial gross floor area of ten percent or two thousand square feet, whichever is greater;
- iii. A change in the type and location of streets, accessways, and parking areas where off-site traffic would be affected; or
- iv. A modification of a condition imposed as part of the master plan approval.

***Finding CPMC 17.66.030(A)(1):** The current application is for a master plan amendment on a property less than two (2) acres in size. The proposed amendment to the Twin Creeks Master Plan includes modifications to the Circulation Plan (Exhibit 3), Land Use Plan (Exhibit 18), Mixed Use Plan (Exhibit 36), and Civic and Commercial Plan (Exhibit 37) of the approved Twin Creeks Master Plan. These exhibits establish conditions for development with the TOD Master Plan area related to housing, commercial land uses and pedestrian/bicycle circulations facilities. The current application is to satisfy the requirements for modifications to a valid master plan per CPMC 17.66.060(A)(1)(b)(iv).*

***Conclusion CPMC 17.66.030(A)(1):** Consistent.*

2. Site Plan and Architectural Review. The provisions of Chapter 17.72, Site Plan and Architectural Review, shall apply to permitted uses and limited uses within the TOD district and corridor. For site plan and architectural review applications involving two or more acres of land, a master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a site plan and architectural review application.

3. Land Division. Partitions and subdivisions shall be reviewed as provided in Title 16, Subdivisions. For a land division application involving two or more acres of land, a master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a land division application.
4. Conditional Use. Conditional uses shall be reviewed as provided in Chapter 17.76, Conditional Use Permits.

***Finding CPMC 17.66.030(A)(2-4):*** *The current application is for modifications to a valid master plan . There are no additional land divisions or conditional uses as part of the submittal. The proposed modification to the master plan is processed and reviewed concurrently with an application for site plan and architectural review (File No. SPAR-23001). Site and building design standards are addressed as part of the site plan and architectural review, as demonstrated in findings and conclusions for SPAR-23001, dated June 6, 2023.*

***Conclusion CPMC 17.66.030(A)(2-4):*** *Consistent.*

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

1. Introduction. A written narrative describing:
  - a. Duration of the master plan;
  - b. Site location map;
  - c. Land use and minimum and maximum residential densities proposed;
  - d. Identification of other approved master plans within the project area (one hundred feet).

***Finding CPMC 17.66.030(B)(1):*** *The proposed modification is to a valid master plan, the Twin Creeks Master Plan, which provides a written analysis of the site location as well as the overall area covered within the Master Plan. The Vicinity Map (Figure 1) illustrates the site location of the subject property as it relates to the surrounding development and, at a minimum, the applicant needs to match the development pattern within the master plan area.*

***Conclusion CPMC 17.66.030(B):*** *Consistent.*

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.

- 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.

***Finding CPMC 17.66.030(B)(2):*** *The project site is within the Twin Creeks Master Plan area and the proposed modification identifies existing utilities and adjacent land uses. The proposed modification does not propose any alterations to existing utilities.*

***Conclusion CPMC 17.66.030(B)(2):*** *Consistent*

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.

***Finding CPMC 17.66.030(B)(3):*** *As shown on the Vicinity Map (Figure 1), the project site is within an area of existing development. The street network and circulation patterns were established per the Master Plan. A Transportation Generation Analysis for the proposed mixed-use development shows no net increase in trips from the project site.*

***Conclusion CPMC 17.66.030(B)(3):*** *Consistent.*

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

***Finding CPMC 17.66.030(B)(4):*** *As evidenced by the findings and conclusions set forth herein, the modification to the Twin Creeks Master Plan satisfies the approval criteria for site design standards for the TOD District.*

***Conclusion CPMC 17.66.030(B)(4):*** *Consistent.*

5. Recreation and Open Space Plan. A plan and narrative addressing Section 17.67.060, Public parks and open space design standards.

***Finding CPMC 17.66.030(B)(5):*** *Recreation and open space areas have been developed throughout Twin Creeks in accordance with the Twin Creeks Master Plan. The proposed modification does not alter any approved parks and recreation facilities.*

***Conclusion CPMC 17.66.030(B)(5):*** *Not applicable.*

6. Building Design Plan. A written narrative and illustrations addressing Section 17.67.070, Building design standards.

***Finding CPMC 17.66.030(B)(6):*** *As evidenced by the findings and conclusions set forth herein, the proposed modification to the Twin Creeks Master Plan satisfies the approval criteria for building design standards for the TOD District and Corridor.*

***Conclusion CPMC 17.66.030(B)(6):*** *Consistent*

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

**Finding CPMC 17.66.030(B)(7):** *The identification of transit facilities were satisfied in the Twin Creeks Master Plan. The proposed modification does not alter the approved plans.*

**Conclusion: CPMC 17.66.030(B)(7):** *Not applicable..*

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.

**Finding CPMC 17.66.030(B)(8):** *The site is located within the Special Flood Hazard Area (SFHA) for Griffin Creek. The Site Plan (Figure 2) identifies the location of the SFHA on the property and depicts the proposed structures outside the areas subject to flooding. Any future development within the SFHA will require a Floodplain Development Permit.*

**Conclusion CPMC 17.66.030(B)(8):** *Consistent.*

### **CPMC 17.66.040 Parks and Open Space**

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

**Finding CPMC 17.66.040:** *Recreation and open space areas were identified and constructed in accordance with the Twin Creeks Master Plan. The proposed modification does not alter the approved plans.*

**Conclusion CPMC 17.66.040:** *Not applicable.*

### **CPMC 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;

**Findings CPMC 17.65.040 and 17.65.050:** *As evidenced by the findings and conclusions set forth in Part 2 herein, the proposed development satisfies the approval criteria for land use and zoning standards for the TOD District.*

**Conclusion CPMC 17.65.040 and 17.65.050:** *Consistent.*

2. Chapter 17.67, Design Standards--TOD District and TOD Corridor;

**Findings CPMC 17.67:** *As evidenced by the findings and conclusions set forth in Part 4 herein, the proposed Master Plan satisfies the approval criteria for design standards for the TOD District.*

**Conclusion CPMC 17.67:** *Consistent.*

3. Section 17.65.050, Table 3, TOD District and Corridor Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;

*Findings CPMC 17.65.050(F)(3): See Finding CPMC 17.65.050(F)(3).*

*Conclusion CPMC 17.65.050(F)(3): Consistent.*

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

*Finding CPMC 17.66.050(B-D): The application is for a modification to a valid master plan. An application for Site Plan and Architectural Review is being processed and reviewed concurrently (see File No. SPAR-23001). There are no additional land divisions or conditional uses as part of the submittal.*

*Conclusion CPMC 17.66.050(C): Not applicable.*

#### **CPMC 17.66.060 Conditions of approval**

The approval authority may apply reasonable conditions of approval to ensure that the applicable standards of this code are satisfied.

*Finding CPMC 17.66.060: As evidenced by the findings and conclusions set forth herein, reasonable conditions apply to ensure the standards of this code are satisfied.*

*Conclusion CPMC 17.66.060: Consistent.*



**PART 4 – CHAPTER 17.67  
DESIGN STANDARDS – TOD DISTRICT AND TOD CORRIDOR**

The purpose of the Central Point TOD district and TOD corridor design standards is to complement and support efficient and sustainable land development, to reduce auto reliance and to increase transit use as required by the Oregon Transportation Planning Rule. The sections of CPMC 17.67 applicable to the application are:

**CPMC 17.67.040 Circulation and access standards**

A. Public Street Standards.

1. Except for specific transportation facilities identified in a TOD district or corridor master plan, the street dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for all development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).
2. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.
3. Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.
4. Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.
5. The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practicable or appropriate due to:
  - a. Topographic constraints;
  - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
  - c. Railroads;
  - d. Traffic safety concerns;
  - e. Functional and operational needs to create a large building; or
  - f. Protection of significant natural resources.
6. All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.
7. Connections shall be provided between new streets in a TOD district or corridor and existing local and minor collector streets.

***Finding 17.67.040(A)(1-7):*** *The public street design and circulation plan were approved with the Twin Creeks Master Plan and are constructed in accordance with City standards and the approved master plan layout. The current application does not propose to alter the street design or layout.*

***Conclusion 17.67.040(A)(1-7):*** *Not applicable.*

8. Pedestrian/Bike Access ways Within Public Street Right-of-Way.

- a. Except for specific access way facilities identified in a TOD district or corridor master plan, the following access way 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](#).

9. Public Off-Street Accessways.

- a. Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.
- b. Major off-street pedestrian accessways shall incorporate all of the following design criteria:
  - i. The applicable standards in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction;
  - ii. Minimum ten-foot vertical clearance;
  - iii. Minimum twenty-foot horizontal barrier clearance for pathway;
  - iv. Asphalt, concrete, gravel, or wood chip surface as approved by the city, with a compacted subgrade;
  - v. Nonskid boardwalks if wetland construction is necessary; and
  - vi. Minimum one hundred square feet of trailhead area at intersections with other pedestrian improvements. A trail map sign shall be provided at this location.
- c. Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, with a compacted subgrade.

***Finding 17.67.040(A)(8-9):*** *The Twin Creeks Master Plan identifies an off-street public accessway along the western boundary of the subject property. The path location identified in the master plan is along Griffin Creek, adjacent to an open space area that was modified in 2014-*

2016 to mitigate floodway hazards on the Twin Creeks Master Plan area. Due to the steep grades and the lack of pedestrian crossing at the path terminus at Twin Creeks Crossing, the applicants propose relocating the pedestrian access away from the eastern property boundary, terminating at the intersection of Twin Creeks Crossing and Boulder Ridge Street. As a condition of approval, the pedestrian accessway must be installed in accordance with the standard identified in Master Plan Exhibit 12 and provide an easement for public access.

**Conclusion 17.67.040(A)(6-8):** *Complies as conditioned.*

#### **17.67.050 Site Design Standards.**

**Finding 17.67.050:** *The current application is for modifications to a valid master plan. The proposed modification to the master plan is processed and reviewed concurrently with an application for a site plan and architectural review (File No. SPAR-23001). Site design standards are addressed as part of the Site Plan and Architectural Review, as demonstrated in findings and conclusions for SPAR-23001, dated June 6, 2023.*

**Conclusion 17.67.050:** *Consistent.*

#### **17.67.060 Public Parks and Open Space Design Standards.**

- A. General. Parks and open spaces shall be provided in the TOD districts and TOD corridors and shall be designed to accommodate a variety of activities ranging from active play to passive contemplation for all ages and accessibility.
- B. Parks and Open Space Location.
- C. Parks and Open Space Amount and Size.
- D. Parks and Open Space Design.

**Finding 17.67.060:** *Recreation and open space areas have been developed throughout Twin Creeks in accordance with the Twin Creeks Master Plan.*

**Conclusion 17.67.060:** *Not applicable.*

#### **17.67.070 Building Design Standards.**

**Finding 17.67.050:** *The current application is for modifications to a valid master plan. The proposed modification to the master plan is processed and reviewed concurrently with an application for a site plan and architectural review (File No. SPAR-23001). Building design standards are addressed as part of the Site Plan and Architectural Review, as demonstrated in findings and conclusions for SPAR-23001, dated June 6, 2023.*

**Conclusion 17.67.050:** *Consistent.*

**PART 5  
SUMMARY CONCLUSION**

As evidenced in Planning Department Supplemental Findings, the application for a modification to the Twin Creeks Master Plan is, as conditioned in the Staff Report dated June 6, 2023, in compliance with the applicable criteria set forth in Title 17 of the Central Point Municipal Code.

Attachment: MP-23001\_Attachments (1692 : Central Point Station, Phase 2 - Master Plan Amendment)

**PLANNING COMMISSION RESOLUTION NO. 907****A RESOLUTION APPROVING A MODIFICATION  
TO THE TWIN CREEKS MASTER PLAN  
IN THE TOD DISTRICT**

(FILE NO. MP-23001)

**WHEREAS**, the applicant has submitted an application for approval of a modification to the Twin Creeks Master Plan, a development within the City's Transit Oriented Development (TOD) District; and

**WHEREAS**, on June 6, 2023, the City of Central Point Planning Commission conducted a duly-noticed public hearing on the application, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

**WHEREAS**, the Planning Commission's consideration of the application is based on the standards and criteria applicable to master plans and development standards within the TOD districts in accordance with Section 17.65 through 17.67 of the Central Point Municipal Code; and

**WHEREAS**, after duly considering the proposed modification to an approved master plan, it is the Planning Commission's determination that, subject to compliance with conditions as set forth in the Staff Report (Exhibit "A") dated June 6, 2023, the application does comply with applicable standards and criteria for approval of a master plan; and

**WHEREAS**, the Planning Commission accepted the applicant's findings, as revised (Attachment "E"), and staff's Findings of Fact and Conclusions of Law (Exhibit "F") in support of the decision made at the June 6, 2023 meeting.

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Central Point Planning Commission, by this Resolution No. 907, does hereby approve the Modification to the Twin Creeks Master Plan in the TOD district. This approval is based on the findings and conditions of approval as set forth on Exhibit "A", the Planning Department Staff Report dated June 6, 2023, including Attachments A through G attached hereto by reference and incorporated herein.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 6th day of June, 2023.

---

 Planning Commission Chair

ATTEST:

---

 City Representative

June 6, 2023

### Item Summary

Consideration of a Site Plan & Architectural Review application to construct a mixed-use development comprised of 3 buildings containing a total of 45 multi-family residential units and 2514 square feet of commercial space. The 1.62 acre site is located in the Twin Creeks Transit Oriented Development (TOD) Master Plan area within the High Mix Residential (HMR) zone. The site fronts Twin Creeks Crossing and is identified on the Jackson County Assessor's map as 37S 2W 03CA Tax Lot 1500.

**Applicant:** Milo Smith, Smith Crossing LLC

**Agent:** Scott Sinner, Scott Sinner Consulting, Inc.

**Associated Files:** CPA-23002, ZC-23002, MP-23001

### Staff Source

Justin Gindlesperger, Community Planner II

Laura Stewart, Community Planner I

### Background

The Twin Creeks TOD Master Plan ("Master Plan") was approved on December 14, 2000. The Master Plan sets forth written and illustrated instructions for the development of 230 acres, including the mix of housing types, employment opportunities and multimodal transportation facilities, etc. At this time, the Applicant is proposing to develop a 1.71 acre tract of land (i.e. 1.62 acres plus 0.09 right-of-way to be vacated) with a mix of commercial and residential uses. The proposal is located on a site originally identified in the Master Plan as "Destination Retail and Professional Office." In a concurrent application (MP-23001), the Applicant proposed amending the envisioned uses to include mixed-use and multifamily apartments. The purpose of the amendment is to retain the commercial use and add needed housing. This also takes advantage of the fact that the Applicant owns the adjoining multifamily development to the south. This provides a secondary access via private parking lot driveways between Smith Crossing and this application, which is known as Central Point Station 2.

### Project Description

The proposal includes the construction of 3 buildings together with parking, landscaping and a public bicycle/pedestrian accessway (Attachment "A"). Building 1 provides ground floor commercial uses along Twin Creeks Crossing and Boulder Ridge Street frontage. Buildings 2 and 3 are multifamily buildings located interior to the site with frontage on the parking lot driveway and pedestrian walkways, including a minor pedestrian accessway open to the public along the west property boundary.

The landscape plan provides street frontage, parking lot perimeter, and interior landscaping throughout the development.

Architecturally, the proposed structures are similar in design and scale, three (3) story buildings featuring flat roofs with parapets, awnings and other design features (Attachment "B"). Per the Applicant's Findings (Attachment "E"), the proposed development was designed to be compatible with the architecture of the surrounding developments. Building 1 is the most prominent structure with frontage along Twin Creeks Crossing and Boulder Ridge Street in the vicinity of the TOD core area. Buildings 2 and 3 are interior to the site, facing adjacent properties, with access along the pedestrian accessway and internal to the site.

## Issues

There are 6 issues relative to this project:

1. **Concurrent Applications.** The Site Plan and Architectural Review is based on changes to the Land Use, Zoning, and Master Plan, to allow horizontal mixed-use, add multifamily housing to the site and relocate a minor pedestrian accessway. Denial of any of these applications will necessitate amendments to this application to comply with approval criteria and standards.

Comment: Staff Recommends Condition No. 1, which specifies this application is subject to approval of each of the preceding concurrent applications.

2. **Boulder Ridge Right-of-Way Vacation.** There is a short section of Boulder Ridge Street that takes access on Twin Creeks Crossing and terminates without connecting to another public street. The proposed site plan shows six (6) parking stalls on this section of Boulder Ridge Street, which is not permitted. Due to existing development patterns, the Public Works Department has determined that there is no public interest in retaining this 140-ft/0.09 acre section of Boulder Ridge Street as right-of-way.

Comment: Per the Public Works Staff Report dated May 15, 2022, (Attachment "F"), the City is supportive of the right-of-way vacation for Boulder Ridge Street and is requiring completion of the vacation prior to building permit issuance. Once this is completed, the vacated area will be part of the project site and the vehicle parking and maneuvering will be allowed subject to the design and development standards in CPMC 17.67. Staff is recommending approval of Condition No. (2)(a).

3. **Site Access.** The site has access at two (2) locations, the intersection of Boulder Ridge Street and Twin Creeks Crossing and on North Haskell Street through the existing Smith Crossing Phase I. The Applicant currently owns Smith Crossing Phase I; however, it will be necessary to provide a cross access easement to provide legal access across the sites in the event of future changes in ownership.

Comment: Staff recommends Condition No. 2(c) requiring a cross access easement for the mutual benefit of the project site and Smith Crossing Phase 1.

4. **Off-Street Pedestrian Accessway.**

- a. **Public Access.** In accordance with the Master Plan Amendment (MP-23001) to the Circulation Plan (Master Plan Exhibit 3), there is a Minor Pedestrian Accessway that will extend from the southeast property boundary, along the west property boundary of the project site to Twin Creeks Crossing. The relocation is needed to avoid steep slopes associated with the Jackson Creek Overbank Floodway Mitigation channel.

Comment: Per the Master Plan, the Minor Pedestrian Accessway is a public facility. Staff recommends Condition No. 2(b) requiring the applicant to provide a recorded copy of an access easement for the facility before building permits are

issued.

- b. Design.** The standard for Minor Pedestrian Accessway design is provided in Master Plan Exhibit 12. It requires a 5-ft path and 24-inches of landscaping on both sides of the path. The proposed site and landscape plans (Attachment “A” and “C”, respectively) illustrate the required path width with landscaping on the east side.

Comment: There is an existing landscape strip on the adjoining property (i.e. Pear Valley Senior Living), which is 5-ft in width. This exceeds the minimum 24-inch standard and is recommended as adequate to buffer the pedestrian accessway. No further action is needed.

- 5. Street Trees.** As shown on the Landscape Plan (Attachment “C”), street trees are proposed along the Twin Creeks Crossing frontage; however, the finished sidewalk does not include trees wells for installation.

Comment: In accordance with the Public Works Staff Report dated May 15, 2022 (Attachment “F”), the Applicant will be required to retrofit the sidewalk to include street trees along this section of Twin Creeks Crossing. Public Works has stated that the cost is fully eligible for SDC credits. Staff recommends Condition No. 2(c) requiring the Applicant to retrofit the sidewalks and provide the trees in accordance with the Master Plan and Public Works requirements for street tree placement.

- 6. Parking Lot Landscaping and Screening.** The site plan depicts six (6) surface area parking stalls in the current Boulder Ridge Street right-of-way (to be vacated) adjacent to Twin Creeks Crossing.

Comment: In accordance with 17.67.050K(2)(b), the Applicant will be required to add a five (5) foot planting strip as a landscape buffer between the Twin Creeks Crossing right-of-way and the six (6) surface area parking stalls on the project site.

### Findings of Fact & Conclusions of Law

The Central Point Station Phase 2 Site Plan and Architectural Review has been evaluated against and found to comply with the applicable criteria for Site Plan and Architectural Review applications in the Transit Oriented Development District as evidenced by the Planning Department’s Supplemental Findings (Attachment “J”), which includes the Applicant’s Corrected Findings (Attachment “E”), application exhibits and agency comments.

### Conditions of Approval

1. Approval of this Site Plan and Architectural Review application is subject to approval of the following applications:
  - a. Comprehensive Plan Amendment, File No. CPA-23002
  - b. Master Plan Amendment, File No. MP-23001



- c. Zone Change, File No. ZC-23002.
2. Prior to building permit issuance, the following conditions shall be met:
    - a. The Boulder Ridge Street right-of-way adjacent to the site shall be vacated.
    - b. The Applicant shall provide a recorded copy of a cross-access easement as needed to allow public use of the Minor Pedestrian Accessway consistent with the revised Master Plan Exhibit 3, Circulation.
    - c. The Applicant shall provide a recorded copy of a cross access easement between Smith Crossing Phase 1, 37S 2W 03C Tax Lot 138, and Central Point Station Phase 2, 37S 2W 03CA Tax Lot 1500.
    - d. The Applicant shall submit a site lighting plan that demonstrates compliance with the lighting standards in CPMC 17.67.050(L).
    - e. Street trees are required along the Twin Creeks Crossing frontage. The location of the street trees shall be coordinated with and approved by Public Works.
    - f. Obtain a NPDES 1200-C permit from the Department of Environmental Quality (DEQ) and provide a copy to the Public Works Department.
  3. The Site Plan and Architectural Review approval shall expire after one (1) year, in accordance with CPMC 17.72.070, unless a timely written request is received and an extension is granted.
  4. Any proposed changes to the approved development shall be subject to CPMC 17.09, Modifications to Approved Plans and Conditions of Approval.

### **Attachments**

Attachment "A" - Site Plan  
 Attachment "B" - Building Elevations  
 Attachment "C" - Landscape Plan  
 Attachment "D" - Irrigation Plan  
 Attachment "E" - Applicant's Findings, as corrected  
 Attachment "F" - Public Works Department Staff Report, dated May 15, 2023  
 Attachment "G" - Building Department Comments, dated May 9, 2023  
 Attachment "H" - Rogue Valley Sewer Services Letter dated May 5, 2023  
 Attachment "I" - Jackson County Fire District 3 Letter dated May 11, 2023  
 Attachment "J" - Planning Department Supplemental Findings  
 Attachment "K" - Resolution No. 908

### **Action**

Conduct the public hearing and consider the proposed Site Plan and Architectural Review application with corrections and conditions, and 1) approve; 2) approve with revisions; or 3) deny the application.

### **Recommendation**

Approve Resolution No.908, a Resolution recommending approval of the Site Plan & Architectural Review application for the Central Point Station Phase 2 development plan per the Staff Report dated June 6, 2023, including all attachments thereto herein incorporated by

reference.

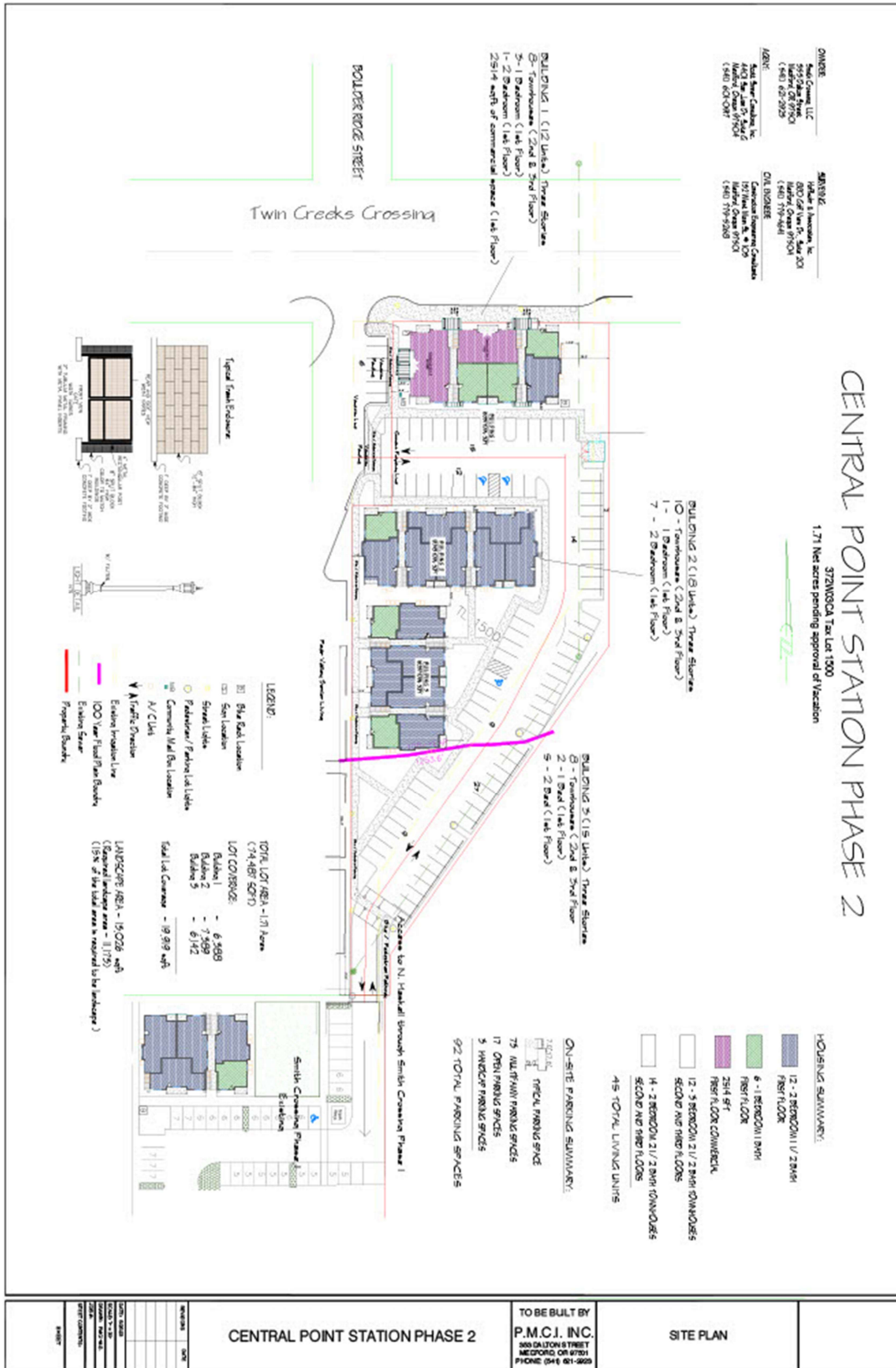
**Recommended Motion**

I move to approve Resolution 908, a Resolution recommending approval of the Site Plan & Architectural Review application for the Central Point Phase 2 development plan per the Staff Report dated June 6, 2023.

**ATTACHMENTS:**

1. SPAR-23001 Attachments

Attachment "A" – Site Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "B" – Building Elevations



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "B" – Building Elevations

West Elevation (Scale 3/16" = 1')

North Elevation (Scale 3/16" = 1')

South Elevation (Scale 3/16" = 1')

East Elevation (Scale 3/16" = 1')

DATE:	1/5/2023
SCALE:	
SHEET:	2

DRAWINGS PROVIDED BY:  
PH&C, Inc.  
180 Siskiyou Blvd.  
Medford, OR 97501

Central Point Station  
Phase 2

Building 2 - 10 Plex

REVISION TABLE		
NUMBER	DATE	DESCRIPTION

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "B" – Building Elevations

Red roof  
4" parapet wall  
Hard top siding  
Vinyl windows cream/black  
Hard trim body panel  
Cream colored hard trim  
Board & batten fiber  
cement siding  
Faux stone  
Black metal siding  
Metal awning  
Typical patio lighting

South Elevation (Scale 3/16" = 1')

East Elevation (Scale 3/16" = 1')

West Elevation (Scale 3/16" = 1')

North Elevation (Scale 3/16" = 1')

REVISION TABLE			
NUMBER	DATE	REVISION BY	DESCRIPTION

DRAWING PROVIDED BY:  
PAC, Inc.  
880 Sabin Street  
Medford, OR 97501

Central Point Station  
Phase 2

Building 3 - 15 Plex

DATE: 1/5/2023  
SCALE:  
SHEETS: 9

Attachment "C" – Landscape Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "D" – Irrigation Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)



Attachment "E" – Applicant's Findings, as corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

IN THE MATTER OF AN APPLICATION FOR A )  
SITE PLAN REVIEW OF PROPERTY IDENTIFIED AS ) FINDINGS OF FACT  
T37-R2W-03CA TL 1500 ) AND  
SMITH CROSSING LLC APPLICANT ) CONCLUSIONS  
SCOTT SINNER CONSULTING, INC. AGENT ) OF LAW

**I. BACKGROUND INFORMATION**

Applicant:

Smith Crossing LLC  
353 Dalton St  
Medford, OR 97501  
Milo Smith milosmith@gmail.com  
Philip Smith Philips.pmci@yahoo.com

Agent:

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

Property:

37 2W 03CA TL 1500  
Smith Crossing LLC  
Twin Creeks Crossing and Boulder Ridge Street  
Central Point OR 97502  
1.62 Acres Net Acreage  
Existing zoning Employment Commercial (EC)  
Proposed Zoning HMR High Mix Residential Commercial (TOD)

Project Summary:

This Site Plan Review application proposes the development of Central Point Station Phase 2, a mixed-use development within the Twin Creeks TOD. The property is 1.62 acres currently within the Employment Commercial (EC) zoning district. This site plan application is consolidated with a Minor Comprehensive Plan Map Amendment and a Zone Map Amendment application to the High Mix Residential (HMR) TOD zone.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 1 of 26

1	stephanieh	05/24/2023 13:32:40
1.62 - Scribner's error.		

Notes

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Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "E" – Applicant's Findings, as corrected

1 | stephanieh 05/24/2023 13:34:29  
, as amended (See File No. MP-23001).

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This proposal has 3 buildings for a total of 45 dwelling units and 2,514 square feet of street frontage ground floor commercial lease space consistent with the HMR zoning district and the Twin Creeks Master Plan.



Figure 1 Proposed site plan.

The Twin Creeks Crossing frontage is proposed to be developed with a 3-story building with a flat roof and parapets to complement the 4 story Central Point Station Phase 1 building on the north side of Twin Creeks Crossing.



Figure 2 Proposed street frontage

The ground floor facing Twin Creeks Crossing will be developed with 2,514 square feet of ground floor commercial lease space under 8 2 story townhouse units.

Buildings 2 and 3 are all multifamily units featuring a similar complementary flat roof architectural style of Building 1.

Notes

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Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "E" – Applicant's Findings, as corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This application is consolidated with an application for a Minor Comprehensive Plan Amendment to amend the Land Use Plan Map designation from Employment Commercial to High Density Residential, and a Zone Map Amendment to designate the property to the High Mix Residential/ Commercial TOD (HMR) zoning district.

The City of Central Point is processing a Vacation of Right of Way to vacate the segment of Boulder Ridge Street south of Twin Creeks Crossing. The area of the vacated right of way will be incorporated into the site plan for the subject property and additional parking for the adjacent Pear Valley facility.

This application includes an application to revise the Twin Creeks Master Plan to implement this plan.

Review Procedure:

The applicant completed a required pre-application conference in February of 2022. Staff indicated this development would be considered a Major Site Plan review and of significant interest and impact to the City so the application would be treated as a Type III procedure with the Planning Commission as the approving authority.

As stated above, this application is a major site plan review, typically classified as a Type II review. The director has the discretion to process a major site plan application as a Type III procedure when a development is of substantial size, and of significant public interest.

This application is subject to the procedures of Central Point Municipal Code (CPMC) 17.05.400. CPMC 17.05.400 provides the required submittals, noticing requirements, and review and decision procedure for the Planning Commission.

Approval Criteria:

The project is subject to the standards of Chapters 17.65 TOD Districts and Corridors, 17.66 Application Review Process for the TOD District and Corridor, and 17.67 Design Standards – TOD District and TOD Corridor.

**Chapter 17.65 TOD Districts and Corridors**

Central Point Station Phase 2 is a mixed-use development located on 372W03CA TL 1500 on Twin Creeks Crossing and Boulder Ridge Street. The site is currently 1.67 acres. The vacation of right of way for Boulder Ridge Street would add .09 acre for a total site acreage of 1.76 acres.

This proposal includes 3 buildings for a total of 45 dwelling units and 2,514 square feet of commercial lease space on the Twin Creeks Crossing street frontage to meet the commercial use requirements of the proposed HMR zoning district.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 3 of 26

1	stephanieh	05/24/2023 13:36:47
	and 17.72, Site Plan and Architectural Review.	
2	stephanieh	05/24/2023 13:38:28
	1.62 acres per Jackson County Assessor's Records.	
3	stephanieh	05/24/2023 13:40:03
	1.71 acres	

Notes

[Empty notes box]

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The project site is within the TOD district and the TCMP area and this application is consolidated with a zone map amendment from the current Employment Commercial to the High Mix Residential/ Commercial (HMR) zoning district.



Figure 3 Vicinity Map

Table 1 identifies the proposed residential uses are permitted within the HMR Zone.

Notes

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Attachment "E" – Applicant's Findings, as corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
 Created on 5/24/2023 at 19:31:23

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

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<b>Residential</b>							
<b>Dwelling, Single-Family</b>							
Large and standard lot	P	L5	N	N	N	N	N
Zero lot line, detached	P	P	N	N	N	N	N
Attached row houses	P	P	P	C	N	N	N
<b>Dwelling, Multifamily</b>							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N
<b>Commercial</b>							
Entertainment	N	N	C	P,L7	P, L8, L9	N	N
Professional Office	C	L3	L3,L4	P	P	P	N
<b>Retail Sales and Service</b>							
Sales-oriented	C	L3	L3	P	P	N	N
Personal service-oriented	C	L3	L3,L4	P	P	N	N

Figure 4 Permitted uses

The TCMP identifies Mixed use development within specific areas in the HMR zoning district. The TCMP describes mixed use building prototypes for ground floor commercial spaces for the street frontage with two or three story residential above the commercial spaces.

Revision to the Civic and Commercial Plan

The existing Civic and Commercial Plan indicates the subject property contemplates a neighborhood grocery / convenience store, a dry cleaner or café. The proposed revision would indicate the proposed uses to be restaurants professional office, retail sales and services

1 | stephanieh 05/24/2023 13:49:56  
 The proposed amendment to the TCMP changes Exhibits for Land Use Exhibit 18, Civic and Commercial Plan a(Master Plan Exhibit 37) and Housing Plan (Master Plan Exhibit 35) to replace exclusive commercial use with allowance for horizontal and vertical mixed-use on the site. The circulation exhibit (Master Plan Exhibit 8) is also amended to relocate the pedestrian ...

Notes

Attachment "E" – Applicant's Findings, as corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

Page 5 continued (2)

Created on 5/24/2023 at 19:31:23

ID	Subject	Author	Date/Time	Comment
1	Sticky Note	stephanieh	05/24/2023 13:49:56	The proposed amendment to the TCMP changes Exhibits for Land Use Exhibit 18, Civic and Commercial Plan a(Master Plan Exhibit 37) and Housing Plan (Master Plan Exhibit 35) to replace exclusive commercial use with allowance for horizontal and vertical mixed-use on the site. The circulation exhibit (Master Plan Exhibit 8) is also amended to relocate the pedestrian accessway from the east side of the site to the west property boundary as needed to avoid steep slopes along the Jackson Creek Overbank Floodway Mitigation Channel.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

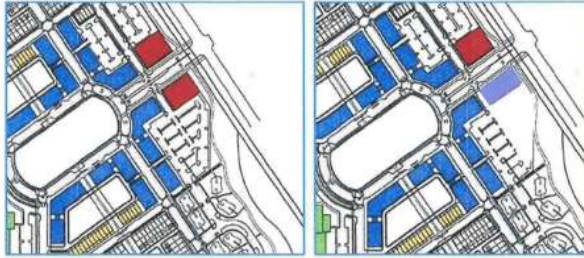


Figure 5 revised Civic / Commercial Plan

Figure 6 Existing Civic/ Commercial Plan

This application proposes 2,514 square feet of ground floor, street frontage, commercial with 2 story residential unit above for Building 1. Buildings 2 and 3 are all multifamily apartments.



N. or 11th Elevation (Scale: 3/16" = 1') Along Turf Green's Crossing

Figure 7 Building 1 elevation

Building 2 is proposed as an 18 plex comprised of eight ground floor residential units and ten townhouse units on the second and third floors. This building has no public street frontage, and no commercial (VRBO) units.

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**



Figure 8 Building 2 Elevation

Building 3 is proposed as a 15 plex comprised of seven ground floor residential units and eight townhouse units on the second and third floors. This building has no public street frontage, and no commercial (VRBO) units.



Figure 9 Building 3 Elevation

**17.65.050 Zoning Regulations--TOD District**

CPMC 17.65.050 Table 2 provides density and lot standards. This application does not propose a land division and all development is proposed on an existing parcel therefore, the minimum lot size, dimensions and area requirements are not applicable.

The term townhouse, as it is used in this application, is a multifamily dwelling unit consisting of 2 floors with an internal staircase and is not a unit proposed for individual unit ownership. The applicant intends to maintain ownership of all dwelling units and commercial lease spaces in the development.

Referring to Table 2, the HMR zone requires a minimum density of 25 dwelling units per acre with no maximum density. The parcel is 1.62 net acres. This application proposes 48

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

dwelling units which is a density of 29 units per acre and above the minimum required density. [1]

The minimum front setback for the HMR zone is 0'- 15'. ~~This application proposes a 5-foot setback for Building 1 on Twin Creeks Crossing. Buildings 2 and 3 do not have a street frontage with the proposed vacation of right of way being processed by the City.~~

[3] The side yard setback for Building 2 is 7 feet and for Building 3, 14 feet. All setbacks are met with the proposed site plan including space between buildings. The maximum building height for the HMR zone is 60'. All buildings are proposed at a 33' building height. All buildings comply with the maximum building height standard and the setback standards.

Table 2 indicates that residential development in the HMR zone with more than 40 dwelling units must incorporate 3 or more housing types. ~~The development has 3 housing types, 1-bedroom flats, 2-bedroom flats, 2-bedroom townhouses and 3-bedroom townhouses.~~ [4]

The project meets the requirement for at least 3 housing types. Table 3 of 17.65 provides the parking standards for the HMR zone. ~~All dwelling units in the proposal would require 1.5 parking spaces per dwelling unit, for parking purposes, the VRBO units are provided with 1.5 parking spaces.~~ [5]

~~74 off-street parking spaces are required and 92 off street parking spaces are provided including 3 ADA spaces. The existing curb 15h sidewalk on the Twin Creeks Crossing frontage provides 5 on street parking spaces.~~

**Chapter 17.67 DESIGN STANDARDS--TOD DISTRICT AND TOD CORRIDOR**  
**17.67.010 Purpose.**

*The purpose of the Central Point TOD district and TOD corridor design standards is to complement and support efficient and sustainable land development, to reduce auto reliance and to increase transit use as required by the Oregon Transportation Planning Rule. (Ord. 1815 §1(part), Ex. C(part), 2000)*

The subject property within the Twin Creeks TOD. The Twin Creeks TOD has an adopted Master Plan and promotes multimodal transportation opportunities. The Twin Creeks Crossing frontage is currently improved with two eastbound vehicular travel lanes, a bike lane and wide sidewalks to promote pedestrian connectivity.

At the present time Rogue Valley Transit District (RVTD) does not have routes in Twin Creeks. The closest transit route is route 40 two blocks east of highway 99. The Twin Creeks Crossing / Highway 99 intersection is signalized and provides a controlled pedestrian crossing of Highway 99.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 8 of 26

- 1 | stephanieh | 05/24/2023 13:51:44  
Assuming the right-of-way vacation is complete and the 0.09 acres is incorporated into the site, the minimum unit count required is 43. The proposal provides 26.3 units per acre, which meets the minimum density standard.
- 2 | stephanieh | 05/24/2023 13:54:24  
In accordance with CPMC 17.67.070(B), 75% of the building frontage shall be built to the back of sidewalk. As illustrated on the Site Plan, this standard is met.
- 3 | stephanieh | 05/24/2023 13:55:10  
The minimum side yard setback is 5-ft for detached buildings.
- 4 | stephanieh | 05/24/2023 13:58:51  
Compliance with the housing type mix is addressed in the Twin Creeks TOD Master Plan. In accordance with the Master Plan, the proposal provides multifamily apartments, which is one (1) of eight (8) housing types provided in the Master Plan area.
- 5 | stephanieh | 05/24/2023 14:00:49  
In accordance with OAR 660-012, there are no minimum parking standards within 1/2 mile of a frequent transit corridor. This site is within 1/2 mile of Route 40 and is not subject to minimum parking standards. Any parking provided is voluntary and continues to be subject to ADA requirements, as well as design and development standards.
- 6 | stephanieh | 05/24/2023 14:01:09  
The proposal includes

Notes

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Circulation and Access Standards:

This application does not include a land division or the creation of public streets and some of the design standards within 17.67 are not applicable as the site already has some improvements that would have been reviewed and approved as consistent with the master plan.

No additional public streets are proposed with this application. The site is at the easterly boundary of the Twin Creeks Community and adjacent to an open space used for storm drainage. No circulation is possible to the east as the storm facility, the railroad tracks and no access to Highway 99 is possible.

The site is not a transit area per exhibit 13 of the TCMP. The nearest transit route is N Haskell, and the stop is located on the north side of the Twin Creeks Loop Park. Regardless of the transit stop location, the frontage of building 1 on Twin Creeks Crossing is proposed to front on the existing street.

The Twin Creeks Master Plan indicates an off-street accessway off-site to the east of the proposed development. The property to the east is owned by Twin Creeks Development Co, LLC and contains the regional storm facility for the community. The location, topography and function of this area make the construction of the pedestrian accessway impractical to infeasible.

The subject site plan is contiguous with the Smith Crossings, a multifamily development owned by the applicant. This application proposes to extend the existing accessway constructed with Smith Crossings through the site to connect directly with the existing pedestrian crosswalk at Boulder Ridge and Twin Creeks Crossing.

Parking Lot Standards:

The segment of Boulder Ridge is proposed to be vacated. The existing access to Twin Creeks Crossing will be reconfigured as indicated on the site plan with additional parking and the applicant's civil engineer will comply with the standards for the pavement sections.

The parking lot is provided with internal sidewalks connecting the parking areas to the buildings and to the public sidewalks on Twin Creeks Crossing additionally, all buildings have ground floor breezeways connecting the parking area sidewalks to the public right of way.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 9 of 26

1	stephanieh	05/24/2023 14:04:12
	and flood mitigation channel	
2	stephanieh	05/24/2023 14:04:19
	See MP-23001.	

Notes

Notes section is currently blank.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Site Design Standards 17.67.050:

**A. Adjacent Off-Site Structures and Uses.**  
 This application is infill development with virtually all offsite infrastructure currently in place. All connections to these facilities will be designed and submitted to the city for technical review and approval.

The adjacent uses are as follows:

- North, EC zoning district, vacant.
- HMR Zone developed with the Pear Valley Senior Living facility.
- MMR zone developed with multifamily housing.
- East, Open Space zone, developed with regional storm facility.

**B. Natural Features**

The site is flat with no significant natural features or vegetation. The adjacent property to the east is Griffin Creek and the regional stormwater facility for the Twin Creeks Development.

Per Jackson County data, the property is adjacent to the floodway for Griffin Creek and a portion of the site is within the 100- year flood plain. The proposed site plan was designed with all structures outside the 100-year flood plain. There are no wetlands on the site.

**C. Topography**

The site is flat with no significant topography. The east side of the property is adjacent to the top of bank for Griffin Creek as noted on the conceptual civil plans submitted with this application.

**D. Solar Orientation**

The priority of the Code to meet minimum density requirements and site structures close to street frontages dictate building orientations with respect to solar orientation.

**E. Existing buildings on the Site**

The site is vacant. The Pear Valley Senior Living Facility is adjacent to the west. Central Point Station Phase 1 is currently under construction on the north side of Twin Creeks Crossing.

Scott Sinner Consulting, Inc.    Central Point Station Phase 2 Site Plan Review    Page 10 of 26

1	stephanieh	05/24/2023 14:07:24
and flood mitigation channel.		

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The architecture of this development is designed to complement the architecture of Phase 1 with three story buildings, similar fenestration on the street frontage and similar siding treatments to create a pleasing entrance to the Twin Creeks community.

**F. New Prominent Structures**

The development does not propose and key public or Civic structures.

**G. Views**

The HMR zone requires development with 0' to 15' setbacks. All buildings comply with this standard. The development will have little impact on views from the north and east as the adjacent uses are undeveloped and preserved as open space for Griffin Creek and the regional stormwater facility.

The Pear Valley Senior Living development on the west is of similar mass and use and the proposed development. The east facing rooms of the Pear Valley will be approximately 75 to 85 feet from the proposed buildings. The location of the 3 proposed buildings provides visual spaces between the buildings to provide view corridors through the site.

**H. Adjoining Uses, Adjacent Services**

The proposed site plan is within the HMR—High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses on public street frontages.

Building 1 has frontage on Twin Creeks Crossing and is proposed as a 3-story building with the ground floor street frontage spaces for commercial lease space. Dwelling units are proposed on the parking lot side and on the second and third floors. Buildings 2 and 3 do not have street frontage and are 3 floors of multifamily units.

The Pear Valley Senior Living complex is west of the subject property and is within the same HMR zoning district.

The property to the north is vacant and within the EC zoning district.

The property to the east is open space for the regional storm facility.

**I. Transitions in Density**

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 11 of 26

1 | stephanieh 05/24/2023 14:06:42  
and flood mitigation channel.

Notes

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Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This section of the Code is intended to minimize and mitigate conflicts in uses within the master plan area. The proposed development is within the central core of the Twin Creeks master plan and is intended for the most intensive uses in the TOD.

The proposed development is adjacent to the Pear Valley Senior Living facility in the same HMR zoning district.

To the south is Smith Crossings, a multifamily development within the MMR zoning district, and the existing use is very similar to the proposed use in this application.

Across the street is vacant land within the EC zoning district. The standards for development allowed in the EC zoning district will result in a development close to the Twin Creeks Crossing frontage and will likely be similar massing to the proposed development.

The subject parcel does not abut any low-density residential development.

I. Parking

~~Table 3 of 17.65 provides the parking standards for the TOD. All dwelling units in the proposal would require 1.5 parking spaces per dwelling unit.~~

~~Using the Table 3 parking requirements, the total required parking for the 45-unit development is 68 spaces. The requirement for the 2,514 square feet of commercial space is 1 space per 500 square feet for 6 spaces for a total required parking count of 74 spaces. The plan provides for a total of 92 parking spaces including 3 ADA spaces.~~

The Twin Creeks Crossing frontage currently has 5 on street parking spaces. On-site parking is proposed to be behind the buildings and to the interior of the parcel as required by the Code.

K. Landscaping

The site is currently 1.62 acres and upon approval of the proposed vacation of the Boulder Ridge right of way the total area of the site is 1.71 acres. The Code requires 15% (11,173 square feet) of the site to be landscaped. The Landscape Plan provides 13,026 square feet of landscaped area.

The proposed landscape plan was prepared to the standards in this code section. The landscaping is designed to complement the architecture and conform to the TCMP standards.

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Street Tree and shrub species are per the TCMP approved lists. The site plan provides the location of the fully screened trash and recycling area. There is no chain link fencing or screening proposed.

The site plan does not propose parking between the buildings and rights of way. The buildings do not have large unbroken massive sections and landscaping is proposed to be in harmony with the architecture.

L. Lighting

Pedestrian scale street lighting is currently installed on the public right of way. The proposed elevations include building mounted lighting for safety and interest.

The parking lot lighting is a design build contract and has not been designed at the time of submittal in case there are changes to the parking lot. The applicant will comply with the lighting densities described in the Code.

M. Signs

The applicant is not proposing any signage at this time and if a monument sign is desired, the design will be submitted under a separate application.

17.67.070 Building Design Standards:

*A. General Design Requirements.*

*1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:*

- a. Natural ventilation;*
- b. Passive heating and cooling;*
- c. Daylighting;*
- d. Sun-shading devices for solar control;*
- e. Water conservation;*
- f. Appropriate use of building mass and materials; and*

Notes

Empty rectangular box for notes.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, [www.usgbc.org](http://www.usgbc.org).)*

The Oregon Energy Code provides standards for energy efficiency and sustainability. The proposed buildings will meet or exceed all code standards. Construction documents will include documentation required to demonstrate compliance with the Code and the City will complete a technical review as a component of the review process.

The applicants have extensive experience in the development, construction and management of multifamily housing and the designs of the proposed buildings represent efficiency in construction materials, components, assemblies and assembly to maximize efficiencies on materials and provide a high efficiency dwelling unit for the residents.

The project will not be pursuing a LEED rating.

*2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.*

The proposed development is adjacent to the west of a pedestrian path indicated on the TCMP. The location of the path would have placed pedestrians adjacent to a 10 foot drop off above year round standing water of the regional stormwater facility.

This consolidated application includes a TCMP revision to relocate the pedestrian path to a much safer location on the west side of the property. The proposed relocation of the path will greatly improve public safety.

The path is currently stubbed to the southern property line of the subject property and this development will extend the path to the public right of way of Twin Creeks Crossing at the existing crosswalk a Boulder Ridge.

The path is proposed to meet the standards of the Code including lighting and landscaping elements.

*3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.*

Notes

Empty rectangular box for notes.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The proposed site plan provides convenient and direct pedestrian connections between the parking areas, dwelling units and the public right of way. The proposed buildings feature pedestrian connections on the ground floor to provide direct and convenient connections throughout the site.

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

The buildings include operable windows for ventilation and ingress – egress as required by the building Code.

**B. Architectural Character.**

**1. General.**

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

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

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

*i. Building forms and massing;*

*ii. Building height;*

*iii. Rooflines and parapet features;*

*iv. Special building features (e.g., towers, arcades, entries, canopies, signs, and artwork);*

*v. Window size, orientation and detailing;*

*vi. Materials and color; and*

**Notes**

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

vii. The building's relationship to the site, climate, topography and surrounding buildings.

The applicant has coordinated the architectural style of the development with staff throughout the development process. The proposed development is located in a prominent location of the Twin Creeks Site and is designed to create a distinctive entrance to the community.

The proposed architecture is designed to reflect the style the application developed on the Twin Creeks Crossing frontage with Central Point Station Phase 1 and includes all elements of sections b. and c. above.

*2. Commercial and High Mix Residential.*

*a. Buildings shall be built to the sidewalk edge for a minimum of seventy-five percent of their site's primary street frontage along collector and arterial streets in C, EC, GC, and HMR zones unless the use is primarily residential of the activity that constitutes the request for increased setback is intended to increase pedestrian activity, i.e., pedestrian plaza or outdoor seating area.*

*b. Commercial structures and multi-dwellings should be sited and designed to provide a sensitive transition to adjacent lower density residential structures, with consideration for the scale, bulk, height, setback, and architectural character of adjacent single-family dwellings.*

*c. In multi-dwelling structures, the plan layout, orientation and window treatment of the building design should not infringe upon the privacy of other adjacent dwellings.*



North Direction: Street 116 WA - Log Cabin Creeks Crossing  
Figure 10 Building 1 Street Elevation

The ground floor street frontage of Building 1 is proposed with a 5-foot setback to the right of way and includes street frontage landscaping. The buildings include taller ceiling height, commercial style windows with street front awnings and fixed awnings.

1 | stephanieh 05/24/2023 14:15:13  
As shown on the site plan, Building 1 abuts the sidewalk as required in item 2a of this section.

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Signage is indicated on the ground floor commercial spaces. The signage will complement the signage approved with Central Point Station Phase 1 to provide a uniform appearance to the gateway of the community. <sup>1</sup>

All three buildings use color, articulation and balconies to break up massing. All buildings feature a flat, commercial style roof with parapets. The elevations submitted with the application are incorporated in these findings of fact to demonstrate compliance with the standards of the Code as a picture is worth a thousand words.

**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).*

Building 1 has street frontage on Twin Creeks Crossing and the ground floor entrances are oriented to the street frontage. Buildings 2 and 3 do not have frontage on a public street, however all buildings provide multiple pedestrian connections to the public right of way. <sup>2</sup>

All building are less than 200 feet in length and have a sheltered accessway in compliance with the standard.

**2. Commercial and High Mix Residential.**

*a. For nonresidential buildings, or nonresidential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.*

*b. Nonresidential and mixed-use buildings fronting a pedestrian street shall have at least one main building entrance oriented to the pedestrian street.*

1	stephanieh	05/24/2023 14:16:53
Signage is shown for illustrative purposes. All signs are subject to CPMC 17.67.050(M) and will be evaluated as part of the building permit process for each commercial unit.		
2	stephanieh	05/24/2023 14:17:38
via the private and public pedestrian accessways shown on the site plan.		

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

- i. Such an entrance shall not require a pedestrian to first pass through a garage, parking lot, or loading area to gain access to the entrance off or along the pedestrian street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza, or similar architectural feature.*
- ii. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to at least one of the streets, or a single entrance at the street intersection.*
- iii. A building may have more than one main building entrance oriented to a street, and may have other entrances facing off-street parking and loading areas.*

A review of the plans demonstrates compliance with the standards above.

**3. Residential.**

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

*b. Residential buildings fronting on a street shall have an entrance to the building opening on to the street.*

*i. Single-family detached, attached and row house/townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street.*

*ii. Ground floor and upper story dwelling units in a multifamily building fronting a street may share one or more building entries accessible directly from the street, and shall not be accessed through a side yard except for an accessory unit to a single-family detached dwelling.*

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

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

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*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.*

The standards above associated with single family residential dwellings are not applicable to this mixed-use development. The standards for multifamily development identified above are met with the submittal.

*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.*

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

*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.*

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

*e. The dominant feature of any building frontage that is visible from a pedestrian street or public open space shall be the habitable area*

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.*

*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.*

*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.*

*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., T-1-11 siding, plain plywood, sheet pressboard), Exterior Insulated Finish Systems (EIFS), and similar quality, nondurable materials.*

*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.*

*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).*

*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.*

Notes

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Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

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

A review of the architectural plans submitted with the application demonstrates compliance with the standards above.

**2. Commercial and High Mix Residential/Commercial.**

*a. In areas adjacent to the transit station, sidewalks in front of buildings shall be covered to at least eight feet from building face to provide protection from sun and rain by use of elements such as: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.*

*b. Canopies, overhangs or awnings shall be provided over entrances. Awnings at the ground level of buildings are encouraged.*

*c. Awnings within the window bays (either above the main glass or the transom light) should not obscure or distract from the appearance of significant architectural features. The color of the awning shall be compatible with its attached building.*

**d. Ground floor windows shall meet the following criteria:**

*i. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.*

*ii. On the ground floor, buildings shall incorporate large windows, with multi-pane windows and transom lights above encouraged.*

*iii. Ground floor building facades must contain unobscured windows for at least fifty percent of the wall area and seventy-five percent of the wall length within the first ten to twelve feet of wall height.*

*iv. Lower windowsills shall not be more than three feet above grade except where interior floor levels prohibit such placement, in which case the lower windowsill shall not be more than a maximum of four feet above the finished exterior grade.*

Notes

Empty rectangular box for notes.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*v. Windows shall have vertical emphasis in proportion. Horizontal windows may be created when a combination of vertical windows is grouped together or when a horizontal window is divided by mullions.*

There are no transit stops on the street frontage of the development. A review of the plans submitted with this application demonstrate compliance with the remaining applicable standards.

**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-five percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling with frontage on a public street, except alleys, shall be an attached garage.*

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

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

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

*v. Fences or hedges in a front yard shall not exceed three feet in height. Side yard fencing shall not exceed three feet in height between the front building facade and the street. Fences beyond the front facade of the building in a sideyard or back*

**Notes**

Empty rectangular box for notes.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*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.*

The standards above are not applicable to this mixed-use development.

*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.*

*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.*

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

A review of the architectural plans submitted with the application demonstrates compliance with the standards above.

**E. Roofs.**

**1. Commercial and High Mix Residential/Commercial.**

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

*b. When the commercial structure has a flat parapet roof adjacent to pitched roof residential structures, stepped parapets are encouraged so the appearance is a gradual transition of rooflines.*

**Notes**

Empty rectangular box for notes.



Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Flat roofs are proposed with the buildings to complement Central Point Station Phase 1 on the north side of Twin Creeks crossing to present an aesthetically pleasing entrance to the Twin Creeks Community.

The buildings have stepped parapets to break up mass and add interest to the design. The site is not adjacent to any low density residential uses.

**2. Residential.**

*a. Flat roofs with a parapet and cornice are allowed for multifamily residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.*

*b. Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.*

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

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

Flat roofs with stepped parapets are provided in this development.

**F. Exterior Building Lighting.**

**1. Commercial and High Mix Residential/Commercial.**

*a. Lighting of a building facade shall be designed to complement the architectural design. Lighting shall not draw inordinate attention to the building.*

*i. Primary lights shall address public sidewalks and/or pedestrian plazas adjacent to the building.*

*b. No exterior lighting shall be permitted above the second floor of buildings for the purpose of highlighting the presence of the building if doing so would impact adjacent residential uses.*

**Notes**

Empty rectangular box for notes.

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The ground floor entrances to all buildings will have porch lighting and the second story units with balconies will also have porch lighting. Additional lighting will be provided in the building breezeways to provide safe and secure pedestrian movements.

**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.*

Not Applicable.

**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.*

Not Applicable.

1 | stephanieh 05/24/2023 19:27:45  
See the Planning Department Supplemental Findings.

Notes

Attachment "E" – Applicant's Findings, as corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*H. Parking Structures.*


- 1. Parking garage exteriors should be designed to visually respect and integrate with adjacent buildings.*
- 2. Garage doors and entrances to parking areas should be located in a sensitive manner using single curb cuts when possible.*
- 3. Residential parking structures must comply with the facade requirements for residential developments*

This application does not propose any parking structures or garages.

Notes

Empty rectangular box for notes.

## Attachment "F" – Public Works Department Staff Report, dated May 15, 2023

<b>Public Works Department</b>		<i>Matt Samitore, Director</i>
<b>PUBLIC WORKS STAFF REPORT</b> May 15, 2023		
<b>AGENDA ITEM:</b> Central Point Station Phase 2 (CPA-23002, ZC-23002, MP-23001, and SPAR-23001)		
The applicant is proposing a 45-unit multifamily development with 2,514 square feet of ground floor commercial along the Twin Creeks Crossing frontage		
Applicant: Smith Crossing LLC		
<b>Traffic:</b>		
This concept was evaluated as part of the original master plan and development plan for the Twin Creeks Development. The Traffic Impact Analysis included a series of projects including upgrades to Highway 99 at Pine and the new Signal at Twin Creeks Crossing. All of those improvements are now complete. No TIA is required for this development.		
<b>Existing Infrastructure:</b>		
Water:	There are 12 -inch water lines in Twin Creeks Crossing.	
Streets:	Twin Creeks Crossing is a 4 lane collector, with a center landscaped divider.	
Stormwater:	There is an existing 15-inch storm in Twin Creeks and a 12-inch in North Haskell and the alleyway.	
<b>Background:</b>		
The applicant is proposing a 45-unit multifamily development with 2,514 square feet of ground floor commercial along the Twin Creeks Crossing frontage		
<b>Issues:</b>		
The main issue with the site plan is access to the site. The only public access is from Twin Creeks Crossing, which will only allow movements from the west to the east. Access is limited to right in and out because of the center landscape divider. Secondly, the applicant has requested vacating Boulder Ridge adjacent to the site. The City will process the vacation request as a condition of approval.		
<b>Conditions of Approval:</b>		
Prior to the building permit issuance and the start of construction activities on the site, the following conditions shall be satisfied:		
1. <u>Boulder Ridge Vacation</u> – Prior to construction Boulder Ridge adjacent to the site shall be vacated.		
<hr style="border: 0.5px solid black;"/> 140 South 3 <sup>rd</sup> Street • Central Point, OR 97502 • 541.664.3321 • Fax 541.664.6384		

## Attachment "F" – Public Works Department Staff Report, dated May 15, 2023

2. Erosion and Sediment Control – The proposed development will disturb more than one acre and require an erosion and sediment control permit (NPDES 1200-C) from the Department of Environmental Quality (DEQ). The Applicant shall obtain a 1200-C permit from DEQ and provide a copy to the Public Works Department.

Prior to the final inspection and certificate of occupancy, the Applicant shall comply with the following conditions of approval:

1. PW Standards and Specifications – Applicant shall comply with the standards and specifications of the public work for construction within the right of way.
2. Stormwater Quality Operations & Maintenance– The Applicant shall record an Operations and Maintenance Agreement for all new stormwater quality features and provide a copy of the Public Works Department's recorded document.

Attachment "G" – Building Department Comments, dated May 9, 2023



## CITY OF CENTRAL POINT - BUILDING DEPARTMENT

140 S. 3<sup>RD</sup> STREET  
 CENTRAL POINT, OR 97502  
 PHONE: (541) 664-3321 ext. 228 FAX (541) 664-1611

May 9, 2023

### Request for Comments

**Project/Address:** Central Point Station Phase 2

Apartment buildings, and mixed use buildings. Specific criteria per building will be determined with each building permit application. Information below is general for prospective development.

**Occupancy (302):** Apartments – R-2, Business/Commercial – B (Possibly A-2, M)

**Type of Construction (602):** V-B (assumed)

**Allowable area (Table 506.2):** TBD

**Allowable stories/height (Table 504.4/504.3):** TBD

**Proposed area:** Varies

**Automatic Sprinkler Systems (903):** Required

**Fire Alarm and Detection Systems (907):** TBD

**Occupant Load (Table 1004.5):** TBD, B – 150 sq. ft./occ., M- 60 sq. ft./occ.

**Applicable codes:**

OSSC – 2022 Oregon Structural Specialty Code      OMSC – 2022 Oregon Mechanical Specialty Code

OPSC – 2021 Oregon Plumbing Specialty Code      OESC – 2021 Oregon Electrical Specialty Code

ICC A117.1-2017 Accessible and Usable Buildings and Facilities

ASHRAE 90.1-2019 - 2021 International Energy Conservation Code

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

## Attachment "H" – Rogue Valley Sewer Services Letter dated May 5, 2023



**May 5, 2023**

City of Central Point Planning Department  
155 South Second Street  
Central Point, Oregon 97502

**Re: SPAR-23001, ZC-23002, CPA-23002, MP-23002 – CP Station Ph 2, 375 2W 03CA, Tax Lot 1500.**

There is an existing 36 inch sewer interceptor and associated 15 foot and 30 foot easements running along the north east and southeast property lines respectively. Permanent structures are not allowed within these easements. Sewer service can be had by tapping the existing 36 inch interceptor per RVSS standards.

Rogue Valley Sewer Services requests that approval of this development be subject to the following conditions:

1. All proposed sewer construction shall be performed per RVSS standards.
2. Prior to construction the developer must submit sewer construction plans to RVSS for review and approval.
3. The developer must submit architectural plumbing plans to RVSS for the calculation of sewer SDC's prior to the issuance of connection permits.
4. The developer must obtain sewer tap and/or connection permits and pay all related fees to RVSS.

Feel free to call me if you have any questions.

Sincerely,

Nicholas R Bakke, PE  
District Engineer

(541) 664-6300  
www.RVSS.US

138 W Vilas Rd, Central Point, OR 97502  
P.O. Box 3130, Central Point, OR 97502

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "I" – Jackson County Fire District 3 Letter dated May 11, 2023

**Laura Stewart**

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**From:** Justin P. Gindlesperger  
**Sent:** Wednesday, May 17, 2023 2:16 PM  
**To:** Laura Stewart  
**Subject:** FW: Central Point Station # 2

Justin Gindlesperger, AICP, CFM  
Community Planner II  
Community Development

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**From:** Mark Northrop <MarkN@jcfcd3.com>  
**Sent:** Wednesday, May 17, 2023 2:13 PM  
**To:** Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>  
**Subject:** Re: Central Point Station # 2

**[EXTERNAL EMAIL]** DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Justin:

If there is access out of the development onto Twin Creeks Crossing, then a turnaround should not be needed.

**DFM Mark Northrop, IAAI, CFI**   
Jackson County Fire District 3  
8585 Agate Rd, White City, OR 97505  
[MarkN@jcfcd3.com](mailto:MarkN@jcfcd3.com)  
Office: 541.851.2776  
Cell 541.680.7689  
[www.jcfcd3.com](http://www.jcfcd3.com)



## Attachment "I" – Jackson County Fire District 3 Letter dated May 11, 2023



Together We're Better

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**From:** Justin P. Gindlesperger <[Justin.Gindlesperger@centralpointoregon.gov](mailto:Justin.Gindlesperger@centralpointoregon.gov)>  
**Sent:** Wednesday, May 17, 2023 11:57 AM  
**To:** Mark Northrop <[MarkN@jcf3.com](mailto:MarkN@jcf3.com)>  
**Cc:** Laura Stewart <[Laura.Stewart@centralpointoregon.gov](mailto:Laura.Stewart@centralpointoregon.gov)>  
**Subject:** Central Point Station # 2

Mark-

In looking at your comments, you noted that a turn-around is required at a dead end street. Hoping you could provide some clarification on that comment and whether or not there was a specific location you were looking at.

Just a note that Boulder Ridge is proposed for vacation and the development will use the vacated right-of-way as access into the parking lot. It will also provide connection to Smith Crossing to the south.

Thanks,

Justin Gindlesperger; AICP, CFM  
 Community Planner II  
 Community Development  
 City of Central Point  
 140 South Third Street  
 Central Point, OR 97502  
 Desk: 541-664-3321 (x245)  
 Fax: 541-664-6384

[https://link.edgepilot.com/s/ce12ae96/dTscmwARDUK\\_w99zQWtk7Q?u=http://www.centralpointoregon.gov/](https://link.edgepilot.com/s/ce12ae96/dTscmwARDUK_w99zQWtk7Q?u=http://www.centralpointoregon.gov/)

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Attachment "I" – Jackson County Fire District 3 Letter dated May 11, 2023

**Stephanie Holtey**

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**From:** Mark Northrop <MarkN@jcf3.com>  
**Sent:** Thursday, May 11, 2023 2:48 PM  
**To:** Justin P. Gindlesperger  
**Subject:** Re: Request for Comments - CPA-23002, MP-23002, SPAR-23001, ZC-23002

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Justin:

Fire District 3 has the following comments for this development. These are based upon Oregon Fire Code and are based upon the provided site plan. All comment can change if additional plans or information is provided.

1. On-site internal hydrants will be required. The location of these hydrants will need to be agreed upon between the AHJ and the developer.
2. The location of the FDC shall be approved by the AHJ.
3. Sprinklers shall be required to the R2 units.
4. Aerial apparatus access will be required based upon the height of the building.
5. Dead end roads shall require a fire district turn around or an emergency access gate.
6. FD3 requests you use a fire wise landscaping plan.

If you have any questions or need clarification, please contact me.

  
**DFM Mark Northrop, IAAI, CFI**  
 Jackson County Fire District 3  
 8585 Agate Rd, White City, OR 97505  
[MarkN@jcf3.com](mailto:MarkN@jcf3.com)  
 Office: 541.851.2776  
 Cell 541.660.7689  
[www.jcf3.com](http://www.jcf3.com)

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

## Attachment "I" – Jackson County Fire District 3 Letter dated May 11, 2023



Together We're Better

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**From:** Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>  
**Sent:** Friday, May 5, 2023 3:03 PM  
**To:** 'Carl Tappert' <ctappert@rvss.us>; Mike Ono <Mike.Ono@centralpointoregon.gov>; 'Chad Murders' <chad.murders@ecso911.com>; 'David Baker' <dbaker@roguedisposal.com>; 'David McFadden' <David.McFadden@avistacorp.com>; Derek Zwagerman <Derek.Zwagerman@centralpointoregon.gov>; Ed Devries <Ed.Devries@pacifiCorp.com>; 'Jeff Wedman' <jeff.wedman@centurylink.com>; 'Mark Kimmelshue' <mark.kimmelshue@centurylink.com>; Mark Northrop <MarkN@jcf3.com>; Matt Samitore <Matt.Samitore@centralpointoregon.gov>; 'Nicholas Bakke' <nbakke@rvss.us>; 'Rogue River Valley Irrigation District' <rrvid@rrvid.org>; 'Spencer Davenport' <spencer.davenport@district6.org>; Stephanie Holtey <Stephanie.Holtey@centralpointoregon.gov>; James Philp <PhilpJW@jacksoncounty.org>; Chadd Griffin <chadd.griffin@centralpointoregon.gov>  
**Cc:** Laura Stewart <Laura.Stewart@centralpointoregon.gov>  
**Subject:** Request for Comments - CPA-23002, MP-23002, SPAR-23001, ZC-23002

Good afternoon,

The City received four (4) applications requesting approval to amend the Comprehensive Plan Map, amend the Zoning Map, amend the Twin Creeks Master Plan and develop a mixed use development with 45 multifamily units with 2,514 square feet of ground floor commercial. The project location is along Twin Creeks Crossing in the Employment Commercial (EC) zoning district in the Transit Oriented Development (TOD) District and identified on the Jackson County Assessor's map a 375 2W 03CA, Tax Lot 1500.

The complete applications are available at:

<https://link.edgepilot.com/s/fe158fd7/weCrTU8Okei1xWHTRu2kA?u=https://www.centralpointoregon.gov/cd/project/central-point-station-phase-2>

Please review and submit comments or written reports setting forth any necessary conditions as required by your department/agency to the Planning Department no later than Friday, May 19, 2023. If no comments are received with the review period, it will be assumed that there are no comments.

Thank you for your time and consideration of this request. If you have questions, please let me know.

Regards,

Justin Gindlesperger; AICP, CFM

**PLANNING DEPARTMENT SUPPLEMENTAL FINDINGS OF FACT  
AND CONCLUSIONS OF LAW  
File No.: SPAR-23001**

**Before the City of Central Point Planning Commission  
Consideration of a Site Plan & Architectural Review  
Central Point Station Phase 2**

<b>Applicant:</b>	)	Findings of Fact
Smith Crossing, LLC	)	and
353 Dalton Street	)	Conclusion of Law
Medford, OR 97501	)	

**PART 1  
INTRODUCTION**

**Background**

The Applicant is requesting Site Plan and Architectural Review approval to develop a 1.62 acre site with a mixed-use development including 2,514 square feet of ground floor commercial with frontage on Twin Creeks Crossing and Boulder Ridge Street and a total of 45 multi-family residential units including 12 mixed-use apartments in Building 1, 18 multifamily apartments in Building 2 and 15 multifamily apartments in Building 3 as shown on the Site Plan (Exhibit 1).

The project site is on property identified on the Jackson County Assessor’s Map as 37S 2W 03CA, Tax Lot 1500. Concurrent with this application is a request to amend the General Land Use Plan (GLUP) Map and Zone Map from Employment Commercial/EC to High Density Residential/High Mix Residential (HMR) (See File No. CPA23002 and ZC-23002, respectively). These findings are based on approval of the above applications, as well as amendments that were proposed to the Master Plan as part of MP-23001. The purpose of the Master Plan amendments is to allow horizontal mixed use on the site as needed to permit two multifamily buildings without ground floor commercial.

During the Pre-Application Conference (PRE-22001), it was noted that Public Works was supportive of vacating Boulder Ridge Street adjacent to the project site. This determination reflects the absence of opportunity and plans to extend the street south due to existing development patterns. This application assumes the vacation will be completed as evidenced by parking stalls shown within the current right-of-way. This is addressed in recommended conditions of approval in the Public Works Staff Report dated May 15, 2023, which requires completion of the right-of-way vacation prior to building permit issuance (See Exhibit 8).

**Review Procedures**

The site plan and architectural review request is a Major Project, which is typically reviewed using Type II procedures per CPMC 17.05.300. Due to the scope and location of the project, during the Pre-Application Conference in February 2022, the Planning Director determined that this application is subject to Type III procedures per Central Point Municipal Code (CPMC) 17.05.300(B)(3)(a). The Type III procedures set forth in CPMC 17.05.400, provide the standard decision making procedures for the application.

**Applicable Criteria**

Approval of the Site Plan and Architectural Review application is subject to the following standards and criteria in the Central Point Municipal Code:

- CPMC 17.65 - TOD Districts and Corridors for the HMR zone

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

- CPMC 17.66 - Application Review Procedures for the TOD District and Corridor
- CPMC 17.67 - Design Standards -- TOD District and Corridor
- CPMC 17.72 – Site Plan and Architectural Review

The Findings will be presented in seven (7) parts as follows:

1. Introduction
2. Twin Creeks Master Plan
3. TOD District and Corridor Land Use and Zoning Regulations
4. Application Review Process for the TOD District and Corridor
5. Design Standards – TOD District and TOD Corridor
6. Site Plan and Architectural Review
7. Summary Conclusion

It needs to be noted that CPMC 17.67, Design Standards – TOD District and TOD Corridor include criteria denoted by “shall” or “must.” “Shall” and “must” statements are interpreted as requirements and “should” statements are recommended standards or guidelines.

### **Exhibits**

- Exhibit 1 – Site Plan
- Exhibit 2 – Building Elevations (Building 1)
- Exhibit 3 – Building Elevations (Building 2)
- Exhibit 4 – Building Elevations (Building 3)
- Exhibit 5 – Landscape Plan
- Exhibit 6 – Irrigation Plan
- Exhibit 7 – Applicant’s Findings (Corrected)
- Exhibit 8 – Public Works Staff Report dated May 15, 2023
- Exhibit 9 – Fire District 3 Email dated May 17, 2023
- Exhibit 10 – Fire District 3 Email dated May 11, 2023
- Exhibit 11 – Building Department Comments dated May 9, 2023
- Exhibit 12 – Rogue Valley Sewer Services Letter dated May 5, 2023

Figure 1 - Vicinity Map

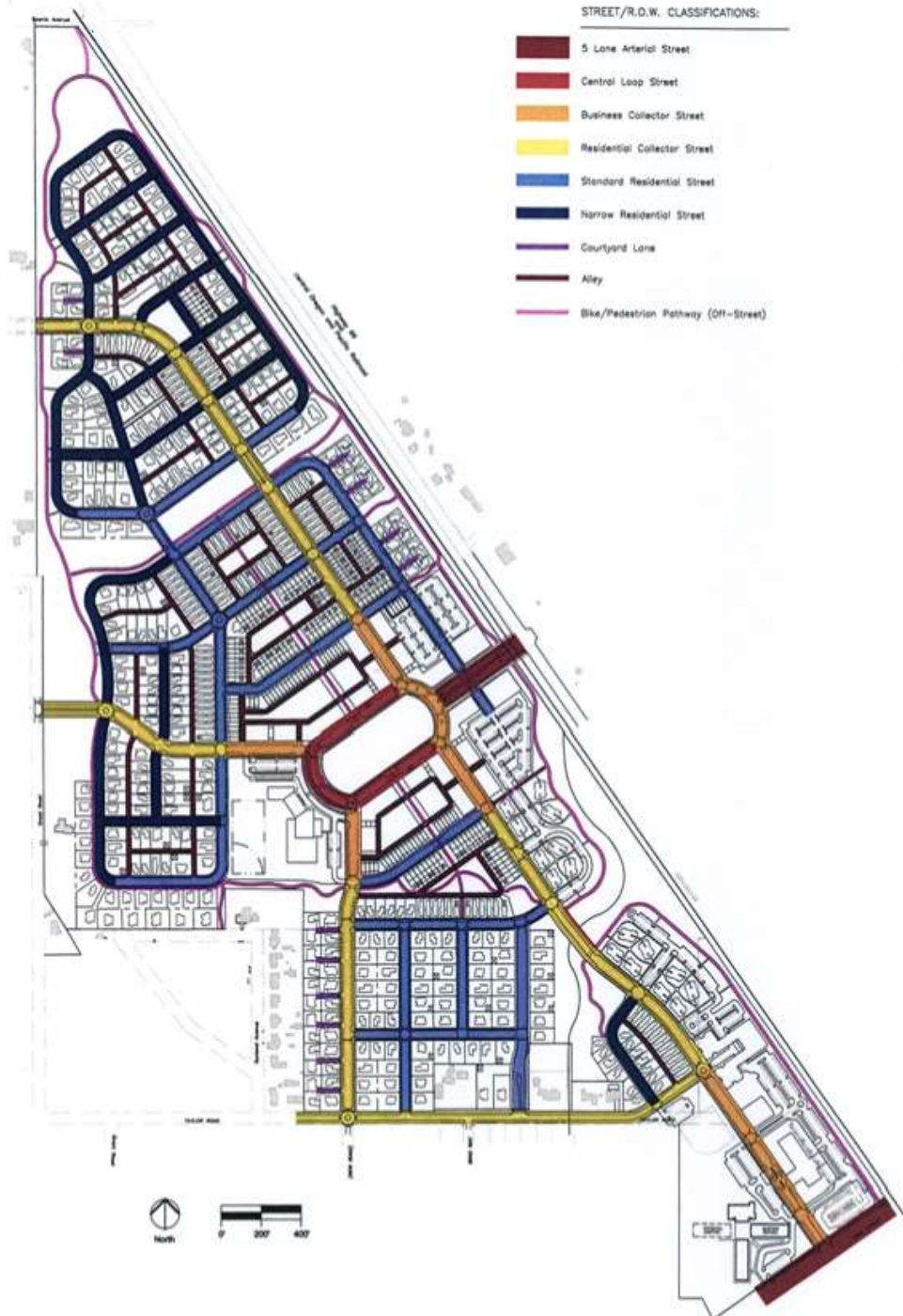


Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

### PART 2 TWIN CREEKS MASTER PLAN

The Twin Creeks TOD Master Plan was approved in 2001 to guide development within a 230-acre land area in accordance with the TOD district zoning and design standards. The Master Plan governs land use and circulation within the Master Plan area. The proposed mixed-use development on the Project Site has been evaluated against the Master Plan and has been found to comply as conditioned as follows:

**Figure 2 – Master Plan Exhibit 3 Circulation Plan**



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

**Finding: Master Plan Exhibit 3, Circulation:** *There are three aspects of the Circulation Plan that provide guidance and instruction relative to the proposed project, 1) Street Network, 2) Off-Street Pedestrian Accessway, and 3) Shared Access. These are addressed as follows:*

- 1) Streets. *Master Plan Exhibit 3 presents the required street network for the Twin Creeks Master Plan. The Twin Creeks Crossing and Boulder Ridge Street frontages, were constructed as part of Twin Creeks Crossing Phase I in 2006. There is an unused portion of Boulder Ridge Street that adjoins the northwest corner of the Project Site. Public Works, in the Staff Report dated May 15, 2023, is requiring and has agreed to initiate a right-of-way vacation application for Boulder Ridge Street, needed to provide six additional parking stalls (Figure 3). All infrastructure surrounding the site has been constructed in accordance with the Master Plan.*
- 2) Off-Street Pedestrian Accessway. *The Master Plan identifies and an off-street pedestrian accessway along the east boundary of the project site (See Master Plan Exhibit 3). The off-street pedestrian accessway connects the site to Smith Crossing Phase 1 to the south, and Twin Creeks Crossing to the north. The proposed site plan relocates the accessway to the west property line consistent with the Master Plan Amendment application (See File No. MP-23001). The pedestrian accessway would have run adjacent to the stormwater drainage facility, consisting of steep slopes and year round standing water, constituting a possible public safety concern. It was determined in MP-23001, the relocation of the pedestrian accessway from the east side of the development to the western boundary of the development, adjacent to Pear Valley Senior Living, was consistent with the need to protect the public health, safety, and welfare.*
- 3) Shared Access. *At the time the only public access to the site is via Boulder Ridge Street, which takes access from Twin Creeks Crossing (Figure 3). This access is shared with Pear Valley Senior Living. To the south there is an internal private access drive through Smith Crossing Phase 1, a multifamily development owned and operated by the Applicant for Central Point Station 2. The shared access is shown throughout the Master Plan, including but not limited to Exhibit 3, Circulation. Due to the ownership of Smith Crossing Phase 1 and the subject application, there is an opportunity and mutual benefit for shared access between Smith Crossing and Central Point Station 2. As conditioned, a cross access easement shall be required prior to building permit issuance between Smith Crossing Phase 1 and the Central Point Station 2 to assure legal access between the sites consistent with the Master Plan.*

**Conclusion, Master Plan Exhibit 3, Circulation:** *The proposed Site Plan is consistent with the Twin Creeks Master Plan Circulation Plan, Exhibit 3.*



Figure 4 – Master Plan Exhibit 18 Land Use Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

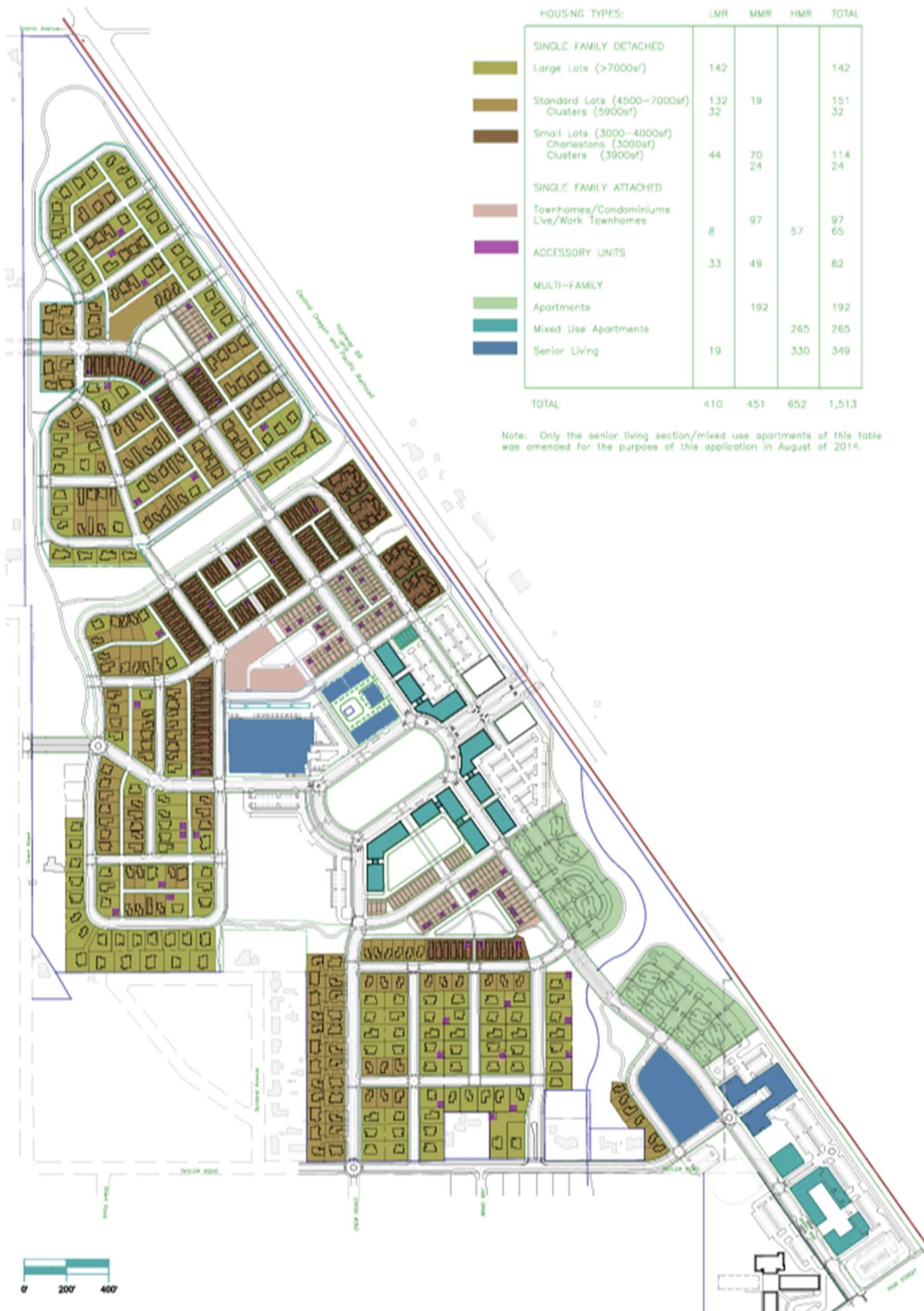
EXHIBIT 18, Land Use Plan modified 10-07-2014

**Finding Exhibit 18, Land Use:** *The proposed Site Plan and Architectural Review application provides a mix of housing and commercial uses consistent with the High Mix Residential zoning district. As demonstrated by the Planning Commission’s approval of concurrent applications to amend the General Land Use and Zoning Designations from Employment Commercial (EC)/EC to High Density Residential (HRes)/HMR and the Twin Creeks Master Plan, the proposed development is consistent with the Land Use Plan in Exhibit 18.*

**Conclusion, Exhibit 18, Land Use:** *Consistent.*

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Figure 5 – Master Plan Exhibit 35 Housing Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

EXHIBIT 35 HOUSING PLAN  
Modified 08-16-14

**Finding, Exhibit 35, Housing Plan:** *The proposed Site Plan and Architectural Review application provides 45 multifamily residential dwelling units in three buildings, including a mixed-use building fronting on Twin Creeks Crossing and two multifamily apartment buildings that front on the internal parking area. In accordance with the Master Plan amendment (See File No. MP-23001), the proposal is consistent with the updated housing plan in Exhibit 35, which includes a mix of multifamily and mixed-use apartments.*

**Conclusion, Exhibit 35, Housing Plan:** Consistent.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Figure 5 – Master Plan Exhibit 37 Civic and Commercial Plan

TWIN CREEKS  
TRANSIT-ORIENTED DEVELOPMENT

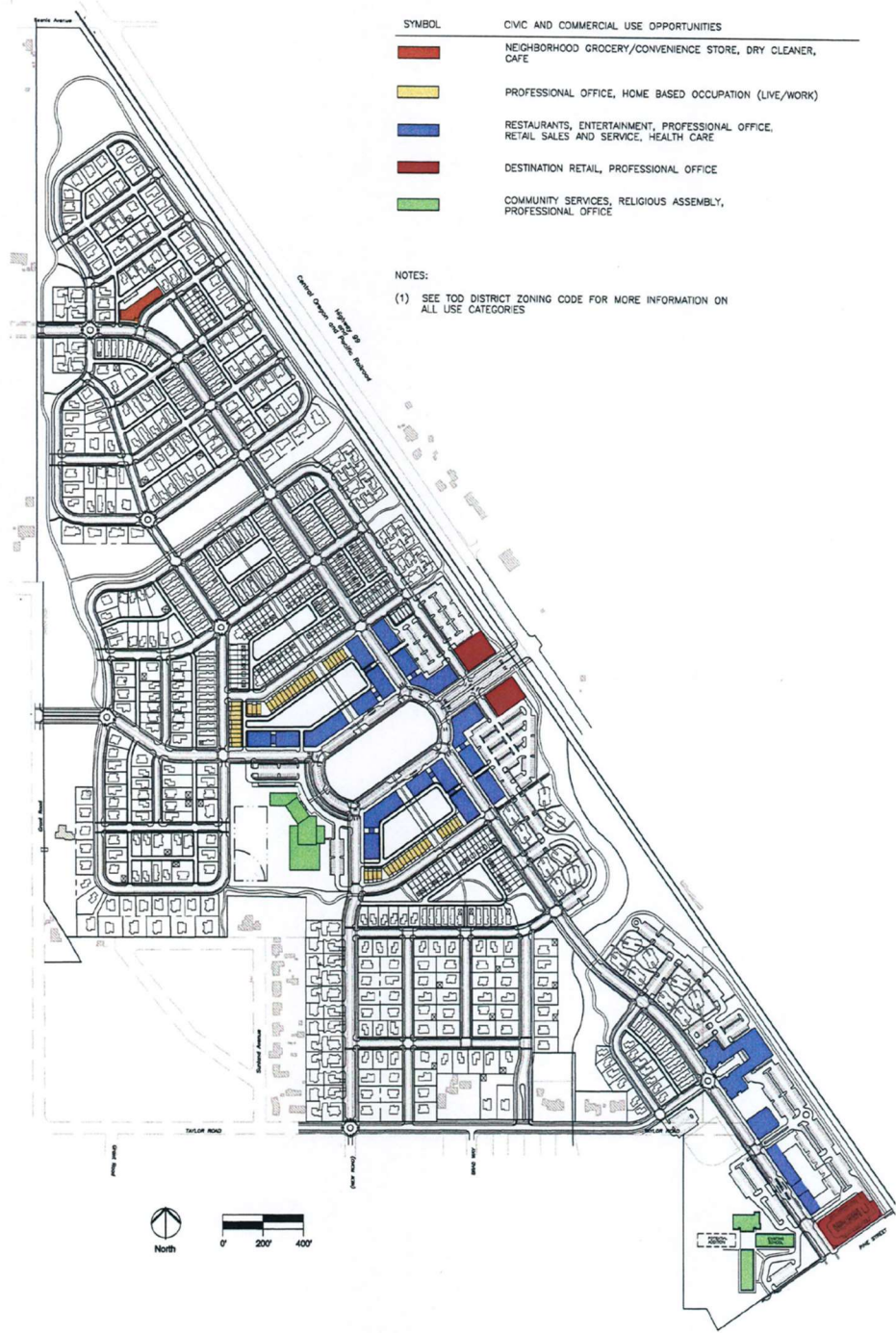


Exhibit 37, Civic and Commercial Plan

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

**PART 3  
CHAPTER 17.65 – TOD DISTRICT AND CORRIDOR  
LAND USE AND ZONING REGULATIONS**

**17.65.050 Zoning Regulations—TOD District**

- A. Permitted Uses. Permitted uses in Table 1 are shown with a “P.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.
- B. Limited Uses. Limited uses in Table 1 are shown with an “L.” These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.
- C. Conditional Uses. Conditional uses in Table 1 are shown with a “C.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other conditional uses identified in this title.

Table 1 - TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Residential</u>							
Dwelling, Single-Family							
Large and standard lot	P	L5	N	N	N	N	N
Zero lot line, detached	P	P	N	N	N	N	N
Attached row houses	P	P	P	C	N	N	N
Dwelling, Multifamily							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N
Accessory Units	P1	P1	P1	C	N	N	N
Boarding/Rooming House	N	C	C	N	N	N	N
Family Care							
Family day care	P	P	P	N	N	N	N
Day care group home	C	C	P	N	N	N	N
Adult day care	C	C	C	N	N	N	N
Home Occupation	P	P	P	P	N	N	N
Residential Facility	P	P	P	N	N	N	N
Residential Home	P	P	P	N	N	N	N
<u>Commercial</u>							
Entertainment	N	N	C	P, L7	P, L8, L9	N	N
Professional Office	C	L3	L3, L4	P	P	P	N
Retail Sales and Service							
Sales-oriented	C	L3	L3	P	P	N	N
Personal service-oriented	C	L3	L3, L4	P	P	N	N

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Table 1 - TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Repair-oriented	N	N	N	P	P	N	N
Drive-through facilities	N	N	N	P	P	N	N
Quick vehicle service	N	N	N	P	P	N	N
Vehicle sales, rental and repair	N	N	N	P	P	N	N
<b>Tourist Accommodations</b>							
Motel/hotel	N	N	C	P	P	N	N
Bed and breakfast inn	C	C	P	P	P	N	N
<b>Industrial</b>							
Manufacturing	N	N	N	N	P	N	N
<b>Industrial Service</b>							
Light	N	N	N	N	P	N	N
Heavy	N	N	N	N	C	N	N
Wholesale Sales	N	N	N	N	P	N	N
<b>Civic</b>							
<b>Community Services</b>							
Hospital	C	C	C	N	N	P	C
Public facilities	C	C	C	C	C	C	N
Religious assembly	C	C	C	C	N	P	N
Schools	C	C	C	N	N	P	L2
Utilities	C	C	C	C	C	C	C
<b>Open Space</b>							
Parks and Open Space	P	P	P	P	P	P	P

N--Not permitted. P--Permitted use. P1--Permitted use, one unit per lot. C--Conditional use.  
 L1--Only permitted as residential units above ground floor commercial uses.  
 L2--School athletic and play fields only. School building and parking lots are not permitted.  
 L3--Permitted in existing commercial buildings or new construction with ground floor businesses with multifamily dwellings above ground floor. Maximum floor area for commercial use not to exceed ten thousand square feet per tenant.  
 L4--Second story offices may be permitted in areas adjacent to EC zones as a conditional use.  
 L5--Only permitted as a transition between lower density zones and/or when adjacent to an environmentally sensitive area.  
 L6--Permitted only when part of an existing or proposed senior housing project on abutting property under the same ownership within the MMR or HMR district.  
 L7--Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.  
 L8--Mobile food vendors and pods are subject to the application requirements and provisions in Chapter 5.44, Mobile Food Businesses.  
 L9--Mobile food courts may be permitted in the GC zone as a conditional use in accordance with Chapter 5.44, Mobile Food Businesses and per Chapter 17.76, Conditional Use Permits.

**Finding CPMC 17.65.050 (A-C):** The proposed multi-family units are listed in Table 1 as a Permitted Use in the proposed HMR zone. Commercial is listed in the HMR zone as a Limited Use and is only permitted on the ground floor of new construction in combination with multi-family dwellings above, with a maximum floor area for commercial use not to exceed ten thousand square feet per tenant. The total proposed commercial square footage for the project is 2,514.

**Conclusion CPMC 17.65.050 (A-C):** Consistent.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

D. Density. The allowable residential density and commercial space are specified in Table 2.

**Finding CPMC 17.65.050(D):** *In the HMR zoning district, the minimum density is 25 units/acre with no specified maximum density. As shown in the table below, the proposed mixed-use development exceeds the minimum density requirement in the HMR zone.*

Density	
Site Area	1.71 acres
Minimum Density	25 units/acre
Minimum No. Units Required	43
Proposed No. Units	45
Proposed Density	27 units/acre

**Conclusion CPMC 17.65.050(D):** *Consistent.*

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

**Finding CPMC 17.65.050(E):** *As shown in the table below, the proposed project meets the dimensional standards, building setbacks, and housing mix of the HMR zoning district.*

Dimensional Standards Analysis		
	Proposed Project	HMR District
Minimum Lot Depth	509.83'	50'
Front Yard Setback (min./max.)	5'	0'/15'
Side Yard Setback (min. /max.)	0' (between units); 15.5' (between plexes)	0' (between units); 5' (between plexes)
Building 1 Side Yard Setback	North 38.5', South 14.5'	
Building 2	North ', South 7.5'	5' (detached)
Building 3	North ', South 14.5'	0' (attached)
Rear	180'	10'
Maximum Building Height	33'	60'
Maximum Lot Coverage	82%	85%
Minimum Landscaped Area	17%	15%
Housing Mix	There are 8 housing types in the Master Plan area, including the MF housing provided as part of the proposed project.	>40 units in development, 3 or more housing types (plus approved master plan)

**Conclusion CPMC 17.65.050(E):** *Consistent.*

F. Development Standards.

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

**Finding CPMC 17.65.050(F)(1):** *The required housing mix is addressed as part of the Twin Creeks TOD Master Plan. The proposed project multifamily apartments as defined in CPMC 17.08.410(C)(2)(b), which is one of eight housing types provided in the Twin Creeks Master Plan Area.*

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)



**Conclusion CPMC 17.65.050(F)(1): Consistent.**

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

- a. A maximum of one accessory unit is permitted per lot;
- b. The primary residence and/or the accessory unit on the lot must be owner-occupied;
- c. An accessory unit shall have a maximum floor area of eight hundred square feet;
- d. The applicable zoning standards in Table 2 shall be satisfied.

**Finding CPMC 17.65.050(F)(2): The proposal does not include accessory units.**

**Conclusion CPMC 17.65.050(F)(2): Not applicable.**

Table 2 - TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Density—Units/Net Acre (f)							
Maximum	12	32	NA	NA	NA	NA	NA
Minimum	6	14	25	NA	NA	NA	NA
Dimensional Standards							
Minimum Lot/Unit							
Large single-family	5,000 SF	NA	NA	NA	NA	NA	NA
Standard single-family	3,000 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	2,700 SF	2,700 SF	NA	NA	NA	NA	NA
Attached row houses	2,000 SF	1,500 SF	1,200 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Average Min Lot/Unit							
Large single-family	7,500 SF	NA	NA	NA	NA	NA	NA
Standard single-family	4,500 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	3,000 SF	3,000 SF	NA	NA	NA	NA	NA
Attached row houses	2,500 SF	2,000 SF	1,500 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Width							
Large single-family	50'	NA	NA	NA	NA	NA	NA
Standard single-family	50'	NA	NA	NA	NA	NA	NA
Zero lot line detached	30'	30'	NA	NA	NA	NA	NA
Attached row houses	24'	22'	18'	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Depth	50'	50'	50'	NA	NA	NA	NA
Building Setbacks (k)							

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Table 2 - TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Front (min. /max.)	10'/15'	10'/15'	0'/15'	0'	0'/15'	0'/5'	15'
Side (between bldgs.) (detached/attached)	5' detached, 0' attached (a)(c)	5' detached, 0' attached (a)(c)	5' detached, 0' attached (a)	0', 10' (b)	0', 15' (b)	0', 20' (b)	5'
Corner (min. /max.)	10'/NA	10'/NA	0'/10'	5'/10'	15'/30'	5'/10'	15'/NA
Rear	10'	10'	10'	0', 10' (b)	15' (b), 0'	0', 20' (b)	5'
Garage Entrance	(d)	(d)	(d)	(e)	(e)	(e)	NA
Maximum Building Height	35'	45'	60'	60'	60'	45'	35'
Maximum Lot Coverage (g)	80%	80%	85%	100%	100%	85%	25%
Min Landscaped Area (i)	20% of site area	20% of site area	15% of site area (j)	0% of site area (h)	15% of site area	15% of site area	NA
Housing Mix							
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1 housing type. 16--40 units in development: 2 housing types. > 40 units in development: 3 or more housing types (plus approved master plan).			NA	NA	NA	NA

NA--Not applicable.

- (a) The five-foot minimum also applies to the perimeter of the attached unit development.
- (b) Setback required when adjacent to a residential zone.
- (c) Setback required is ten feet minimum between units when using zero lot line configurations.
- (d) Garage entrance shall be at least ten feet behind front building facade facing street.
- (e) Garage entrance shall not protrude beyond the face of the building.
- (f) Net acre equals area remaining after deducting environmental lands, exclusive employment areas, exclusive civic areas & ROW.
- (g) Lot coverage refers to all impervious surfaces including buildings and paved surfacing.
- (h) Parking lot landscaping and screening requirements still apply.
- (i) Landscaped area shall include living ground cover, shrubs, trees, and decorative landscaping material such as bark, mulch or gravel. No pavement or other impervious surfaces are permitted except for pedestrian pathways and seating areas.
- (j) Rooftop gardens can be used to help meet this requirement.
- (k) Where a building setback abuts a public utility easement (PUE), the building setback shall be measured from the furthest protrusion or overhang for the structure to avoid utility conflicts.

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. Except for multifamily housing, fifty percent of all residential off-street parking areas shall be covered. Accessory unit parking spaces are not required to be covered.
- b. Vehicle 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 except as permitted by Section [17.75.039\(H\)\(3\)](#).

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

d. Shared parking easements or agreements with adjacent property owners are encouraged to satisfy a portion of the parking requirements for a particular use where compatibility is shown. Parking requirements may be reduced by the city when reciprocal agreements of shared parking are recorded by adjacent users.

**Finding CPMC 17.65.050(F)(3):** *As required in the transportation Planning Rule, OAR 660-012, parking mandates are no longer considered for properties within ½ mile of frequent transit service. As shown below, the subject property is within the Frequent Transit Corridor and minimum vehicle parking requirements are not applicable.*

*In accordance with CPMC 17.64, multifamily residential developments require one (1) bicycle parking space per unit and commercial uses require up to two (2) bicycle parking spaces, or one (1) per 1,000 square feet of office floor area. The proposed development includes 45 multifamily units and 2,514 square feet of commercial floor area, resulting in a minimum of 47 bicycle parking spaces for the development. As a condition of approval, the applicant shall submit a revised site plan prior to building permit issuance as necessary to accommodate the minimum required bicycle parking spaces.*

**Conclusion CPMC 17.65.050(F):** *Complies as conditioned.*

#### PART 4 CHAPTER 17.66 – APPLICATION REVIEW PROCESS FOR THE TOD DISTRICT AND CORRIDOR

##### 17.66.030 Application and Review

- A. Application Types. There are four types of applications which are subject to review within the Central Point TOD district and corridor.
1. TOD District or Corridor Master Plan.
  2. Site Plan and Architectural Review.
  3. Land Division.
  4. Conditional Use.

**Finding CPMC 17.66.030(A):** *The current application is a Site Plan and Architectural Review for a proposed mixed-use development on 1.62 acres. An application for a modification to an approved master plan is under review separately (see file No. MP-23001). There are no additional land divisions or conditional uses as part of the submittal.*

**Conclusion CPMC 17.66.030(A):** *Consistent.*

- B. Submittal Requirements. A master plan shall include the following elements:
1. Introduction.
  2. Site Analysis Map.
  3. Transportation and Circulation Plan.
  4. Site Plan.
  5. Recreation and Open Space Plan.
  6. Building Design Plan.
  7. Transit Plan.
  8. Environmental Plan.

Applications shall be submitted as required in Chapter 17.05.

***Finding CPMC 17.66.030(B):*** *The current application is a Site Plan and Architectural Review for a mixed-use development on less than two (2) acres. An application for modification to an approved master plan has been reviewed concurrently (see File No. MP-23001).*

***Conclusion CPMC 17.66.030(B):*** *Not applicable.*

#### **17.66.040 Parks and Open Spaces**

Parks and open space shall be provided for all residential development within a TOD district or corridor as per Section [17.67.060](#).

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

***Conclusion CPMC 17.66.040:*** *Not applicable.*

#### **17.66.050 Application Approval Criteria**

##### **A. TOD District or Corridor Master Plan.**

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 17.64, 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.

***Finding CPMC 17.66.050(A):*** *As evidenced in the findings and conclusions for CPMC 17.66.030(B), the current application is a Site Plan and Architectural Review and an application for a modification to an approved master plan is under review separately.*

***Conclusion CPMC 17.66.050(A):*** *Not applicable.*

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

1. The provisions of Chapter [17.72](#), Site Plan and Architectural Review, shall be satisfied; and
2. The proposed improvements comply with the approved TOD district or corridor master plan for the property, if required; and
3. Chapter [17.67](#), Design Standards--TOD District and TOD Corridor.

***Finding CPMC 17.66.050(B):*** As evidenced by the findings and conclusions set forth in Parts 2, 5 and 6 herein, the proposed mixed-use development satisfies the approval criteria for site plan and architectural review.

***Conclusion CPMC 17.66.050(B):*** Consistent.

C. Land Division.

***Finding CPMC 17.66.050(C):*** The current application is a Site Plan and Architectural Review. There are no additional land divisions as part of the submittal.

***Conclusion CPMC 17.66.050(C):*** Not applicable.

D. Conditional Use.

***Finding CPMC 17.66.050(D):*** The current application is a Site Plan and Architectural Review. There are no additional conditional uses as part of the submittal.

***Conclusion CPMC 17.66.050(D):*** Not applicable.

**PART 5  
CHAPTER 17.67 – DESIGN STANDARDS  
TOD DISTRICT AND TOD CORRIDOR**

**17.67.040 Circulation and Access Standards**

A. Public Street Standards.

1. Except for specific transportation facilities identified in a TOD district or corridor master plan, the street dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for all development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).
2. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.
3. Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.
4. Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.
5. The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practicable or appropriate due to:
  - a. Topographic constraints;
  - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;

- c. Railroads;
  - d. Traffic safety concerns;
  - e. Functional and operational needs to create a large building; or
  - f. Protection of significant natural resources.
6. All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.
  7. Connections shall be provided between new streets in a TOD district or corridor and existing local and minor collector streets.

***Finding CPMC 17.67.040(A)(1-7):*** *The public street design and circulation plan were approved with the Twin Creeks Master Plan and are constructed in accordance with city standards and the approved master plan layout. The current application does not propose to alter the street design or layout.*

***Conclusion CPMC 17.67.040(A)(1-7):*** *Not applicable.*

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.
9. Public Off-Street Accessways.
  - a. Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.

- b. Off-street pedestrian accessways shall incorporate all of the following design criteria:
  - i. The applicable standards in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction;
  - ii. Minimum ten-foot vertical clearance;
  - iii. Minimum twenty-foot horizontal barrier clearance for pathway;
  - iv. Asphalt, concrete, gravel, or wood chip surface as approved by the city, with a compacted subgrade;
  - v. Nonskid boardwalks if wetland construction is necessary; and
  - vi. Minimum one hundred square feet of trailhead area at intersections with other pedestrian improvements. A trail map sign shall be provided at this location.
- c. Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, with a compacted subgrade.

***Finding CPMC 17.67.040(A)(8-9):*** *The Site Plan (Exhibit 1) shows realignment of the pedestrian accessway from the east side of the property to the west. This is consistent with the requested modification to the Twin Creeks Master Plan Circulation Plan (Exhibit 3) (See File No. MP-23001). As a condition of approval, the pedestrian accessway shall be constructed in accordance with Exhibit 12, Minor Pedestrian Accessway, of the Master Plan.*

***Conclusion CPMC 17.67.040(A)(8-9):*** *Complies as conditioned.*

**B. Parking Lot Driveways.**

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

***Finding CPMC 17.67.040(B):*** *The applicant requested a vacation of the portion of Boulder Ridge Street abutting the subject property. Upon approval, the vacated portion of the street will provide access to the parking lot of the proposed development, with on-street parking and access through the site to existing development to the south. The entrance to the site is clearly marked as a transition from the existing developments and does not include additional curb cuts or other driveways.*

**Conclusion CPMC 17.67.040(B): Consistent.**

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

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

**Finding CPMC 17.67.040(C):** *As evidenced in the findings and conclusions for CPMC 17.67.040(A), a pedestrian accessway will be constructed across the site that connects the adjacent existing development with an existing sidewalk and crossing at Twin Creeks Crossing and Boulder Ridge Street.*

**Conclusion CPMC 17.67.040(C): Consistent.****17.67.050 Site Design Standards.**

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

A. Adjacent Off-Site Structures and Uses.

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

**Finding CPMC 17.67.050(A):** *There are no off-site structures servicing the subject property. The proposed development is an infill project on a vacant lot with public infrastructure installed as part of previous development in the area. Connections to the existing infrastructure will be in accordance with all applicable sections of the City of Central Point Department of Public Works Standard Specification and Uniform Standard Details for Public Works Construction.*



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

## B. Natural Features.

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

**Finding CPMC 17.67.050(B):** *The Site is located within the Special flood Hazard Area (SFHA) for Griffin Creek. The Site Plan (Exhibit 1) identifies the location of the SFHA on the property and depicts the proposed structures outside the areas subject to flooding. Any future development within the SFHA will require a Floodplain Development Permit. Per staff site visits and aerial images, there are no rock outcroppings or woodland areas on the project site.*

**Conclusion CPMC 17.67.050(B): Consistent.**

## C. Topography.

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

**Finding CPMC 17.67.050(C):** *The Twin Creeks TOD Master Plan considered the relatively flat topography within the Master Plan area. The proposed building design proposes three-story structures within the maximum allowable building height and similar to the existing two and three story residential buildings in Smith Crossing Phase 1 to the south and Pear Valley Senior Living to the west.*

**Conclusion CPMC 17.67.050(C): Consistent.**

## D. Solar Orientation.

1. The building design, massing and orientation should enhance solar exposure for the project, taking advantage of the climate of Central Point for sun-tempered design.
2. Where possible, the main elevation should be facing within twenty-five degrees due south.
3. In residential developments, the location of rooms should be considered in view of solar exposure, e.g., primary living spaces should be oriented south but a west facing kitchen should be avoided as it may result in summer overheating.
4. Outdoor spaces should be strategically sited for solar access and the cooling summer winds.

5. Shadow impacts, particularly in winter on adjacent buildings and outdoor spaces should be avoided.

***Finding CPMC 17.67.050(D):*** *The proposal maximizes solar orientation to the greatest extent possible within the context of the existing street network and adjacent development patterns.*

***Conclusion CPMC 17.67.050(D):*** *Consistent.*

E. Existing Buildings on the Site.

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

***Finding CPMC 17.67.050(E):*** *The project site is currently undeveloped. As evidenced by the findings and conclusions set forth herein, the proposed structures satisfy the approval criteria for building design standards in the TOD District (See Part 5 Findings).*

***Conclusion CPMC 17.67.050(E):*** *Consistent.*

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

***Finding CPMC 17.67.050(F):*** *The proposed development does not include a key public or civic building.*

***Conclusion CPMC 17.67.050(F):*** *Not applicable.*

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

***Finding CPMC 17.67.050(G):*** *Views of Table Rock and Mt. McLoughlin were identified in the Twin Creeks TOD Master Plan. The proposed multi-use project is similar in height to the surrounding neighborhood and will not interrupt views enjoyed by Pear Valley Senior Living or neighborhood residents beyond what was planned to occur per the Twin Creeks TOD Master Plan.*

***Conclusion CPMC 17.67.050(G):*** *Consistent.*

H. Adjoining Uses and Adjacent Services.

1. When more intensive uses, such as neighborhood commercial or multifamily dwellings, are within or adjacent to existing single-family neighborhoods, care should be taken to minimize the impact of noise, lighting, and traffic on adjacent dwellings.

***Finding CPMC 17.67.050(H)(1):*** *The proposed development is an infill project within the HMR zoning district and not within or adjacent to single-family neighborhoods. The properties*

*adjacent to the subject property are developed with high density residential developments consistent with the standards to the HMR and MMR zoning districts.*

**Conclusion CPMC 17.67.050(H)(1):** *Consistent.*

2. Activity or equipment areas should be strategically located to avoid disturbing adjacent residents.

**Finding CPMC 17.67.050(H)(2):** *The subject property shares a common property boundary with Pear Valley Senior Living, which is the closest adjacent residents to the site. As shown on the Site Plan (Exhibit 1), the HVAC equipment servicing the units will be located away from this boundary and oriented towards property boundaries without adjacent development (open space) or with greater distance to other development (approximately 180-feet to Smith Crossing Phase 1).*

**Conclusion CPMC 17.67.050(H)(2):** *Consistent.*

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.

**Finding CPMC 17.67.050(H)(3):** *As shown on the Site Plan (Exhibit 1), parking, loading and on-site service areas are located within the interior of the site and are screened by buildings and landscape areas. The waste storage and disposals facilities are located to the rear of Building 1 along the east property boundary, and will not be visible from a street or urban space. The abutting open space area to the east is not publicly accessible and is used to preserve floodplain areas and treat stormwater runoff. As evidenced in CPMC 17.67.040(A)(8-9), the minor pedestrian accessway will be realigned to the west further limiting public use of the open space.*

**Conclusion CPMC 17.67.050(H)(3):** *Consistent.*

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.

**Finding CPMC 17.67.050(H)(4):** *The waste storage and disposal facilities will be screened by a trash enclosure that complies with the standards in CPMC 17.67.050(K)(4). On-site service areas are interior to the site and are screened by buildings and landscape areas.*

**Conclusion CPMC 17.67.050(H)(4):** *Consistent.*

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

**Finding CPMC 17.67.050(H)(5):** *As depicted on the Site Plan (Exhibit 1), a community mailbox is provided for the units within the development near the southwest corner of Building 1.*

**Conclusion CPMC 17.67.050(H)(5):** *Consistent.*

#### 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.
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.
4. New commercial buildings within fifty feet of existing low density residential development shall be no higher than forty-five feet.
5. Dwelling types in a TOD district or corridor shall be mixed to encourage interaction among people of varying backgrounds and income levels.
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.
7. Density should be increased incrementally, to buffer existing neighborhoods from incompatible building types or densities. Sequence density, generally, as follows: large lot single dwelling, small lot single dwelling, duplex, townhomes, courtyard multifamily apartments, large multifamily apartments, and mixed use buildings.

***Finding CPMC 17.67.050(I):*** *The proposed development is adjacent to Pear Valley Senior Living to the west and zoned HMR; and, Smith Crossing Phase 1 to the south, which is zoned Medium Mix Residential. The project site is not located adjacent to any low density residential development or zoning. Notwithstanding the proposed building height is 33-ft, which is consistent with the density transition provisions in this section.*

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

#### 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:
    - 1<sup>st</sup>. Accessways;
    - 2<sup>nd</sup>. Streets that are non-transit streets.

3<sup>rd</sup>. Streets that are transit streets.

- d. Parking lots and garages should not be located within twenty feet of a street corner.

**Finding CPMC 17.67.050(J)(1):** *As depicted on the Site Plan (Exhibit 1), the off-street surface parking is located to the rear of Building 1. There is no parking located between the front facade of the building and a public street.*

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

## 2. Design.

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

**Finding CPMC 17.67.050(J)(2):** *As shown on the Site Plan (Exhibit 1) and Landscape Plan (Exhibit 5), the proposed development includes paving of all vehicle and parking areas, protective curbs around trees, and design consistent with standards.*

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

## 3. Additional Standards for LMR, MMR and HMR Zones.

- a. When parking must be located to the side of buildings, parking frontage should be limited to approximately fifty percent of total site frontage.
- b. Where possible, alleys should be used to bring the vehicle access to the back of the site.
- c. For parking structures, see Section 17.67.070(H).

***Finding CPMC 17.67.050(J)(3):*** Six (6) of the ninety-two parking spaces are located on the side of Building 1, facing first floor commercial space. The parking lot frontage on the west side of the property that adjoins Twin Creeks Crossing is approximately 9% of the total street frontage. The project site is not conducive to alley access to parking and does not include a parking structure.

***Conclusion CPMC 17.67.050(J)(3):*** Consistent.

K. Landscaping.

1. Perimeter Screening and Planting.

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

***Finding CPMC 17.67.050(K)(1):*** Landscaping is provided throughout the site as a buffer to parking and waste storage areas.

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

2. Parking Lot Landscaping and Screening.

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

***Finding CPMC 17.67.050(K)(2)(a):*** . As depicted on the Landscaping Plan (Exhibit 5), the trees are proposed at 30- feet on center along the eastern property boundary and shrubs and ground cover are proposed in the landscape areas. Landscape areas are protected by curbs.

***Conclusion CPMC 17.67.050(K)(2)(a):*** Consistent.

- 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.

***Finding CPMC 17.67.050(K)(2)(b):*** As shown on the Site Plan (Exhibit 1), there are six (6) surface area parking stalls proposed in the current Boulder Ridge Street right-of-way (to be vacated) adjacent to Twin Creeks Crossing. As a condition of approval, the landscape plan shall be revised to comply with this section and submitted prior to the issuance of building permits.

***Conclusion CPMC 17.67.050(K)(2)(b):*** Not applicable.

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

***Finding CPMC 17.67.050(K)(2)(c):*** As shown on the Site Plan (Exhibit 1), surface parking areas are not proposed adjacent to public streets in gaps in the frontage for Building 1. As evidenced in 17.67.050(J), the parking area to the west of Building 1, adjacent to Twin Creeks Crossing, is less than sixty five feet, approximately 9% of the street frontage, and is properly screened.

***Conclusion CPMC 17.67.050(K)(2)(c):*** Not applicable.

- d. Parking Area Interior Landscaping.

- i. Amount of Landscaping. All surface parking areas with more than ten spaces must provide interior landscaping complying with one or both of the standards stated below.

(A) Standard 1. Interior landscaping must be provided at the rate of twenty square feet per stall. At least one tree must be planted for

every two hundred square feet of landscaped area. Ground cover plants must completely cover the remainder of the landscaped area.

- (B) Standard 2. One tree must be provided for every four parking spaces. If surrounded by cement, the tree planting area must have a minimum dimension of four feet. If surrounded by asphalt, the tree planting area must have a minimum dimension of three feet.

**Finding CPMC 17.67.050(K)(2)(d)(i):** *As shown on the Landscape Plan (Exhibit 5), parking area interior landscape include 23 trees, as required in Standard 2 above.*

**Conclusion CPMC 17.67.050(K)(2)(d)(i):** *Consistent.*

ii. Development Standards for Parking Area Interior Landscaping.

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

**Finding CPMC 17.67.050(K)(2)(d)(ii):** *As depicted on the Landscape Plan (Exhibit 5), the parking area interior landscaping is protected by curbs in order to prevent damage by vehicles. The landscaping is dispersed throughout the parking area and joins perimeter landscaping but does not substitute for interior landscape areas. The parking area is greater than thirty (30) feet and does not propose interior landscaping around the edges of the parking area.*

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

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

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

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



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

***Finding CPMC 17.67.050(K)(4):*** As shown on the Site Plan (Exhibit 1), a waste disposal enclosure is proposed for the development. The design of the proposed enclosure will be approved at the time of building permit.

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

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

***Finding CPMC 17.67.050(K)(5):*** As depicted on the Landscape Plan (Exhibit 5), street trees are included along Twin Creeks Crossing; however, the finished sidewalk does not include tree wells. As a condition of approval, the applicant shall retrofit the sidewalk to include street trees along this section of Twin Creeks Crossing in accordance with the standards in this section and Exhibit 33 of the Master Plan and Public Works requirements.

***Conclusion CPMC 17.67.050(K)(5):*** Complies as conditioned.

#### L. Lighting.

1. Minimum Lighting Levels. Minimum lighting levels shall be provided for public safety in all urban spaces open to public circulation.
  - a. A minimum average light level of one and two-tenths foot candles is required for urban spaces and sidewalks.
  - b. Metal-halide or lamps with similar color, temperature and efficiency ratings shall be used for general lighting at building exteriors, parking areas, and urban spaces. Sodium-based lamp elements are not allowed.
  - c. Maximum lighting levels should not exceed six foot candles at intersections or one and one-half foot candles in parking areas.
2. Fixture Design in Public Rights-of-Way.
  - a. Pedestrian-scale street lighting shall be provided including all pedestrian streets along arterials, major collectors, minor collectors and local streets.

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

***Finding CPMC 17.67.050(L):*** *Lighting fixtures were installed in the public right-of-way in accordance with the Twin Creeks TOD Master Plan prior to final plat approval of Twin Creeks Crossing Phase I. Internal site lighting is not shown on the site or utility plan; however, the applicant has indicated that wall-mounted lighting fixtures will be provided on the exterior walls and porch lighting will also be provided for each residential unit consistent with the standards of this section. As a condition of approval, the applicant shall submit a lighting plan prior to building permit issuance that depicts the location of all proposed lighting for the site in accordance with the requirements of this section.*

***Conclusion CPMC 17.67.050(L):*** *Complies as conditioned.*

#### 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. Decorative exterior murals are allowed and are subject to review and criteria by planning commission or architectural review committee appointed by city council.
  - c. Signs that use images and icons to identify store uses and products are encouraged.

d. Projecting signs located to address the pedestrian are encouraged.

2. Sign Requirements. Signs within the TOD district or corridor shall comply with the standards in Table 17.67.050(1).

**Table 17.67.050(1) Sign Requirements**

Sign Type	LMR & MMR	HMR(a)(b)	C and OS	EC and GC
<b>Freestanding/Monument</b>				
Permitted	Yes			
Internally Illuminated	Prohibited			
Max. Number	1			
Max. Height (Measured from Finished Grade)	4 feet	8 feet	20 feet	
Sign Area/Building Face	16 square feet	20 feet	50 square feet	
Total Sign Area--All Building Faces	32 square feet	48 feet	100 square feet	
Location	At entry point to housing complex or subdivision		Outside of public right-of-way	
<b>Wall and Projecting</b>				
Permitted	Yes			
Internally Illuminated	Prohibited			
Max. Number	1	No limit		
Max. Height	Lowest part at least 8 feet above underlying grade for projecting signs			
Sign Area/Building Face	8 square feet	Principal facade; 1.5 square feet for each linear foot of business frontage, not to exceed 2 square feet of frontage if 20-foot r-o-w. Secondary facade; 2 square feet of linear business frontage. Determined by linear distance of building frontage		
Sign Area/Building Face	8 square feet			
Total Sign Area--All Building Faces	16 square feet			
Location	Signs shall not project more than 4 feet from a building wall unless attached to a canopy			
<b>Temporary (d) (e)</b>				
Permitted	Yes			
Internally Illuminated	Prohibited			
Max. Number	2	4		
Max. Height	3 feet	NA		
Sign Area/Building Face	6 square feet	32 square feet		
Total Sign Area--All Building Faces	24 square feet	64 square feet		
Location	Outside of street right-of-way			
Time Limit	120 days			
<b>Directional</b>				
Permitted	Yes			
Internally Illuminated	Prohibited			

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

**Table 17.67.050(1) Sign Requirements**

Sign Type	LMR & MMR	HMR(a)(b)	C and OS	EC and GC
Max. Number	1 per driveway			2 per driveway
Max. Height	3 feet			
Sign Area/Building Face	6 square feet			
Total Sign Area--All Building Faces	24 square feet			
Location	Adjacent to private driveway or sidewalk			
<b>Scoreboard (c)</b>				
Permitted	No	No	CUP	No
Internally Illuminated	NA		Yes	NA
Max. Number	NA		Yes	NA
Max. Height	NA		30 feet	NA
Max. Sign Area	NA		525 square feet	NA
Location	NA		Per CUP	NA

- (a) For ground commercial uses in the HMR district.
- (b) For residential uses in the HMR district.
- (c) Scoreboards allowed only as a conditional use within the Civic district.
- (d) Sidewalk A-frame boards (1) within fixed dimensions and not obstructing public right-of-way.
- (e) Temporary commercial banners to promote grand openings, 30 to 60 days per year maximum with planning permit.

3. Sign Materials. Unless otherwise exempt, or authorized by the planning commission, all signs must comply with the following design criteria:

- a. The base materials for a freestanding sign shall be natural materials including stone, brick, or aggregate.
- b. Building/sign proportionality as referenced in Table 17.67.050(1).
- c. Sign illumination shall be limited to external illumination to include conventional lighting and neon, if neon is applied to the sign plane area. External illumination is understood to include “back lit” or “halo” lighting. Internally illuminated signs are prohibited except as provided under Table 17.67.050(1) for scoreboards.

4. Prohibited Signs.

- a. Internally illuminated signs;
- b. Roof signs;
- c. Reader boards;
- d. Flashing signs;
- e. Electronic message/image signs on which copy is created through the use of a pattern of lights in a dot matrix configuration, which may be changed intermittently;
- f. Bench signs;
- g. Balloons or streamers. (Ord. 2028 §4, 2016; Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. C(part), 2000).

**Finding CPMC 17.67.050(M):** Signage is not considered or approved as part of this review. Proposed signs are required to apply for a building permit and must comply with the standards in this section.

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

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and 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.
- B. Parks and Open Space Location.
- C. Parks and Open Space Amount and Size.
- D. Parks and Open Space Design.

***Finding CPMC 17.67.060:*** *The Parks and Open Space requirements were addressed as part of the Master Plan. No additional parks and open space is proposed as part of the current application.*

***Conclusion CPMC 17.67.060:*** *Not applicable.*

**17.67.070 Building Design Standards.**

- A. General Design Requirements.
  - 1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:
    - a. Natural ventilation;
    - b. Passive heating and cooling;
    - c. Daylighting;
    - d. Sun-shading devices for solar control;
    - e. Water conservation;
    - f. Appropriate use of building mass and materials; and,
    - g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, [www.usgbc.org](http://www.usgbc.org).)
  - 2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.
  - 3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.
  - 4. Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.

***Finding CPMC 17.67.070(A):*** *The proposed Site Plan & Architectural Review provides a mixed use building with ground floor commercial along Twin Creeks Crossing Street frontage, as well as two (2) multifamily buildings interior to the site. As illustrated on the Site Plan (Exhibit 1), all*

*buildings have frontage on and access pedestrian routes as needed to connect the building entries to the parking areas, common pedestrian accessways and the public sidewalk system. It's important to note that the concurrent Master Plan Modification application (File No. MP-23001) amends the Circulation Plan (Master Plan Exhibit 3). The amendment modifies the location of a pedestrian accessway from the eastern property boundary adjacent to the Jackson Creek Overbank flood mitigation channel and stormwater drainage facility, to a safer location along the western property boundary, as shown on the Site Plan (Exhibit 1).*

**Conclusion CPMC 17.67.070(A): Consistent.**

## B. Architectural Character.

### 1. General.

- a. The architectural characteristics of surrounding buildings, including historic buildings, should be considered, especially if a consistent pattern is already established by similar or complementary building articulation, building scale and proportions, setbacks, architectural style, roof forms, building details and fenestration patterns, or materials. In some cases, the existing context is not well defined, or may be undesirable. In such cases, a well-designed new project can establish a pattern or identity from which future development can take its cues.
- b. Certain buildings, because of their size, purpose or location, should be given prominence and distinct architectural character, reflective of their special function or position. Examples of these special buildings include theaters, hotels, cultural centers, and civic buildings.
- c. Attention should be paid to the following architectural elements:
  - i. Building forms and massing;
  - ii. Building height;
  - iii. Rooflines and parapet features;
  - iv. Special building features (e.g. towers, arcades, entries, canopies, signs and artwork);
  - v. Window size, orientation and detailing;
  - vi. Materials and color; and
  - vii. The building's relationship to the site, climate topography and surrounding buildings.

### 2. Commercial and High Mix Residential.

- a. Buildings shall be built to the sidewalk edge for a minimum of seventy-five percent of their site's primary street frontage along collector and arterial streets in C, EC, GC, and HMR zones unless the use is primarily residential or the activity that constitutes the request for increased setback is intended to increase pedestrian activity, i.e., pedestrian plaza or outdoor seating area.
- b. Commercial structures and multi-dwellings should be sited and designed to provide a sensitive transition to adjacent lower density residential structures, with consideration for the scale, bulk, height, setback, and architectural character of adjacent single-family dwellings.
- c. In multi- dwelling structures, the plan layout, orientation and window treatment of the building design should not infringe upon the privacy of other adjacent dwellings.

**Finding CPMC 17.67.070(B):** *The architectural characteristics of Central Point Station Phase 2 are consistent with the surrounding buildings, building articulation, building scale and proportions, setbacks, architectural style, roof forms, building details and materials, and fenestration patterns.*

**Conclusion CPMC 17.67.070(B):** *Consistent.*

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

**Finding CPMC 17.67.070(C)(1)(a):** *As shown on the site plan in Exhibit 1, entries to the commercial space are oriented toward the Twin Creeks Crossing and Boulder Ridge Street, and the entries to the residential units are oriented towards the parking lot*

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

b. Building facades over two hundred feet in length facing a street shall provide two or more public building entrances off the street.

**Finding CPMC 17.67.070(C)(1)(b):** *The Building Elevations (Staff Report Attachment 4) provide scaled drawings of the building at 1" = 3/16 scale. Based on the measurements, the building façade on Twin Creeks Crossing is 115-feet in length and provides two (2) building entries. The façade fronting Boulder Ridge is 56-feet and provides one building entrance.*

**Conclusion CPMC 17.67.070(C)(1)(b):** *Not applicable.*

c. All entries fronting a pedestrian accessway shall be sheltered with a minimum four-foot overhang or shelter.

**Finding CPMC 17.67.070(C)(1)(c):** *There are three (3) pedestrian accessways on the site: 1) the public sidewalk along Twin Creeks Crossing; 2) the public sidewalk along Boulder Ridge; and 3) the Minor Pedestrian Accessway along the west property boundary (See File No. MP-23001). As shown on the Building Elevations (Exhibit 2-4), there are 8-ft metal canopies provided over the building entries facing Twin Creeks Crossing and Boulder Ridge on Building 1. Buildings 2 and 3 include residential units with frontage along the Minor Pedestrian Accessway. However, there are no building entries proposed for Building 2 with frontage on the Pedestrian Accessway. Building 3 primary building entries are via an internal corridor. Secondary building entries are via patio doors onto covered patios. The patio overhang is 4-ft as shown on the West Building Elevation for Building 3 (Exhibit 4).*

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

- d. An exception to any part of the requirements of this section shall be allowed upon finding that:
  - i. The slope of the land between the building and the pedestrian street is greater than 1:12 for more than twenty feet and that a more accessible pedestrian route to the building is available from a different side of the building; or
  - ii. The access is to a courtyard or clustered development and identified pedestrian accessways are provided through a parking lot to directly connect the building complex to the most appropriate major pedestrian route(s).

**Finding CPMC 17.67.070(C)(1)(d):** *The proposed land development does not request or necessitate an exception to these standards.*

**Conclusion CPMC 17.67.070(C)(1)(d):** *Not applicable.*

## 2. Commercial and High Mix Residential.

- a. For nonresidential buildings, or nonresidential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.
- b. Nonresidential and mixed-use buildings fronting a pedestrian street shall have at least one main building entrance oriented to the pedestrian street.
  - i. Such an entrance shall not require a pedestrian to first pass through a garage, parking lot, or loading area to gain access to the entrance off or along the pedestrian street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza, or similar architectural feature.
  - ii. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to at least one of the streets, or a single entrance at the street intersection.
  - iii. A building may have more than one main building entrance oriented to a street, and may have other entrances facing off-street parking and loading areas.

**Finding CPMC 17.67.070(C)(2):** *As shown on the Site Plan (Exhibit 1), the mixed-use building (i.e. Building 1) is the only building with frontage on a pedestrian street. Per the Findings for CPMC 17.67.070(C)(1), the building entrances comply with this section with regard to both the number of entrances and their orientation.*

**Conclusion CPMC 17.67.070(C)(2):** *Consistent.*

## 3. Residential.

- a. The main entrance of each primary structure should face the street the site fronts on, except on corner lots, where the main entrance may face either of the streets or be oriented to the corner. For attached dwellings, duplexes, and multi-dwellings that have more than one main entrance, only one main



entrance needs to meet this guideline. Entrances that face a shared landscaped courtyard are exempt.

- b. Residential buildings fronting on a street shall have an entrance to the building opening on to the street.
  - i. Single-family detached, attached and row house/townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street.
  - ii. Ground floor and upper story dwelling units in a multifamily building fronting a street may share one or more building entries accessible directly from the street, and shall not be accessed through a side yard except for an accessory unit to a single-family detached dwelling.
- c. The main entrances to houses and buildings should be prominent, interesting, and pedestrian-accessible. A porch should be provided to shelter the main entrance and create a transition from outdoor to indoor space.
- d. Generally, single-dwelling porches should be at least eight feet wide and five feet deep and covered by a roof supported by columns or brackets. If the main entrance is to more than one dwelling unit, the covered area provided by the porch should be at least twelve feet wide and five feet deep.
- e. If the front porch projects out from the building, it should have a roof pitch which matches the roof pitch of the house. If the porch roof is a deck or balcony, it may be flat.
- f. Building elevation changes are encouraged to make a more prominent entrance. The maximum elevation for the entrance should not be more than one-half story in height, or six feet from grade, whichever is less.
- g. The front entrance of a multi-dwelling complex should get architectural emphasis, to create both interest and ease for visual identification.

***Finding CPMC 17.67.070(C)(3):*** As shown on the Site Plan (Exhibit 1), building entries for each unit are accessible from the public street and the parking lot with exterior stairs to the upper story dwelling units.

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

#### D. Building Facades.

##### 1. General.

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

**Finding CPMC 17.67.070(D)(1)(a):** Buildings 1, 2 and 3 are 113-ft, 130-ft and 109, ft in length, respectively. As shown on the Building Elevations (Exhibits 2-4), each of the buildings is articulated with recessed entrances, changes in materials, columns and variation in roof parapet heights to break up the length and to add dimension and features needed to break up the façade.

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

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

**Finding CPMC 17.67.070(D)(1)(b):** As demonstrated in Exhibits 2-4 and Finding 16.67.070(D)(1)(a), the proposed building design doesn't result in a uniform and monotonous design style or façade treatment.

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

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

**Finding CPMC 17.67.070(D)(1)(c):** Although this is a guideline denoted by "should," the proposal includes metal canopies to provide shading and shelter over building entries.

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

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

**Finding CPMC 17.67.070(D)(1)(d):** As demonstrated on the Building Elevations (Exhibits 2-4) and Finding 17.67.070(D)(1)(a), the longer facades of the building elevations emphasize vertical elements through changes in color and material, columns and roof heights at the horizontal articulations and recessed entrances in order to balance to the vertical building elements with the horizontal features.

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

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

**Finding CPMC 17.67.070(D)(1)(e):** The proposed building frontage for Building 1 (Exhibit 2) is along Twin Creeks Crossing. Buildings 2 and 3 are interior to the site and do not front on a pedestrian street. In all cases, however, the dominant feature of all buildings are window areas that are 22% to over 50% of the ground floor façade area.

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

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

**Finding CPMC 17.67.070(D)(1)(f):** *As shown in Exhibits 2-4, the extensive unobscured window area on the ground floor combined with patios and windows on the second floor promotes informal surveillance of the public street, interior parking lot and Minor Pedestrian Accessway on the site, as well as parking areas on adjoining sites.*

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

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

**Finding CPMC 17.67.070(D)(1)(g):** *The Building Elevations (Exhibits 2-4) provide architectural details denoting building materials, including board and batten siding; decorative cement siding; Hardi trim, belly bands and siding; as well as, faux stone. These are high quality materials consistent with the building materials allowed in accordance with CPMC 17.67.070(D)(1)(g).*

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

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

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

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

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

**Finding CPMC 17.67.070(D)(1)(i):** *As shown in Exhibits 2 and 3, Buildings 2 and 3 are articulated in the same manner as the primary building facades with variation in the wall plane, quality materials, more than 20% window area, recessed entrances/patios and breezeways.*

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

- j. Ground-floor openings in parking structures, except at points of access, must be covered with grilles, mesh or lattice that obscures at least thirty percent of the

interior view (e.g., at least thirty percent solid material to seventy percent transparency).

**Finding CPMC 17.67.070(D)(1)(j):** *The proposed development does not include a parking structure. A surface parking area is provided interior to the development.*

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

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

**Finding CPMC 17.67.070(D)(1)(k):** *This is a guideline/recommendation and not a standard. Notwithstanding the proposed buildings include parapet walls with 12-inch cornices in a modern, minimalist style.*

**Conclusion CPMC 17.67.070(D)(1)(k):** *Consistent.*

- 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.

**Finding CPMC 17.67.070(D)(1)(l):** *The proposed design is similar to and compatible with the mixed-use development northwest of the site (i.e. Central Point Station) with similar building façade design elements, frontage on the sidewalk and massing.*

**Conclusion CPMC 17.67.070(D)(1)(l):** *Consistent.*

2. Commercial and High Mix Residential/Commercial.

- a. In areas adjacent to the transit station, sidewalks in front of buildings shall be covered to at least eight feet from building face to provide protection from sun and rain by use of elements such as: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.

**Finding CPMC 17.67.070(D)(2)(a):** *As evidenced in Finding 17.67.070(C)(1)(c), there are 8-ft metal canopies provided over the building entries facing Twin Creeks Crossing and Boulder Ridge on Building 1.*

**Conclusion CPMC 17.67.070(D)(2)(a):** *Consistent.*

- b. Canopies, overhangs or awnings shall be provided over entrances. Awnings at the ground level of buildings are encouraged.

**Finding CPMC 17.67.070(D)(2)(b):** *As evidenced in Finding 17.67.070(C)(1)(c) and shown on the Building Elevations (Exhibits 2-4), building entrances feature awnings or overhangs over entrances.*

**Conclusion CPMC 17.67.070(D)(2)(b):** *Consistent.*

- c. Awnings within the window bays (either above the main glass or the transom light) should not obscure or distract from the appearance of significant architectural features. The color of the awning shall be compatible with its attached building.

**Finding CPMC 17.67.070(D)(2)(c):** *As shown on the Building Elevations (Exhibits 2-4), the color of the awnings is compatible with the building design and does not obscure or distract from the architectural features.*

**Conclusion CPMC 17.67.070(D)(2)(c):** *Consistent.*

- d. Ground floor windows shall meet the following criteria:
- i. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.

**Finding CPMC 17.67.070(D)(2)(d)(i):** *As shown in Exhibits 2-4, there are no proposed tinted or mirrored windows on any floor for Buildings 1, 2 and 3.*

**Conclusion CPMC 17.67.070(D)(2)(d)(i):** *Consistent.*

- ii. On the ground floor, buildings shall incorporate large windows, with multi-pane windows and transom lights above encouraged.

**Finding CPMC 17.67.070(D)(2)(d)(ii):** *As shown in Exhibits 2-4 all of the buildings incorporate multipane windows with area exceeding 20% for the multifamily buildings (No. 2 and 3) and over 50% window area on Building 1, which is mixed-use and has frontage on Twin Creeks Crossing, a public street.*

**Conclusion CPMC 17.67.070(D)(2)(d)(ii):** *Consistent.*

- iii. Ground floor building facades must contain unobscured windows for at least fifty percent of the wall area and seventy-five percent of the wall length within the first ten to twelve feet of wall height.

**Finding CPMC 17.67.070(D)(2)(d)(iii):** *The façade of Building 1 along Twin Creeks Crossing is 114' 6" long, minus the breezeway at 8" 6", which equals 97'6" of building façade. The required 75% equals 73' feet of required windows. The Building 1 elevation (Exhibit 2) shows 73'6" of windows. The wall areas on the first floor with 10' walls is 975 sqft. 50% window coverage is 487.5 feet. The elevation shows 504 sqft feet of window coverage, meeting the requirement.*

*The façade of Building 1 along Boulder Ridge Street is 48' 6" long, which requires a minimum of 36'4" of windows. The building elevation (Exhibit 2) shows 37' of windows meeting the requirement. The wall area on the first floor with 10' walls is 485 sqft. 50% window coverage is 247.5 feet. The elevation shows 286 sqft feet of window coverage, meeting the requirement.*

**Conclusion CPMC 17.67.070(D)(2)(d)(iii):** *Consistent*

- iv. Lower windowsills shall not be more than three feet above grade except where interior floor levels prohibit such placement, in which case the

lower windowsill shall not be more than a maximum of four feet above the finished exterior grade.

***Finding CPMC 17.67.070(D)(2)(d)(iv):*** *As shown in Exhibits 2-4, the ground floor incorporates large unobscured windows with windowsills less than 3 feet front grade.*

***Conclusion CPMC 17.67.070(D)(2)(d)(iv):*** *Consistent.*

- v. Windows shall have vertical emphasis in proportion. Horizontal windows may be created when a combination of vertical windows is grouped together or when a horizontal window is divided by mullions.

***Finding CPMC 17.67.070(D)(2)(d)(v):*** *The facades of Building 1 along Twin Creeks Crossing and Boulder Ridge Street feature windows with vertical emphasis, in proportion with horizontal elements.*

***Conclusion CPMC 17.67.070(D)(2)(v):*** *Consistent.*

### 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.
  - 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.
  - 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.
  - 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.

- 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 side yard or back yard and along a street, alley, property line, or bike/pedestrian pathway shall not exceed four feet in height. Fences over four feet in height are not permitted and hedges or vegetative screens in no case shall exceed six feet in height.

**Finding CPMC 17.67.070(D)(3)(a):** *The proposed mixed-use development does not include single-family attached or detached units.*

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

- b. The facades of multifamily residences shall comply with the following standards:
  - i. Building elevations, including the upper stories, facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural detailing such as windows, balconies, and dormers.
  - 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.
  - iii. Arcades or awnings should be provided over sidewalks where ground floor retail or commercial exists, to shelter pedestrians from sun and rain.

**Finding CPMC 17.67.070(D)(3)(b):** *As shown on the Building Elevations (Attachment 4) in the Staff Report dated June 6, 2023), the proposed mixed-use apartments in Building 1 and the interior multifamily buildings (Buildings 2 and 3) provide articulated walls with architectural details including windows, balconies, and metal awnings. The window area on the ground floor for Building 2 comprises 22% and Building 3 comprises 35% of the wall face area.*

**Conclusion CPMC 17.67.070(D)(3)(b):** *Consistent.*

#### E. Roofs.

##### 1. Commercial and High Mix Residential/Commercial.

- a. 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.
- b. When the commercial structure has a flat parapet roof adjacent to pitched roof residential structures, stepped parapets are encouraged so the appearance is a gradual transition of rooflines.

**Finding CPMC 17.67.070(E)(1):** *The proposed mixed-use development includes a flat roof design, with a 4' parapet wall with deck overhang, that is integrated into the building design and follows the articulation of the building façade.*

**Conclusion CPMC 17.67.070(E)(1): Consistent.**

## 2. Residential.

- a. Flat roofs with a parapet and cornice are allowed for multifamily residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.
- b. Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.
- c. For all residences with sloped roofs, the roof slope shall be at least 5:12, and no more than 12:12. Eaves shall overhang building walls at a minimum twelve inches deep on all sides (front, back, sides) of a residential structure.
- d. Roof shapes, surface materials, colors, mechanical equipment and other penthouse functions should be integrated into the total building design. Roof terraces and gardens are encouraged.

**Finding CPMC 17.67.070(E)(2):** *The proposed mixed-use development is designed with flat roofs with stepped parapets.*

**Conclusion CPMC 17.67.070(E)(2): Consistent.**

## F. Exterior Building Lighting.

## 1. Commercial and High Mix Residential/Commercial.

- a. Lighting of a building facade shall be designed to complement the architectural design. Lighting shall not draw inordinate attention to the building.
  - i. Primary lights shall address public sidewalks and/or pedestrian plazas adjacent to the building.
- b. No exterior lighting shall be permitted above the second floor of buildings for the purpose of highlighting the presence of the building if doing so would impact adjacent residential uses.

**Finding CPMC 17.67.070(F)(1):** *The location of some on-site building lighting is shown on the building elevations but not on the site plan. As a condition of approval, the applicant is required to submit a lighting plan that depicts the location of all proposed on-site lighting that complies with the standards of this section prior to issuance of building permits. There are wall lights shown adjacent to ground floor building entries and second story balconies. No lighting is proposed above the second floor.*

**Conclusion CPMC 17.67.070(F)(1): Complies as conditioned.**

## 2. Residential.

- a. Lighting shall not draw inordinate attention to the building facade.



- b. Porch and entry lights are encouraged on all dwellings to create a safe and inviting pedestrian environment at night.
- c. No exterior lighting exceeding one hundred watts per fixture is permitted in any residential area.

***Finding CPMC 17.67.070(F)(2):*** *The proposed development is required to submit a lighting plan that depicts the location of all proposed on-site lighting that complies with this section.*

***Conclusion CPMC 17.67.070(F)(2):*** *Complies as conditioned.*

G. Service Zones.

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

***Finding CPMC 17.67.070(G)(2):*** *The HVAC units are illustrated on the Site Plan (Exhibit 1) and the Landscape Plan (Exhibit 5). As shown these are out of view from pedestrian streets and accessways due to their location and proposed landscape screening.*

***Conclusion CPMC 17.67.070(G)(2):*** *Consistent.*

## PART 6 CHAPTER 17.72 – SITE PLAN AND ARCHITECTURAL REVIEW

### 17.72.020 Applicability

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

- A. Exempt Projects. Except as provided in subsection (B)(3) of this section the following projects do not require site plan and architectural review:
1. Single-family detached residential structures;
  2. Any multiple-family residential project containing three or less units;
  3. Landscape plans, fences, when not part of a major project;
  4. Storage sheds, patio covers, garages and carports, decks, gazebos, and similar non-occupied structures used in conjunction with residential uses; and
  5. Signs that conform to a previously approved master sign program for the project site.

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

- B. Major Projects. The following are “major projects” for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter [17.05](#), Applications and Types of Review Procedures:
1. New construction, including private and public projects, that:
    - a. Includes a new building or building addition of five thousand square feet or more;
    - b. Includes the construction of a parking lot of ten or more parking spaces; or
    - c. Requires one or more variances or conditional use permits and, in the judgment of the director, will have a significant effect upon the aesthetic character of the city or the surrounding area;
  2. Any attached residential project that contains four or more units;
  3. Any minor project, as defined in subsection C of this section, that the director determines will significantly alter the character, appearance, or use of a building or site.
- C. Minor Projects. Except when determined to be an exempt project or a major project pursuant to subsections A and B of this section respectively, the following are defined as “minor projects” for the purposes of site plan and architectural review, and are subject to the Type I procedural requirements of Chapter [17.05](#), Applications and Types of Review Procedures:
1. New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;
  2. Signs that meet all applicable standards as set forth in Section [17.75.050](#), Signage standards;
  3. Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;
  4. Parking lots less than ten parking spaces;
  5. Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section [17.60.040](#), Antenna standards;
  6. Minor changes to the following:
    - a. Plans that have previously received site plan and architectural review approval;
    - b. Previously approved planned unit developments;
  7. At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.

As used in this subsection, the term “minor” means a change that is of little visual significance, does not materially alter the appearance of previously approved improvements, is not proposed for the use of the land in question, and does not alter the character of the structure involved. At the discretion of the director if it is determined that the cumulative effect of multiple minor changes would result in a major change, a new application for site plan and architectural review is required. All minor changes must comply with the development standards of this chapter.

***Finding CPMC 17.72.020:*** *The proposed Central Point Station Phase 2 mixed-use development includes new construction greater than 5,000 s.f. and qualifies as a Major Project. Due to the scope and location, the Planning Director determined the project is subject to Type III procedures per Central Point Municipal Code (CPMC) 17.05.400(B)(3)(a). The Type III procedures set forth in CPMC 17.05.400 provide for the basis for decision in the development code and the comprehensive plan, when appropriate.*

**Conclusion CPMC 17.72.020:** *Consistent.*

### 17.72.030 Information Required

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

**Finding CPMC CPMC 17.72.030:** *Central Point Station Phase 2 was reviewed for completeness and accepted as complete per the notice of completion dated April 18, 2023.*

**Conclusion CPMC 17.72.030:** *Consistent.*

### 17.72.040 Site Plan and Architectural Standards

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

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

**Finding CPMC 17.72.040(A):** *In accordance with CPMC 17.67.030, the TOD Designs Standards apply when there is a conflict between design standards. The only standards in CPMC 17.75 that apply include the parking lot dimension standards in Table 17.75.02 and Figure 17.75.03. As shown on the Site Plan, all parking stalls and aisles meet the minimum dimensions for 90 degree parking spaces and two-way travel through parking lots.*

**Conclusion CPMC 17.72.040(A):** *Consistent.*

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

**Finding CPMC 17.72.040(B):** *The Parks & Public Works Department reviewed the application for compliance with the Standard Specifications and Uniform Standards Details for Public Works Construction and found it to be compliant (Exhibit 8).*

**Conclusion CPMC 17.72.040(B):** *Consistent.*

- C. Accessibility and sufficiency of firefighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

**Finding CPMC 17.72.040(C):** *Fire District #3 evaluated the proposal and provided comments in Exhibits 9 and 10. Fire District #3 will conduct additional review during building plan submittal. The applicant must comply with all Fire District #3 comments prior to building permit issuance.*

**Conclusion CPMC 17.72.040(C):** *Complies as conditioned.*

**PART 7  
SUMMARY CONCLUSION**

As evidenced in the findings and conclusions, the proposed mixed-use development known as Central Point Station Phase 2 Site Plan and Architectural Review is consistent with applicable standards and criteria in the Central Point Municipal Code as conditioned.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)





### Exhibit 3 – Building 2 Elevations

West Elevation (Scale 3/16" = 1')

North Elevation (Scale 3/16" = 1')

East Elevation (Scale 3/16" = 1')

South Elevation (Scale 3/16" = 1')

SHEET:	2
SCALE:	1/5/2023
DATE:	

DRAWINGS PROVIDED BY:  
PACI, Inc.  
180 Salem Street  
Medford, OR 97501

**Central Point Station  
Phase 2**

Building 2 - 15 Plex

REVISION TABLE	
NUMBER	DATE

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

### Exhibit 4 – Building 3 Elevations

**South Elevation (Scale 3/16" = 1')**

**East Elevation (Scale 3/16" = 1')**

**West Elevation (Scale 3/16" = 1')**

**North Elevation (Scale 3/16" = 1')**

Material Callouts:

- Hard top siding
- Vinyl windows, cream/black
- Hard trim, white/wood
- Cream colored hard trim
- Brick & basket fiber cement siding
- Face stone
- Brick masonry
- Hard masonry
- Typical patio lighting
- Flat roof
- 4' parapet wall

**Central Point Station Phase 2**

**Building 3 - 15 Plex**

**DRAWINGS PROVIDED BY:**  
 PNC, Inc.  
 588 Sutton Blvd.  
 Medford, OR 97501

**DATE:** 1/5/2023

**SCALE:**

**SHEET:** 3

NUMBER	DATE	REVISION BY	DESCRIPTION

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)





Exhibit 6 – Irrigation Plan



Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

Page 1

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

**IN THE MATTER OF AN APPLICATION FOR A )  
SITE PLAN REVIEW OF PROPERTY IDENTIFIED AS ) FINDINGS OF FACT  
T37-R2W-03CA TL 1500 ) AND  
SMITH CROSSING LLC APPLICANT ) CONCLUSIONS  
SCOTT SINNER CONSULTING, INC. AGENT ) OF LAW**

**I. BACKGROUND INFORMATION**

Applicant:

Smith Crossing LLC  
353 Dalton St  
Medford, OR 97501  
Milo Smith milosmith@gmail.com  
Philip Smith Philips.pmcl@yahoo.com

Agent:

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

Property:

37 2W 03CA TL 1500  
Smith Crossing LLC  
Twin Creeks Crossing and Boulder Ridge Street  
Central Point OR 97502  
1.62 Acres Net Acreage  
Existing zoning Employment Commercial (EC)  
Proposed Zoning HMR High Mix Residential Commercial (TOD)

Project Summary:

This Site Plan Review application proposes the development of Central Point Station Phase 2, a mixed-use development within the Twin Creeks TOD. The property is 1.67 acres currently within the Employment Commercial (EC) zoning district. This site plan application is consolidated with a Minor Comprehensive Plan Map Amendment and a Zone Map Amendment application to the High Mix Residential (HMR) TOD zone.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 1 of 26

1	stephanieh	05/24/2023 13:32:40
1.62 - Scribner's error.		

## Notes

[Empty box for notes]

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

1 stephanieh 05/24/2023 13:34:29  
, as amended (See File No. MP-23001).

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This proposal has 3 buildings for a total of 45 dwelling units and 2,514 square feet of street frontage ground floor commercial lease space consistent with the HMR zoning district and the Twin Creeks Master Plan.



Figure 1 Proposed site plan.

The Twin Creeks Crossing frontage is proposed to be developed with a 3-story building with a flat roof and parapets to complement the 4 story Central Point Station Phase 1 building on the north side of Twin Creeks Crossing.



North Elevation (Scale 3/16" = 1') Along Twin Creeks Crossing  
Figure 2 Proposed street frontage

The ground floor facing Twin Creeks Crossing will be developed with 2,514 square feet of ground floor commercial lease space under 8 2 story townhouse units.

Buildings 2 and 3 are all multifamily units featuring a similar complementary flat roof architectural style of Building 1.

### Notes

Empty rectangular box for notes.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This application is consolidated with an application for a Minor Comprehensive Plan Amendment to amend the Land Use Plan Map designation from Employment Commercial to High Density Residential, and a Zone Map Amendment to designate the property to the High Mix Residential/ Commercial TOD (HMR) zoning district.

The City of Central Point is processing a Vacation of Right of Way to vacate the segment of Boulder Ridge Street south of Twin Creeks Crossing. The area of the vacated right of way will be incorporated into the site plan for the subject property and additional parking for the adjacent Pear Valley facility.

This application includes an application to revise the Twin Creeks Master Plan to implement this plan.

Review Procedure:

The applicant completed a required pre-application conference in February of 2022. Staff indicated this development would be considered a Major Site Plan review and of significant interest and impact to the City so the application would be treated as a Type III procedure with the Planning Commission as the approving authority.

As stated above, this application is a major site plan review, typically classified as a Type II review. The director has the discretion to process a major site plan application as a Type III procedure when a development is of substantial size, and of significant public interest.

This application is subject to the procedures of Central Point Municipal Code (CPMC) 17.05.400. CPMC 17.05.400 provides the required submittals, noticing requirements, and review and decision procedure for the Planning Commission.

Approval Criteria:

The project is subject to the standards of Chapters 17.65 TOD Districts and Corridors, 17.66 Application Review Process for the TOD District and Corridor, and 17.67 Design Standards – TOD District and TOD Corridor.

**Chapter 17.65 TOD Districts and Corridors**

Central Point Station Phase 2 is a mixed-use development located on 372W03CA TL 1500 on Twin Creeks Crossing and Boulder Ridge Street. The site is currently 1.67 acres. The vacation of right of way for Boulder Ridge Street would add .09 acre for a total site acreage of 1.76 acres.

This proposal includes 3 buildings for a total of 45 dwelling units and 2,514 square feet of commercial lease space on the Twin Creeks Crossing street frontage to meet the commercial use requirements of the proposed HMR zoning district.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 3 of 26

1	stephanieh	05/24/2023 13:36:47
	and 17.72, Site Plan and Architectural Review.	
2	stephanieh	05/24/2023 13:38:28
	1.62 acres per Jackson County Assessor's Records.	
3	stephanieh	05/24/2023 13:40:03
	1.71 acres	

## Notes

Notes section containing a large empty rectangular box.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The project site is within the TOD district and the TCMP area and this application is consolidated with a zone map amendment from the current Employment Commercial to the High Mix Residential/ Commercial (HMR) zoning district.



Figure 3 Vicinity Map

Table 1 identifies the proposed residential uses are permitted within the HMR Zone.

Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

**Table 1**  
**TOD District Land Uses**

Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<b>Residential</b>							
<b>Dwelling, Single-Family</b>							
Large and standard lot	P	L5	N	N	N	N	N
Zero lot line, detached	P	P	N	N	N	N	N
Attached row houses	P	P	P	C	N	N	N
<b>Dwelling, Multifamily</b>							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L5	P	P	L1	L1	N	N
<b>Commercial</b>							
Entertainment	N	N	C	P,L7	P, L8, L9	N	N
Professional Office	C	L3	L3,L4	P	P	P	N
<b>Retail Sales and Service</b>							
Sales-oriented	C	L3	L3	P	P	N	N
Personal service-oriented	C	L3	L3,L4	P	P	N	N

*Figure 4 Permitted uses*

The TCMP identifies Mixed use development within specific areas in the HMR zoning district. The TCMP describes mixed use building prototypes for ground floor commercial spaces for the street frontage with two or three story residential above the commercial spaces.

**Revision to the Civic and Commercial Plan**

The existing Civic and Commercial Plan indicates the subject property contemplates a neighborhood grocery / convenience store, a dry cleaner or café. The proposed revision would indicate the proposed uses to be restaurants professional office, retail sales and services

Scott Sinner Consulting, Inc.    Central Point Station Phase 2 Site Plan Review    Page 5 of 26

1 stephanieh 05/24/2023 13:49:56  
 The proposed amendment to the TCMP changes Exhibits for Land Use Exhibit 18, Civic and Commercial Plan a(Master Plan Exhibit 37) and Housing Plan (Master Plan Exhibit 35) to replace exclusive commercial use with allowance for horizontal and vertical mixed-use on the site. The circulation exhibit (Master Plan Exhibit 8) is also amended to relocate the pedestrian ...

Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

## Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

Page 5 continued (2)

Created on 5/24/2023 at 19:31:23

ID	Subject	Author	Date/Time	Comment
1	Sticky Note	stephanieh	05/24/2023 13:49:56	The proposed amendment to the TCMP changes Exhibits for Land Use Exhibit 18, Civic and Commercial Plan a(Master Plan Exhibit 37) and Housing Plan (Master Plan Exhibit 35) to replace exclusive commercial use with allowance for horizontal and vertical mixed-use on the site. The circulation exhibit (Master Plan Exhibit 8) is also amended to relocate the pedestrian accessway from the east side of the site to the west property boundary as needed to avoid steep slopes along the Jackson Creek Overbank Floodway Mitigation Channel.

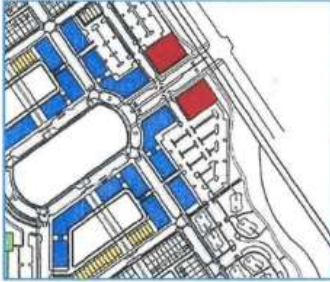
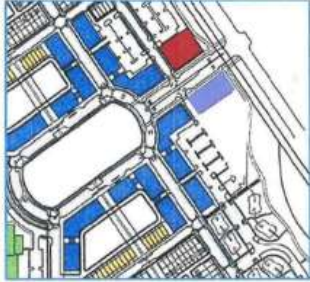
Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)



# Exhibit 7 – Applicant’s Findings, Corrected


Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*Figure 5 revised Civic / Commercial Plan*      *Figure 6 Existing Civic / Commercial Plan*

This application proposes 2,514 square feet of ground floor, street frontage, commercial with 2 story residential unit above for Building 1. Buildings 2 and 3 are all multifamily apartments.



N = 0 Elevation (Scale 3/16" = 1') Along Turn Cretos Crossing  
**Figure 7 Building 1 elevation**

Building 2 is proposed as an 18 plex comprised of eight ground floor residential units and ten townhouse units on the second and third floors. This building has no public street frontage, and no commercial (VRBO) units.


Scott Sinner Consulting, Inc.      Central Point Station Phase 2 Site Plan Review      Page 6 of 26

**Notes**

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)


# Exhibit 7 – Applicant’s Findings, Corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**



*Figure 8 Building 2 Elevation*

Building 3 is proposed as a 15 plex comprised of seven ground floor residential units and eight townhouse units on the second and third floors. This building has no public street frontage, and no commercial (VRBO) units.



*Figure 9 Building 3 Elevation*

**17.65.050 Zoning Regulations--TOD District**

CPMC 17.65.050 Table 2 provides density and lot standards. This application does not propose a land division and all development is proposed on an existing parcel therefore, the minimum lot size, dimensions and area requirements are not applicable.

The term townhouse, as it is used in this application, is a multifamily dwelling unit consisting of 2 floors with an internal staircase and is not a unit proposed for individual unit ownership. The applicant intends to maintain ownership of all dwelling units and commercial lease spaces in the development.

Referring to Table 2, the HMR zone requires a minimum density of 25 dwelling units per acre with no maximum density. The parcel is 1.62 net acres. This application proposes 48

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 7 of 26

Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
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Page 8

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

dwelling units which is a density of 29 units per acre and above the minimum required density.

The minimum front setback for the HMR zone is 0'- 15'. ~~This application proposes a 5-foot setback for Building 1 on Twin Creeks Crossing. Buildings 2 and 3 do not have a street frontage with the proposed vacation of right of way being processed by the City.~~

The side yard setback for Building 2 is 7 feet and for Building 3, 14 feet. ~~All setbacks are met with the proposed site plan including space between buildings. The maximum building height for the HMR zone is 60'. All buildings are proposed at a 33' building height. All buildings comply with the maximum building height standard and the setback standards.~~

Table 2 indicates that residential development in the HMR zone with more than 40 dwelling units must incorporate 3 or more housing types. ~~The development has 3 housing types, 1 bedroom flats, 2 bedroom flats, 2 bedroom townhouses and 3 bedroom townhouses.~~

The project meets the requirement for at least 3 housing types. Table 3 of 17.65 provides the parking standards for the HMR zone. ~~All dwelling units in the proposal would require 1.5 parking spaces per dwelling unit, for parking purposes, the VRBO units are provided with 1.5 parking spaces.~~

~~74 off-street parking spaces are required and 92 off street parking spaces are provided including 3 ADA spaces. The existing curb sidewalk on the Twin Creeks Crossing frontage provides 5 on street parking spaces.~~

Chapter 17.67 DESIGN STANDARDS--TOD DISTRICT AND TOD CORRIDOR  
**17.67.010 Purpose.**

*The purpose of the Central Point TOD district and TOD corridor design standards is to complement and support efficient and sustainable land development, to reduce auto reliance and to increase transit use as required by the Oregon Transportation Planning Rule. (Ord. 1815 §1(part), Exh. C(part), 2000)*

The subject property within the Twin Creeks TOD. The Twin Creeks TOD has an adopted Master Plan and promotes multimodal transportation opportunities. The Twin Creeks Crossing frontage is currently improved with two eastbound vehicular travel lanes, a bike lane and wide sidewalks to promote pedestrian connectivity.

At the present time Rogue Valley Transit District (RVTD) does not have routes in Twin Creeks. The closest transit route is route 40 two blocks east of highway 99. The Twin Creeks Crossing / Highway 99 intersection is signalized and provides a controlled pedestrian crossing of Highway 99.

Scott Sinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 8 of 26

- 1 stephanieh 05/24/2023 13:51:44  
Assuming the right-of-way vacation is complete and the 0.09 acres is incorporated into the site, the minimum unit count required is 43. The proposal provides 26.3 units per acre, which meets the minimum density standard.
- 2 stephanieh 05/24/2023 13:54:24  
In accordance with CPMC 17.67.070(B), 75% of the building frontage shall be built to the back of sidewalk. As illustrated on the Site Plan, this standard is met.
- 3 stephanieh 05/24/2023 13:55:10  
The minimum side yard setback is 5-ft for detached buildings.
- 4 stephanieh 05/24/2023 13:58:51  
Compliance with the housing type mix is addressed in the Twin Creeks TOD Master Plan. In accordance with the Master Plan, the proposal provides multifamily apartments, which is one (1) of eight (8) housing types provided in the Master Plan area.
- 5 stephanieh 05/24/2023 14:00:49  
In accordance with OAR 660-012, there are no minimum parking standards within 1/2 mile of a frequent transit corridor. This site is within 1/2 mile of Route 40 and is not subject to minimum parking standards. Any parking provided is voluntary and continues to be subject to ADA requirements, as well as design and development standards.
- 6 stephanieh 05/24/2023 14:01:09  
The proposal includes

## Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Circulation and Access Standards:

This application does not include a land division or the creation of public streets and some of the design standards within 17.67 are not applicable as the site already has some improvements that would have been reviewed and approved as consistent with the master plan.

No additional public streets are proposed with this application. The site is at the easterly boundary of the Twin Creeks Community and adjacent to an open space used for storm drainage. No circulation is possible to the east as the storm facility, the railroad tracks and no access to Highway 99 is possible.

The site is not a transit area per exhibit 13 of the TCMP. The nearest transit route is N Haskell, and the stop is located on the north side of the Twin Creeks Loop Park. Regardless of the transit stop location, the frontage of building 1 on Twin Creeks Crossing is proposed to front on the existing street.

The Twin Creeks Master Plan indicates an off-street accessway off-site to the east of the proposed development. The property to the east is owned by Twin Creeks Development Co, LLC and contains the regional storm facility for the community. The location, topography and function of this area make the construction of the pedestrian accessway impractical to infeasible.

The subject site plan is contiguous with the Smith Crossings, a multifamily development owned by the applicant. This application proposes to extend the existing accessway constructed with Smith Crossings through the site to connect directly with the existing pedestrian crosswalk at Boulder Ridge and Twin Creeks Crossing.

Parking Lot Standards:

The segment of Boulder Ridge is proposed to be vacated. The existing access to Twin Creeks Crossing will be reconfigured as indicated on the site plan with additional parking and the applicant’s civil engineer will comply with the standards for the pavement sections.

The parking lot is provided with internal sidewalks connecting the parking areas to the buildings and to the public sidewalks on Twin Creeks Crossing additionally, all buildings have ground floor breezeways connecting the parking area sidewalks to the public right of way.

Scott Sinner Consulting, Inc.      Central Point Station Phase 2 Site Plan Review      Page 9 of 26

1	stephanieh	05/24/2023 14:04:12
	and flood mitigation channel	
2	stephanieh	05/24/2023 14:04:19
	See MP-23001.	

## Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

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Created on 5/24/2023 at 19:31:23

1 stephanieh 05/24/2023 14:07:24  
and flood mitigation channel.

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Site Design Standards 17.67.050:

A. Adjacent Off-Site Structures and Uses.

This application is infill development with virtually all offsite infrastructure currently in place. All connections to these facilities will be designed and submitted to the city for technical review and approval.

The adjacent uses are as follows:

- North, EC zoning district, vacant.
- HMR Zone developed with the Pear Valley Senior Living facility.
- MMR zone developed with multifamily housing.
- East, Open Space zone, developed with regional storm facility.

B. Natural Features

The site is flat with no significant natural features or vegetation. The adjacent property to the east is Griffin Creek and the regional stormwater facility for the Twin Creeks Development.

Per Jackson County data, the property is adjacent to the floodway for Griffin Creek and a portion of the site is within the 100- year flood plain. The proposed site plan was designed with all structures outside the 100-year flood plain. There are no wetlands on the site.

C. Topography

The site is flat with no significant topography. The east side of the property is adjacent to the top of bank for Griffin Creek as noted on the conceptual civil plans submitted with this application.

D. Solar Orientation

The priority of the Code to meet minimum density requirements and site structures close to street frontages dictate building orientations with respect to solar orientation.

E. Existing buildings on the Site

The site is vacant. The Pear Valley Senior Living Facility is adjacent to the west. Central Point Station Phase 1 is currently under construction on the north side of Twin Creeks Crossing.

### Notes

Empty rectangular box for notes.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

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1 stephanieh 05/24/2023 14:06:42  
and flood mitigation channel.

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The architecture of this development is designed to complement the architecture of Phase 1 with three story buildings, similar fenestration on the street frontage and similar siding treatments to create a pleasing entrance to the Twin Creeks community.

F. New Prominent Structures

The development does not propose any new public or Civic structures.

G. Views

The HMR zone requires development with 0' to 15' setbacks. All buildings comply with this standard. The development will have little impact on views from the north and east as the adjacent uses are undeveloped and preserved as open space for Griffin Creek and the regional stormwater facility.

The Pear Valley Senior Living development on the west is of similar mass and use and the proposed development. The east facing rooms of the Pear Valley will be approximately 75 to 85 feet from the proposed buildings. The location of the 3 proposed buildings provides visual spaces between the buildings to provide view corridors through the site.

H. Adjoining Uses, Adjacent Services

The proposed site plan is within the HMR—High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses on public street frontages.

Building 1 has frontage on Twin Creeks Crossing and is proposed as a 3-story building with the ground floor street frontage spaces for commercial lease space. Dwelling units are proposed on the parking lot side and on the second and third floors. Buildings 2 and 3 do not have street frontage and are 3 floors of multifamily units.

The Pear Valley Senior Living complex is west of the subject property and is within the same HMR zoning district.

The property to the north is vacant and within the EC zoning district.

The property to the east is open space for the regional storm facility.

I. Transitions in Density

### Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

This section of the Code is intended to minimize and mitigate conflicts in uses within the master plan area. The proposed development is within the central core of the Twin Creeks master plan and is intended for the most intensive uses in the TOD.

The proposed development is adjacent to the Pear Valley Senior Living facility in the same HMR zoning district.

To the south is Smith Crossings, a multifamily development within the MMR zoning district, and the existing use is very similar to the proposed use in this application.

Across the street is vacant land within the EC zoning district. The standards for development allowed in the EC zoning district will result in a development close to the Twin Creeks Crossing frontage and will likely be similar massing to the proposed development.

The subject parcel does not abut any low-density residential development.

I. Parking

~~Table 3 of 17.65 provides the parking standards for the TOD. All dwelling units in the proposal would require 1.5 parking spaces per dwelling unit.~~

~~Using the Table 3 parking requirements, the total required parking for the 45-unit development is 68 spaces. The requirement for the 2,514 square feet of commercial space is 1 space per 500 square feet for 6 spaces for a total required parking count of 74 spaces. The plan provides for a total of 92 parking spaces including 3 ADA spaces.~~

The Twin Creeks Crossing frontage currently has 5 on street parking spaces. On-site parking is proposed to be behind the buildings and to the interior of the parcel as required by the Code.

K. Landscaping

The site is currently 1.62 acres and upon approval of the proposed vacation of the Boulder Ridge right of way the total area of the site is 1.71 acres. The Code requires 15% (11,173 square feet) of the site to be landscaped. The Landscape Plan provides 13,026 square feet of landscaped area.

The proposed landscape plan was prepared to the standards in this code section. The landscaping is designed to complement the architecture and conform to the TCMP standards.

ScottSinner Consulting, Inc. Central Point Station Phase 2 Site Plan Review Page 12 of 26

Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Street Tree and shrub species are per the TCMP approved lists. The site plan provides the location of the fully screened trash and recycling area. There is no chain link fencing or screening proposed.

The site plan does not propose parking between the buildings and rights of way. The buildings do not have large unbroken massive sections and landscaping is proposed to be in harmony with the architecture.

L. Lighting

Pedestrian scale street lighting is currently installed on the public right of way. The proposed elevations include building mounted lighting for safety and interest.

The parking lot lighting is a design build contract and has not been designed at the time of submittal in case there are changes to the parking lot. The applicant will comply with the lighting densities described in the Code.

M. Signs

The applicant is not proposing any signage at this time and if a monument sign is desired, the design will be submitted under a separate application.

17.67.070 Building Design Standards:

*A. General Design Requirements.*

*1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:*

- a. Natural ventilation;*
- b. Passive heating and cooling;*
- c. Daylighting;*
- d. Sun-shading devices for solar control;*
- e. Water conservation;*
- f. Appropriate use of building mass and materials; and*

Scott Sinner Consulting, Inc.      Central Point Station Phase 2 Site Plan Review      Page 13 of 26

## Notes

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)



# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>  
Created on 5/24/2023 at 19:31:23

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, [www.usgbc.org](http://www.usgbc.org).)*

The Oregon Energy Code provides standards for energy efficiency and sustainability. The proposed buildings will meet or exceed all code standards. Construction documents will include documentation required to demonstrate compliance with the Code and the City will complete a technical review as a component of the review process.

The applicants have extensive experience in the development, construction and management of multifamily housing and the designs of the proposed buildings represent efficiency in construction materials, components, assemblies and assembly to maximize efficiencies on materials and provide a high efficiency dwelling un it for the residents.

The project will not be pursuing a LEED rating.

*2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.*

The proposed development is adjacent to the west of a pedestrian path indicated on the TCMP. The location of the path would have placed pedestrians adjacent to a 10 foot drop off above year round standing water of the regional stormwater facility.

This consolidated application includes a TCMP revision to relocate the pedestrian path to a much safer location on the west side of the property. The proposed relocation of the path will greatly improve public safety.

The path is currently stubbed to the southern property line of the subject property and this development will extend the path to the public right of way of Twin Creeks Crossing at the existing crosswalk a Boulder Ridge.

The path is proposed to meet the standards of the Code including lighting and landscaping elements.

*3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.*

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**Notes**

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

The proposed site plan provides convenient and direct pedestrian connections between the parking areas, dwelling units and the public right of way. The proposed buildings feature pedestrian connections on the ground floor to provide direct and convenient connections throughout the site.

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

The buildings include operable windows for ventilation and ingress – egress as required by the building Code.

**B. Architectural Character.**

**1. General.**

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

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

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

- i. Building forms and massing;*
- ii. Building height;*
- iii. Rooflines and parapet features;*
- iv. Special building features (e.g., towers, arcades, entries, canopies, signs, and artwork);*
- v. Window size, orientation and detailing;*
- vi. Materials and color; and*

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# Exhibit 7 – Applicant’s Findings, Corrected

**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

vii. The building’s relationship to the site, climate, topography and surrounding buildings.

The applicant has coordinated the architectural style of the development with staff throughout the development process. The proposed development is located in a prominent location of the Twin Creeks Site and is designed to create a distinctive entrance to the community.

The proposed architecture is designed to reflect the style the application developed on the Twin Creeks Crossing frontage with Central Point Station Phase 1 and includes all elements of sections b. and c. above.

*2. Commercial and High Mix Residential.*

*a. Buildings shall be built to the sidewalk edge for a minimum of seventy-five percent of their site’s primary street frontage along collector and arterial streets in C, EC, GC, and HMR zones unless the use is primarily residential of the activity that constitutes the request for increased setback is intended to increase pedestrian activity, i.e., pedestrian plaza or outdoor seating area.*

*b. Commercial structures and multi-dwellings should be sited and designed to provide a sensitive transition to adjacent lower density residential structures, with consideration for the scale, bulk, height, setback, and architectural character of adjacent single-family dwellings.*

*c. In multi-dwelling structures, the plan layout, orientation and window treatment of the building design should not infringe upon the privacy of other adjacent dwellings.*



The ground floor street frontage of Building 1 is proposed with a 5 foot setback to the right of way and includes street frontage landscaping. The buildings include taller ceiling height, commercial style windows with street front entrances and fixed awnings.

1 | stephanieh 05/24/2023 14:15:13  
As shown on the site plan, Building 1 abuts the sidewalk as required in item 2a of this section.

Notes

Empty rectangular box for notes.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 7 – Applicant’s Findings, Corrected

Comments summary on <Exhibit 7 - Applicants Findings (Corrected).pdf>

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Signage is indicated on the ground floor commercial spaces. The signage will complement the signage approved with Central Point Station Phase 1 to provide a uniform appearance to the gateway of the community.

1

All three buildings use color, articulation and balconies to break up massing. All buildings feature a flat, commercial style roof with parapets. The elevations submitted with the application are incorporated in these findings of fact to demonstrate compliance with the standards of the Code as a picture is worth a thousand words.

**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).

Building 1 has street frontage on Twin Creeks Crossing and the ground floor entrances are oriented to the street frontage. Buildings 2 and 3 do not have frontage on a public street, however all buildings provide multiple pedestrian connections to the public right of way.

2

All building are less than 200 feet in length and have a sheltered accessway in compliance with the standard.

**2. Commercial and High Mix Residential.**

- a. For nonresidential buildings, or nonresidential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.
- b. Nonresidential and mixed-use buildings fronting a pedestrian street shall have at least one main building entrance oriented to the pedestrian street.

1	stephanieh	05/24/2023 14:16:53
Signage is shown for illustrative purposes. All signs are subject to CPMC 17.67.050(M) and will be evaluated as part of the building permit process for each commercial unit.		
2	stephanieh	05/24/2023 14:17:38
via the private and public pedestrian accessways shown on the site plan.		

Notes

Empty box for notes.

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

- i. Such an entrance shall not require a pedestrian to first pass through a garage, parking lot, or loading area to gain access to the entrance off or along the pedestrian street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza, or similar architectural feature.*
- ii. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to at least one of the streets, or a single entrance at the street intersection.*
- iii. A building may have more than one main building entrance oriented to a street, and may have other entrances facing off-street parking and loading areas.*

A review of the plans demonstrates compliance with the standards above.

**3. Residential.**

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

*b. Residential buildings fronting on a street shall have an entrance to the building opening on to the street.*

*i. Single-family detached, attached and row house/townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street.*

*ii. Ground floor and upper story dwelling units in a multifamily building fronting a street may share one or more building entries accessible directly from the street, and shall not be accessed through a side yard except for an accessory unit to a single-family detached dwelling.*

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

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

**Notes**

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

*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.*

The standards above associated with single family residential dwellings are not applicable to this mixed-use development. The standards for multifamily development identified above are met with the submittal.

*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.*

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

*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.*

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

*e. The dominant feature of any building frontage that is visible from a pedestrian street or public open space shall be the habitable area*

Notes

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*with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.*

*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.*

*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.*

*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., T-11 siding, plain plywood, sheet pressboard), Exterior Insulated Finish Systems (EIFS), and similar quality, nondurable materials.*

*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.*

*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).*

*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.*

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

A review of the architectural plans submitted with the application demonstrates compliance with the standards above.

**2. Commercial and High Mix Residential/Commercial.**

*a. In areas adjacent to the transit station, sidewalks in front of buildings shall be covered to at least eight feet from building face to provide protection from sun and rain by use of elements such as: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.*

*b. Canopies, overhangs or awnings shall be provided over entrances. Awnings at the ground level of buildings are encouraged.*

*c. Awnings within the window bays (either above the main glass or the transom light) should not obscure or distract from the appearance of significant architectural features. The color of the awning shall be compatible with its attached building.*

**d. Ground floor windows shall meet the following criteria:**

*i. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.*

*ii. On the ground floor, buildings shall incorporate large windows, with multi-pane windows and transom lights above encouraged.*

*iii. Ground floor building facades must contain unobscured windows for at least fifty percent of the wall area and seventy-five percent of the wall length within the first ten to twelve feet of wall height.*

*iv. Lower windowsills shall not be more than three feet above grade except where interior floor levels prohibit such placement, in which case the lower windowsill shall not be more than a maximum of four feet above the finished exterior grade.*

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*v. Windows shall have vertical emphasis in proportion. Horizontal windows may be created when a combination of vertical windows is grouped together or when a horizontal window is divided by mullions.*

There are no transit stops on the street frontage of the development. A review of the plans submitted with this application demonstrate compliance with the remaining applicable standards.

**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-five percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling with frontage on a public street, except alleys, shall be an attached garage.*

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

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

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

*v. Fences or hedges in a front yard shall not exceed three feet in height. Side yard fencing shall not exceed three feet in height between the front building facade and the street. Fences beyond the front facade of the building in a sideyard or back*

**Notes**

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*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.*

The standards above are not applicable to this mixed-use development.

*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.*

*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.*

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

A review of the architectural plans submitted with the application demonstrates compliance with the standards above.

**E. Roofs.**

**1. Commercial and High Mix Residential/Commercial.**

*a. 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.*

*b. When the commercial structure has a flat parapet roof adjacent to pitched roof residential structures, stepped parapets are encouraged so the appearance is a gradual transition of rooflines.*

## Notes

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**BEFORE THE PLANNING COMMISSION OF THE CITY OF CENTRAL POINT OREGON:**

Flat roofs are proposed with the buildings to complement Central Point Station Phase 1 on the north side of Twin Creeks crossing to present a aesthetically please entrance to the Twin Creeks Community.

The buildings have stepped parapets to break up mass and add interest to the design. The site is not adjacent to any low density residential uses.

**2. Residential.**

*a. Flat roofs with a parapet and cornice are allowed for multi-family residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.*

*b. Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.*

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

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

Flat roofs with stepped parapets are provided in this development.

**F. Exterior Building Lighting.**

**1. Commercial and High Mix Residential/Commercial.**

*a. Lighting of a building facade shall be designed to complement the architectural design. Lighting shall not draw inordinate attention to the building.*

*i. Primary lights shall address public sidewalks and/or pedestrian plazas adjacent to the building.*

*b. No exterior lighting shall be permitted above the second floor of buildings for the purpose of highlighting the presence of the building if doing so would impact adjacent residential uses.*

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## Notes

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# Exhibit 7 – Applicant’s Findings, Corrected

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The ground floor entrances to all buildings will have porch lighting and the second story units with balconies will also have porch lighting. Additional lighting will be provided in the building breezeways to provide safe and secure pedestrian movements.

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.

Not Applicable.

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.

Not Applicable.

1   stephanieh	05/24/2023 19:27:45
See the Planning Department Supplemental Findings.	

## Notes

Empty notes box.

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*H. Parking Structures.*

- 1. Parking garage exteriors should be designed to visually respect and integrate with adjacent buildings.*
- 2. Garage doors and entrances to parking areas should be located in a sensitive manner using single curb cuts when possible.*
- 3. Residential parking structures must comply with the facade requirements for residential developments*

This application does not propose any parking structures or garages.

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**Notes**

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

## Exhibit 8 – Public Works Staff Report dated May 15, 2023

Public Works Department



Matt Samitore, Director

**PUBLIC WORKS STAFF REPORT**

May 15, 2023

**AGENDA ITEM:** Central Point Station Phase 2 (CPA-23002, ZC-23002, MP-23001, and SPAR-23001)

The applicant is proposing a 45-unit multifamily development with 2,514 square feet of ground floor commercial along the Twin Creeks Crossing frontage

Applicant: Smith Crossing LLC

**Traffic:**

This concept was evaluated as part of the original master plan and development plan for the Twin Creeks Development. The Traffic Impact Analysis included a series of projects including upgrades to Highway 99 at Pine and the new Signal at Twin Creeks Crossing. All of those improvements are now complete. No TIA is required for this development.

**Existing Infrastructure:**

**Water:** There are 12 -inch water lines in Twin Creeks Crossing.

**Streets:** Twin Creeks Crossing is a 4 lane collector, with a center landscaped divider.

**Stormwater:** There is an existing 15-inch storm in Twin Creeks and a 12-inch in North Haskell and the alleyway.

**Background:**

The applicant is proposing a 45-unit multifamily development with 2,514 square feet of ground floor commercial along the Twin Creeks Crossing frontage

**Issues:**

The main issue with the site plan is access to the site. The only public access is from Twin Creeks Crossing, which will only allow movements from the west to the east. Access is limited to right in and out because of the center landscape divider. Secondly, the applicant has requested vacating Boulder Ridge adjacent to the site. The City will process the vacation request as a condition of approval.

**Conditions of Approval:**

Prior to the building permit issuance and the start of construction activities on the site, the following conditions shall be satisfied:

1. **Boulder Ridge Vacation** –Prior to construction Boulder Ridge adjacent to the site shall be vacated.

140 South 3<sup>rd</sup> Street • Central Point, OR 97502 • 541.664.3321 • Fax 541.664.6384

## Exhibit 8 – Public Works Staff Report dated May 15, 2023

2. Erosion and Sediment Control – The proposed development will disturb more than one acre and require an erosion and sediment control permit (NPDES 1200-C) from the Department of Environmental Quality (DEQ). The Applicant shall obtain a 1200-C permit from DEQ and provide a copy to the Public Works Department.

Prior to the final inspection and certificate of occupancy, the Applicant shall comply with the following conditions of approval:

1. PW Standards and Specifications – Applicant shall comply with the standards and specifications of the public work for construction within the right of way.
2. Stormwater Quality Operations & Maintenance– The Applicant shall record an Operations and Maintenance Agreement for all new stormwater quality features and provide a copy of the Public Works Department’s recorded document.

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

### Exhibit 9 – Fire District 3 Email dated May 17, 2023

**Laura Stewart**

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**From:** Justin P. Gindlesperger  
**Sent:** Wednesday, May 17, 2023 2:16 PM  
**To:** Laura Stewart  
**Subject:** FW: Central Point Station # 2

Justin Gindlesperger, AICP, CFM  
Community Planner II  
Community Development

---

**From:** Mark Northrop <MarkN@jcf3.com>  
**Sent:** Wednesday, May 17, 2023 2:13 PM  
**To:** Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>  
**Subject:** Re: Central Point Station # 2

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Justin:

If there is access out of the development onto Twin Creeks Crossing, then a turnaround should not be needed.

**DFM Mark Northrop, IAAI, CFI**   
Jackson County Fire District 3  
8585 Agate Rd, White City, OR 97505  
[Markn@jcf3.com](mailto:Markn@jcf3.com)  
Office: 541.851.2776  
Cell 541.600.7689  
[www.jcf3.com](http://www.jcf3.com)

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)



### Exhibit 9 – Fire District 3 Email dated May 17, 2023



Together We're Better

---

**From:** Justin P. Gindlesperger <[Justin.Gindlesperger@centralpointoregon.gov](mailto:Justin.Gindlesperger@centralpointoregon.gov)>  
**Sent:** Wednesday, May 17, 2023 11:57 AM  
**To:** Mark Northrop <[MarkN@jcf3.com](mailto:MarkN@jcf3.com)>  
**Cc:** Laura Stewart <[Laura.Stewart@centralpointoregon.gov](mailto:Laura.Stewart@centralpointoregon.gov)>  
**Subject:** Central Point Station # 2

Mark-

In looking at your comments, you noted that a turn-around is required at a dead end street. Hoping you could provide some clarification on that comment and whether or not there was a specific location you were looking at.

Just a note that Boulder Ridge is proposed for vacation and the development will use the vacated right-of-way as access into the parking lot. It will also provide connection to Smith Crossing to the south.

Thanks,

Justin Gindlesperger; AICP, CFM  
 Community Planner II  
 Community Development  
 City of Central Point  
 140 South Third Street  
 Central Point, OR 97502  
 Desk: 541-664-3321 (x245)  
 Fax: 541-664-6384

[https://link.edgepilot.com/s/ce12ae96/dTscmwARDUK\\_w99zQWtk7Q?u=http://www.centralpointoregon.gov/](https://link.edgepilot.com/s/ce12ae96/dTscmwARDUK_w99zQWtk7Q?u=http://www.centralpointoregon.gov/)

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Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

## Exhibit 10 – Fire District 3 Email dated May 11, 2023

**Stephanie Holtey**

**From:** Mark Northrop <MarkN@jcf3.com>  
**Sent:** Thursday, May 11, 2023 2:48 PM  
**To:** Justin P. Gindlesperger  
**Subject:** Re: Request for Comments - CPA-23002, MP-23002, SPAR-23001, ZC-23002

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Justin:

Fire District 3 has the following comments for this development. These are based upon Oregon Fire Code and are based upon the provided site plan. All comment can change if additional plans or information is provided.

1. On-site internal hydrants will be required. The location of these hydrants will need to be agreed upon between the AHJ and the developer.
2. The location of the FDC shall be approved by the AHJ.
3. Sprinklers shall be required to the R2 units.
4. Aerial apparatus access will be required based upon the height of the building.
5. Dead end roads shall require a fire district turn around or an emergency access gate.
6. FD3 requests you use a fire wise landscaping plan.

If you have any questions or need clarification, please contact me.

**DFM Mark Northrop, IAAI, CFI**

Jackson County Fire District 3

4385 Agate Rd, White City, OR 97505

[MarkN@jcf3.com](mailto:MarkN@jcf3.com)

Office: 541.831.2776

Cell 541.660.7689

[www.jcf3.com](http://www.jcf3.com)

## Exhibit 10 – Fire District 3 Email dated May 11, 2023



Together We're Better

**From:** Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>  
**Sent:** Friday, May 5, 2023 3:03 PM  
**To:** 'Carl Tappert' <ctappert@rvss.us>; Mike Ono <Mike.Ono@centralpointoregon.gov>; 'Chad Murders' <chad.murders@ecso911.com>; 'David Baker' <dbaker@roguedisposal.com>; 'David McFadden' <David.McFadden@avistacorp.com>; Derek Zwagerman <Derek.Zwagerman@centralpointoregon.gov>; Ed Devries <Ed.Devries@pacifiCorp.com>; 'Jeff Wedman' <jeff.wedman@centurylink.com>; 'Mark Kimmelshue' <mark.kimmelshue@centurylink.com>; Mark Northrop <MarkN@jcf3.com>; Matt Samitore <Matt.Samitore@centralpointoregon.gov>; 'Nicholas Bakke' <nbakke@rvss.us>; 'Rogue River Valley Irrigation District' <rrvid@rrvid.org>; 'Spencer Davenport' <spencer.davenport@district6.org>; Stephanie Holtey <Stephanie.Holtey@centralpointoregon.gov>; James Philp <PhilpJW@jacksoncounty.org>; Chadd Griffin <chadd.griffin@centralpointoregon.gov>  
**Cc:** Laura Stewart <Laura.Stewart@centralpointoregon.gov>  
**Subject:** Request for Comments - CPA-23002, MP-23002, SPAR-23001, ZC-23002

Good afternoon,

The City received four (4) applications requesting approval to amend the Comprehensive Plan Map, amend the Zoning Map, amend the Twin Creeks Master Plan and develop a mixed use development with 45 multifamily units with 2,514 square feet of ground floor commercial. The project location is along Twin Creeks Crossing in the Employment Commercial (EC) zoning district in the Transit Oriented Development (TOD) District and identified on the Jackson County Assessor's map a 375 2W 03CA, Tax Lot 1500.

The complete applications are available at:  
<https://link.edgepiot.com/s/fe158fd7/weCrTLi8Qkej1xWHTRu2kA?u=https://www.centralpointoregon.gov/cd/project/central-point-station-phase-2>

Please review and submit comments or written reports setting forth any necessary conditions as required by your department/agency to the Planning Department no later than Friday, May 19, 2023. If no comments are received with the review period, it will be assumed that there are no comments.

Thank you for your time and consideration of this request. If you have questions, please let me know.

Regards,

Justin Gindlesperger; AICP, CFM

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Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 11 – Building Department Comments dated May 9, 2023



## CITY OF CENTRAL POINT - BUILDING DEPARTMENT

140 S. 3<sup>RD</sup> STREET  
CENTRAL POINT, OR 97502  
PHONE: (541) 664-3321 ext. 228 FAX (541) 664-1611

May 9, 2023

### Request for Comments

**Project/Address:** Central Point Station Phase 2

Apartment buildings, and mixed use buildings. Specific criteria per building will be determined with each building permit application. Information below is general for prospective development.

**Occupancy (302):** Apartments – R-2, Business/Commercial – B (Possibly A-2, M)

**Type of Construction (602):** V-B (assumed)

**Allowable area (Table 506.2):** TBD

**Allowable stories/height (Table 504.4/504.3):** TBD

**Proposed area:** Varies

**Automatic Sprinkler Systems (903):** Required  
**Fire Alarm and Detection Systems (907):** TBD

**Occupant Load (Table 1004.5):** TBD, B – 150 sq. ft./occ., M- 60 sq. ft./occ.

**Applicable codes:**

- OSSC – 2022 Oregon Structural Specialty Code
- OPSC – 2021 Oregon Plumbing Specialty Code
- ICC A117.1-2017 Accessible and Usable Buildings and Facilities
- ASHRAE 90.1-2019 - 2021 International Energy Conservation Code
- OMSC – 2022 Oregon Mechanical Specialty Code
- OESC – 2021 Oregon Electrical Specialty Code

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

# Exhibit 12 – Rogue Valley Sewer Services Letter dated May 5, 2023



**May 5, 2023**

City of Central Point Planning Department  
155 South Second Street  
Central Point, Oregon 97502

**Re: SPAR-23001, ZC-23002, CPA-23002, MP-23002 – CP Station Ph 2, 375 2W 03CA, Tax Lot 1500.**

There is an existing 36 inch sewer interceptor and associated 15 foot and 30 foot easements running along the north east and southeast property lines respectively. Permanent structures are not allowed within these easements. Sewer service can be had by tapping the existing 36 inch interceptor per RVSS standards.

Rogue Valley Sewer Services requests that approval of this development be subject to the following conditions:

1. All proposed sewer construction shall be performed per RVSS standards.
2. Prior to construction the developer must submit sewer construction plans to RVSS for review and approval.
3. The developer must submit architectural plumbing plans to RVSS for the calculation of sewer SDC's prior to the issuance of connection permits.
4. The developer must obtain sewer tap and/or connection permits and pay all related fees to RVSS.

Feel free to call me if you have any questions.

Sincerely,

Nicholas R Bakke, PE  
District Engineer

(541) 664-6300  
 [www.RVSS.US](http://www.RVSS.US)

138 W Vilas Rd, Central Point, OR 97502   
P.O. Box 3130, Central Point, OR 97502

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)

Attachment "K" – Resolution No. 908

**PLANNING COMMISSION RESOLUTION NO. 908**

**A RESOLUTION OF THE PLANNING COMMISSION APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW FOR SMITH CROSSING, LLC ON LANDS WITHIN THE HIGH MIX RESIDENTIAL ZONING DISTRICT**

File No: SPAR-23001  
Applicant: Smith Crossing, LLC

**WHEREAS**, the applicant has submitted a site plan and architectural review application that includes constructing site access, new structures that include 45 multifamily units and 2,514 square feet of commercial floor area, and circulation and parking lot improvements on a 1.62 acre site within the High Mix Residential zoning district and within the Transit Oriented Development (TOD) District, identified on the Jackson County Assessor’s map as 37S 2W 03CA, Tax Lot 1500, Central Point, Oregon; and

**WHEREAS**, the Planning Commission’s consideration of the application is based on the standards and criteria applicable to Site Plan and Architectural Review in accordance with Section 17.66 and Design and Development Standards in accordance with Section 17.67; and

**WHEREAS**, on June 6, 2023, at a duly noticed public hearing, the City of Central Point Planning Commission considered the Applicant’s request for Site Plan and Architectural Review approval, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

**NOW, THEREFORE, BE IT RESOLVED** that the City of Central Point Planning Commission by Resolution No. 908 does hereby approve the Site Plan and Architectural Review application for Smith Crossing, LLC, based on the findings and conditions of approval as set forth in Exhibit "A," the Planning Department Staff Report dated June 6, 2023, including attachments thereto incorporated by reference.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 6th day of June, 2023.

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
City Representative

Planning Commission Resolution No. 908 (06/06/2023)

Attachment: SPAR-23001 Attachments (1694 : Central Point Station, Phase 2 - Site Plan and Architectural Review)