

PLANNING COMMISSION MEETING AGENDA



May 6, 2025

6:00 PM

Email planning@centralpointoregon.gov

to request a Zoom link for virtual participation

www.centralpointoregon.gov

10. Meeting Called to Order

20. Roll Call

30. Correspondence

40. Approval of Minutes

A. Approval of 04012025 PC Meeting Minutes

50. Public Appearances

60. Business

A. Major Modification to the Willow Bend Master Plan

B. Willow Bend Phase 2 Tentative Subdivision Plan

70. Discussion Items

80. Administrative Reviews

90. Miscellaneous

100. Adjournment

Individuals wishing to attend a meeting via Zoom or needing special accommodations such as sign language, foreign language interpreters, or equipment for deaf and hard of hearing people must request such services at least 72 hours before the City Council meeting. To make your request, please contact the City Recorder at 541-423-1015 (voice) or by e-mail to meetings@centralpointoregon.gov.

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

[AGENDA_FOOT]

PLANNING COMMISSION MEETING MINUTES, 2024

April 1, 2025 6:00 PM

Email planning@centralpointoregon.gov

to request a Zoom link for virtual participation

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1 Meeting Called to Order

The meeting was called to order at 6:02 PM

2 Roll Call

Commissioners Tom Van Voorhees (Chair), Jim Mock, Kay Harrison, Alicia Van Riggs (virtually) and Royce Chambers were present. Also in attendance were Planning Director Stephanie Powers, Community Planner Justin Gindlesperger, Parks and Public Works Director Matt Samitore (virtually) and Planning Secretary Karin Skelton

3 Correspondence

4 Approval of Minutes

A. Approval of March 4, 2025 Meeting Minutes

Kay Harrison made a motion to approve the March 4, 2025 Minutes. Royce Chambers seconded. ROLL CALL: Jim Mock, abstain; Kay Harrison, yes; Alicia Van Riggs, yes; Royce Chambers, yes. Motion Passed.

5 Public Appearances

None.

6 Business

Mr. Van Voorhees read a statement setting forth the rules for the Quasi-Judicial Public Meeting. The Commissioners had no conflict of interest, ex parte contact or bias to declare

A. Anchor Church Conditional Use Permit

The Public Hearing was opened

Community Planner Justin Gindlesperger explained this was a continued hearing from the March 4, 2025 meeting. It was a Conditional Use Permit application for Anchor Church located at 1775 N. 10th Street. He explained the background of the Church and reviewed the site. He said it was an existing building and shared the

site with an existing business. There would be no changes to the site layout. Parking and landscaping were sufficient. The only concern was traffic generation. Mr. Gindlesperger stated the church would operate only on Sunday and there were approximately 50 congregants. It has been operating for several months and input from a local resident indicated no traffic impacts.

There were no public comments.

The Public Hearing was closed.

Kay Harrison made a motion to approve Resolution 927. Royce Chambers seconded. Roll Call: Kay Harrison, yes; Jim Mock, yes; Alicia Van Riggs, yes; Royce Chambers, yes. Motion passed.

B. Gebhard Village Master Plan Application

Mr. Van Voorhees stated the rules for the quasi-judicial hearing remained as previously read. There was no conflict of interest, bias or ex-parte contact declared.

Mr. Gindlesperger introduced the Gebhard Village Master Plan Application. He gave an overview identifying the project area. He noted the necessary compliance with the ETOD standards regarding prior agricultural use and shallow wells. He explained the Master Plan process, stating it sets a vision of the future of a defined geographic area. He reviewed the requirements of CPMC 17.66.030(B) which includes narrative, site analysis, transportation/circulation, site plan, open space, building design and environmental impacts.

Mr. Gindlesperger reviewed the Subdivision map layout and the building and house plans.

The Commissioners discussed the housing designs, alley loaded garages and circulation. They clarified how the connection would be made to adjacent properties.

Mr. Gindlesperger reviewed the utilities and infrastructure including storm water management. He stated the main issues and considerations would be traffic and the mitigation of soil contamination from previous agricultural use. Also the impact on shallow wells in the area.

The commissioners discussed the soil contamination and proposed mitigation. They reviewed the proposed housing types and open space.

Public Hearing was Opened.

Bob Neathammer, Agent

Mr. Neathammer expressed appreciation for the collaboration and guidance from City Staff during the process of preparing the application. The commissioners asked about the impact on shallow wells in the area. They referenced prior impact on the local wells during past utility installation. Mr. Neathammer explained the trenches would be less than 10 feet deep so as not to impact the water table. He added there would be 'plugs' in trenches if extending below the water table.

The commissioners discussed the traffic impact and asked what was the status of a signal light at the intersection of Bebee and Hamrick.

Public Works Director Matt Samitore explained that the intersection is a known problem but is still not meeting warrants. He said the cost of a signal has risen over the past several years and is becoming prohibitive. He stated the City is considering adjusting SDC fees in order to accommodate inflation. He assured the Commissioners the City was planning for the signal. He described the stormwater mitigation and current storm drain which would be connected to the property when improved.

The public hearing was closed.

Royce Chambers made a motion to approve Resolution No. 931, a Resolution approving the Gebhard Village Master Plan application per the Revised Staff Report dated April 1, 2025. Kay Harrison seconded.

There were no comments.

Roll Call: Kay Harrison, yes; Jim Mock, yes; Alicia Van Riggs, yes; Royce Chambers, yes. Motion passed.

C. Gebhard Village Tentative Subdivision Plan

Mr. Van Voorhees stated the rules for the quasi-judicial hearing stood as previously read.

Mr. Gindlesperger reviewed the proposed plat and explained the approval criteria. He described the project area and the issues and considerations.

The Public Hearing was opened.

Bob Neathammer, Agent

Mr. Neathammer stated the tentative subdivision plan met all the approval criteria. There were no questions.

The Public Hearing was closed.

Kay Harrison made a motion to approve Resolution No. 932, a Resolution approving the Gebhard Village Tentative subdivision Plan application per the Staff report dated April 1, 2025. Royce Chambers seconded.

The Commissioners discussed connectivity and the idea of mapping emergency evacuation routes for various neighborhoods.

Roll Call: Kay Harrison, yes; Jim Mock, yes; Alicia Van Riggs, yes; Royce Chambers, yes. Motion passed

7. Discussion Items

Planning Director Stephanie Powers said there would be a joint study session on April 21, 2025 with the City Council, Planning Commission and Citizen's Advisory Committee.

8. Administrative Reviews

None.

9. Adjournment

Kay Harrison made a motion to adjourn. Royce Chambers seconded. The meeting was adjourned at 7:00 p.m.

The foregoing minutes of the April 1, 2025 Planning Commission meeting were approved by the Planning Commission at its meeting on May ____, 2025.

Tom Van Voorhees
Planning Commission Chair

May 6, 2025

Item Summary

Conduct a quasi-judicial public hearing and consider a Major Amendment to the Willow Bend (formerly “White Hawk”) Master Plan. The proposed amendment reduces the multifamily housing component and introduces single-family attached housing and accessory dwelling units (ADUs) to meet minimum density requirements while expanding opportunities for homeownership. These changes necessitate modifications to the transportation and master utility plans to extend streets and infrastructure, providing access and frontage to all units. The 10.60-acre site is located at the northeast intersection of Beebe and Gebhard Roads, identified as Jackson County Assessor’s Map 37S 2W 02, Tax Lot 2701. **Applicant:** White Hawk Properties, LLC **Agent:** CSA Planning, Ltd. (Jay Harland)

Approval Criteria:

CPMC 17.09 (Modifications to Approved Plans and Conditions of Approval)
CPMC 17.65 (TOD Overlay)
CPMC 17.66 (Application Review Process for the TOD Overlay)
CPMC 17.67 (Design and Development Standards—TOD Overlay)

Background

The Willow Bend Master Plan was originally approved in 2014 under Planning Commission Resolution No. 825. At that time, it was known as “White Hawk” and outlined a plan to develop the 18.91-acre site with a 4.10-acre public park, 34 duplex and single-family attached/townhouse units, and 276 multifamily apartments. It also included required right-of-way improvements along Gebhard and Beebe Roads and the construction of internal streets and alleys.

In 2021, the Planning Commission approved amendments to Phase 1 allowing ADUs as a permitted housing type, modifying the phasing plan, reconfiguring alleys, and reducing the number of townhome lots from 34 to 32. Later that year, a Minor Modification renamed the subdivision to Willow Bend.

Phase 1 has since been finalized, consisting of 32 townhouse lots and 29 ADUs. Lot 33 contains the public park, and Lot 34 was reserved for future multifamily development.

At this time, the Applicant requests a Major Modification to the Master Plan to:

- Consolidate Phases 2 and 3 into a single phase
- Add 47 lots for single-family attached/townhomes and 47 ADUs
- Reduce multifamily development to a minimum of 47 units on 4.11 acres
- Update the Master Utility Plan and Transportation Plan to reflect revised provisions for streets, water, and stormwater infrastructure

This Master Plan modification is being processed concurrently with a Tentative Subdivision Plan for Phase 2 (File No. SUB-25002), consistent with the proposed changes.

Project Description:

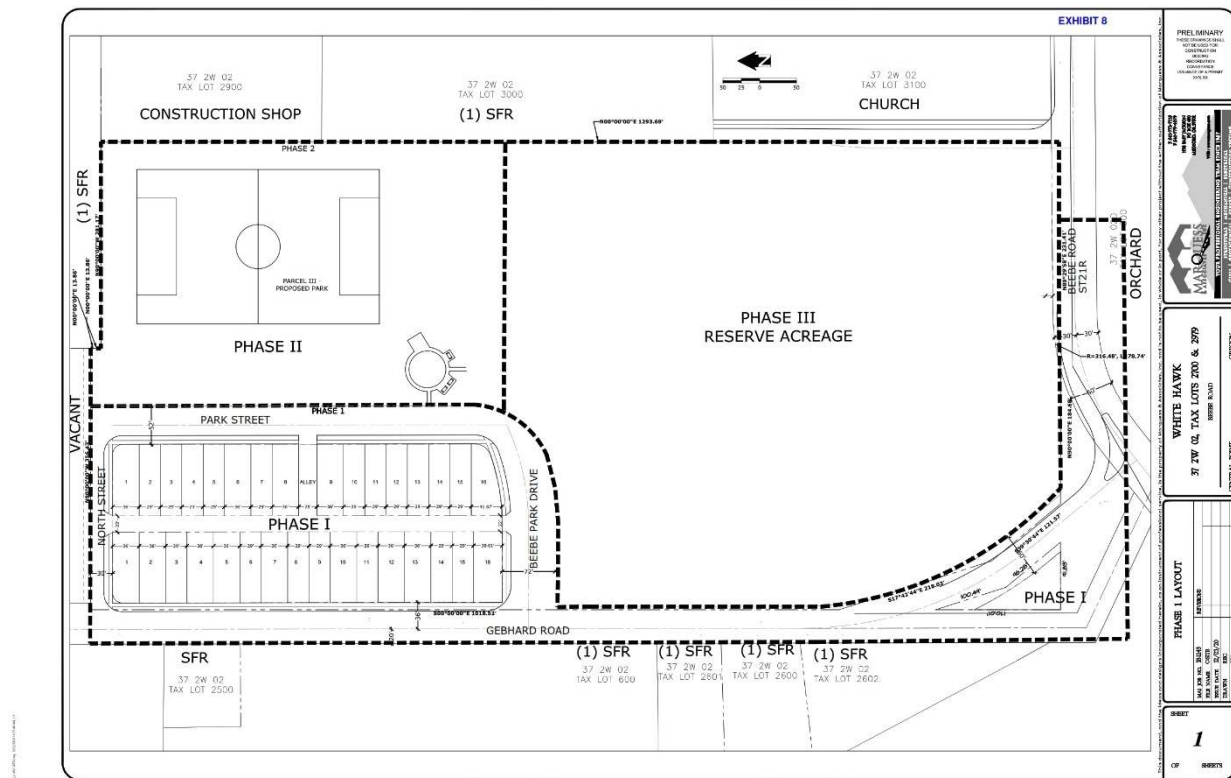
The Master Plan modification includes revisions to the Site/Phasing Plan, Housing Plan, and Master Utility Plan, described below.

Site/Phasing Plan

The revised Phasing Plan addresses timing and implementation of traffic improvements, park construction, and mitigation of traffic and environmental impacts. Figures 1 and 2 illustrate the consolidation of Phases 2 and 3, which includes right-of-way improvements along Gebhard and Beebe Roads.

This phasing modification allows the completion of the Willow Bend development without additional land divisions or Master Plan amendments.

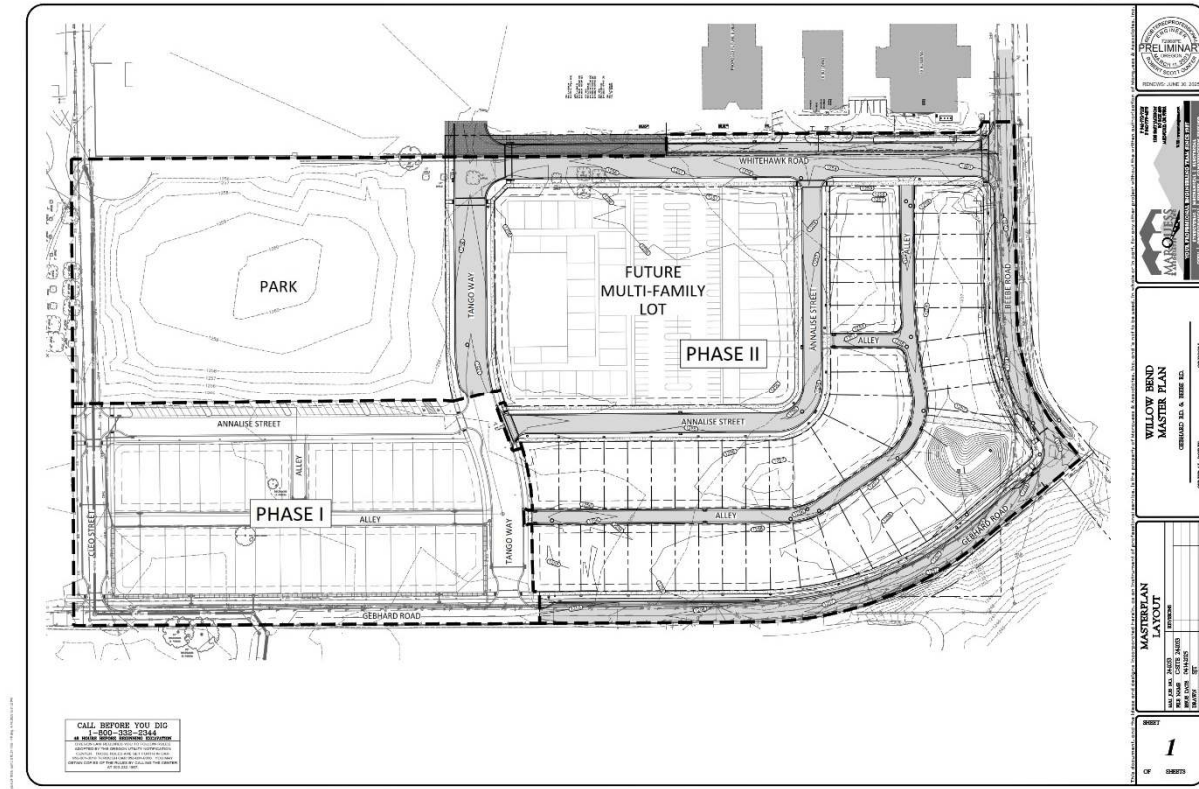
Figure 1. Current Site/Phasing Plan



As shown in Figure 2, the site plan extends Annalise Street and the alley south and east to terminate at Whitehawk Way. This extension provides access and frontage for the proposed single-family attached units and ADUs, as well as for the west and south edges of the future multifamily site.

The site plan has been reviewed by City departments and partner agencies and determined to meet applicable standards.

Figure 2. Proposed Site/Phasing Plan



Housing Plan

As illustrated in Figure 2 and detailed in Applicant's Exhibit 2, the proposed Housing Plan introduces 47 single-family attached/townhouse units and 47 ADUs. A minimum of 47 multifamily units are also included to satisfy the minimum density requirement of 202 dwelling units per the original Master Plan approval. The building design will reflect the what has been built in Phase 1.

Master Utility Plan

The proposed utility plan (Applicant's Exhibit 12) reflects necessary updates to streets, water, sewer, and stormwater infrastructure.

The Public Works Department, Rogue Valley Sewer Services (RVSS), Fire District #3 and Building Department have reviewed the revisions and found them consistent with applicable standards, subject to conditions of approval. Utility extensions remain subject to the shallow well mitigation requirements originally adopted. Compliance will be verified through the construction management process by the Public Works Department.

Issues

There are five (5) issues/notes related to the proposed modification.

1. **Traffic Impacts.** The original Master Plan evaluated the traffic impacts and determined that the development would cause the intersection of Beebe/Hamrick Road to operate below an acceptable level of service and require installation of a traffic signal. To address the impact, the Planning Commission imposed conditions to require the Applicant contribute their proportional share impact to the signal improvement cost (11%). Additionally, the Planning

Commission imposed a trip cap of 96 PM Peak Hour Trips to assure timely signal installation.

Comment: Southern Oregon Transportation Engineering, LLC updated the trip generation assessment for the Willow Bend Master Plan (Applicant's Exhibit 16) based on the proposed modification to the type and number of units and determined that the 47 single-family units, 47 ADUs, and 21 multifamily units can be developed without exceeding the 96 PM Peak Hour Trip Cap. No changes to the proportional share impact/contribution or further action are required at this time. The Trip Cap and mitigation requirements remain in effect and will be applied to File No. SUB-25002.

2. **Block Length and Perimeter Standards.** One proposed block at the southwest corner (Beebe and Gebhard Roads) exceeds the perimeter standards in CPMC 17.67.040(A)(2–3). The block is located at the southwest project site area at the intersection of Beebe and Gebhard Road, two Collector streets. In accordance with the Applicant's Demonstration of Compliance with Applicable Development Standards (Applicant's Exhibit 3), this is addressed by constructing a pedestrian accessway within a natural area planned for stormwater detention, which addresses the exceedance in part.

Comment: To partially mitigate the exceedance, the Applicant proposes a pedestrian accessway through a stormwater detention area (Attachment 1, Exhibit 3). Per CPMC 17.67.040(A)(5), modifications to block length standards may be granted based on site constraints such as topography, environmental features, or safety needs. The original approval required realignment of the Gebhard/Beebe intersection, a location constrained by Bear Creek, elevation changes, and existing development. Staff recommends approving the minimum necessary adjustment and adopting the Applicant's findings in Attachment 1, Exhibits 2 and 3, supported by this supplemental finding.

3. **Multifamily Development.** The proposed Modification does not include a defined layout or plans for future multifamily construction.

Comment: Before the multifamily site is developed, it must be reviewed for Site Plan and Architectural Review for consistency with development and design standards for the TOD Overlay. Staff recommends Condition No. 2 addressing this requirement.

4. **Soil Mitigation.** The original Master Plan included conditions to address arsenic contamination. Mitigation has been completed per a No Further Action letter issued by DEQ on August 14, 2019.

Comment: No further soil remediation is required.

5. **Shallow Well Mitigation.** To prevent groundwater disruption, the Master Plan required a shallow well survey and mitigation measures, including special utility construction practices outlined in the APEX Report (November 16, 2016).

Comment: Although utility locations are changing, shallow well mitigation conditions remain applicable. No new conditions are necessary.

Findings of Fact and Conclusions of Law

The proposed Major Modification to the Willow Bend Master Plan has been reviewed in accordance with CPMC 17.09, Modifications to Approved Plans and Conditions of Approval, the standards in CPMC 17.65, TOD Overlay, CPMC 17.66, Application Review Process for the TOD Overlay and CPMC 17.67, Design and Development Standards—TOD Overlay and found to comply as evidenced in the Applicant's Application Transmittal (Attachment 1) including Exhibits 1-16; and in accordance with the Planning Department Staff Report dated May 6, 2025.

Conditions of Approval

1. The Master Plan approval adopts conditions of approval recommended by RVSS (Attachment 2) and Fire District #3 (Attachment 3), which shall be applied to the Phase 2 Tentative Subdivision Plan application.
2. Prior to development of the multifamily apartments, the Applicant shall obtain Site Plan and Architectural Review approval pursuant to CPMC 17.66 and CPMC 17.72.
3. Any modifications to the Master Plan are subject review pursuant to CPMC 17.09, Modifications to Approved Plans and Conditions of Approval before construction commences.

Attachments

Attachment 1 – Applicant's Application Transmittal, including all Exhibits thereto:

- Exhibit 1 – Application Forms with a Limited Power of Attorney for CSA Planning, Ltd.
- Exhibit 2 – Findings of Fact and Conclusions of Law
- Exhibit 3 – Demonstration with Applicable Development Requirements
- Exhibit 4 – Vicinity Map on Aerial
- Exhibit 5 – Jackson County Assessor's Map
- Exhibit 6 – Comprehensive Plan Map
- Exhibit 7 – Zoning Map
- Exhibit 8 – Copy of Approved 2021 Master Plan Layout
- Exhibit 9 – Willow Bend, Phase 1 Final Plat
- Exhibit 10 – Photos of Existing Residential Development
- Exhibit 11 – Proposed Willow Bend Master Plan Site Plan/Phasing Plan
- Exhibit 12 – Proposed Willow Bend Master Utility Plan
- Exhibit 13 – Concurrently Proposed Subdivision Tentative Plan
- Exhibit 14 – Preliminary Phase 2 Subdivision Grading and Utility Plan
- Exhibit 15 – Preliminary Phase 2 Subdivision Stormwater Report
- Exhibit 16 – Updated Trip Generation Letter from Southern Oregon Transportation Engineering, LLC, dated March 5, 2025

Attachment 2 – RVSS Letter dated April 21, 2025

Attachment 3 – Fire District #3 Email dated April 23, 2025

Attachment 4 – Draft Resolution No. 933 (to be provided at the hearing)

Action

Conduct the quasi-judicial hearing and consider the Major Modification to the Willow Bend Master Plan and 1) Approve, 2) Approve with Revisions or 3) Deny the application.

Recommendation

Approve the Major Modification request subject to the Conditions of Approval in Staff Report dated May 6, 2025.



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Seth@CSAplanning.com

Transmittal Memorandum

To: Stephanie Powers, CHPC
Planning Director, City of Central Point

Date: April 16, 2025

Subject: **Willow Bend Master Plan Modification & Tentative Subdivision Plan, Phase 2
(MOD-25002 & SUB-25002)**

Pursuant to the request for additional information and exhibits, attached hereto are the complete updated findings and conclusions of law for the Willow Ben Master Plan Modification and its Phase 2 Tentative Subdivision Plan, along with all associated exhibits (excepting the application forms). These documents are intended to supersede the original materials that were submitted to the City on March 14, 2025. Also included with this transmittal is a thumb drive containing pdf copies of both updated applications. If you should have any questions about these materials or need anything further ahead of the Planning Commission hearing scheduled for May 6, 2025, please let us know.

CSA Planning, Ltd.

A handwritten signature in black ink, appearing to read 'S. Adams', is written over a horizontal line.

Seth Adams
Associate

BEFORE THE PLANNING COMMISSION
FOR THE CITY OF CENTRAL POINT
JACKSON COUNTY, OREGON

IN THE MATTER OF AN APPLICATION)
FOR MODIFICATION OF THE)
APPROVED “WILLOW BEND”)
(FORMERLY “WHITE HAWK”) MASTER)
PLAN WITHIN THE CORPORATE LIMITS)
OF THE CITY OF CENTRAL POINT,)
OREGON, FOR THE PROPERTY)
IDENTIFIED AS TAX LOT 2701 WITHIN)
TOWNSHIP 37 SOUTH, RANGE 2 WEST,)
SECTION 2.)

FINDINGS OF FACT AND
CONCLUSIONS OF LAW

Applicant’s Exhibit 2

Owner/Applicant: White Hawk Properties,)
LLC)
Agent: CSA Planning, Ltd.)

I

SUMMARY AND SCOPE OF APPLICATION

Applicant White Hawk Properties, LLC (henceforth Applicant) seeks approval of modifications to the “Willow Bend” Master Plan (formerly known as and originally approved as the “White Hawk” Master Plan). The subject property is approximately 10.60 acres in size and is currently approved as “Phase 3” of the Willow Bend Master Plan. The Phase 3 area was previously approved to be developed exclusively with multi-family apartments, but this request for modifications to the Master Plan will provide for development of the subject property with 47 lots for attached single-family dwellings and 47 Accessory Dwelling Units (ADUs), along with at least 47 multi-family apartment units to achieve the minimum required density of 202 units for the overall Master Plan area. The multi-family apartments are to be developed in the future within an approximately 4.11 acre lot that is the northeastern quadrant of the subject property.

Pursuant to approved modifications of the Master Plan in January 2021, the Applicant is in the process of constructing 61 dwelling units within the “Phase 1” portion of the site which is immediately northwest of the subject property. Some units have already been completed and occupied, and upon completion the total count of the units in Phase 1 will consist of 32 attached single-family dwellings and 29 ADUs. The northeast portion of the Master Plan area is already approved to be developed as an approximately 4.10 acre public park, for which construction has already begun.

The subject property is identified as Tax Lot 2701 within Township 37 South, Range 2 West, Section 2. The entirety of the property is zoned MMR (Medium Mix Residential) and is also located within the Transit Oriented Development (TOD) Overlay. An application for a tentative subdivision plan for the subject property has been concurrently submitted with this request.

* * * * *



II

EVIDENCE SUBMITTED WITH APPLICATION

Applicant herewith submits the following evidence with its application for the Modification of an Approved Master Plan:

- Exhibit 1.** Completed and Duly Executed Application Forms with a Limited Power of Attorney for CSA Planning, Ltd.
- Exhibit 2.** The proposed Findings of Fact and Conclusions of Law (This Document)
- Exhibit 3.** Demonstration of Compliance with Applicable Development Standards
- Exhibit 4.** Vicinity Map on Aerial
- Exhibit 5.** Jackson County Assessor Plat Map 37-2W-2
- Exhibit 6.** Comprehensive Plan Map
- Exhibit 7.** Zoning Map
- Exhibit 8.** Copy of Approved 2021 Master Plan Layout
- Exhibit 9.** Willow Bend, Phase 1 Final Plat
- Exhibit 10.** Photos of Existing Residential Development
- Exhibit 11.** Proposed Willow Bend Master Plan Site Plan/Phasing Plan
- Exhibit 12.** Willow Bend Master Utility Plan
- Exhibit 13.** Concurrently Proposed Subdivision Tentative Plan
- Exhibit 14.** Preliminary Phase 2 Subdivision Grading and Utility Plan
- Exhibit 15.** Preliminary Phase 2 Subdivision Stormwater Report
- Exhibit 16.** Updated Trip Generation Letter from Southern Oregon Transportation Engineering, LLC, dated March 5, 2025

* * * * *

III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The criteria under which Modifications to Approved Plans and Conditions of Approval must be considered are in Chapter 17.09 of the City of Central Point Zoning Ordinance. The relevant approval criteria are recited verbatim below and again in Section V where each are followed by the conclusions of law:

CITY OF CENTRAL POINT ZONING ORDINANCE

Chapter 17.09 Modifications to Approved Plans and Conditions of Approval

17.09.100 Modifications – Purpose.

The purpose of this chapter is to provide an efficient process for modifying land use decisions and approved development plans, in recognition of the cost and complexity of land development and the need to conserve city resources.

17.09.200 Modifications – Applicability.

A. This chapter applies to all development applications approved through the provisions of this title, including:

1. Land use review approvals;
2. Site design review approvals;
3. Subdivisions, partitions, and property line adjustments;
4. Conditional use permits;
5. Planned unit developments; and
6. Conditions of approval on any of the above permit types.

17.09.300 Major Modifications.

A. Major Modification Defined. The community development director shall determine that a major modification(s) is required if one or more of the changes listed below are proposed:

1. A change in land use;
2. An increase in density by more than ten percent, provided the resulting density does not exceed that allowed by the land use district;
3. A change in setbacks or lot coverage by more than ten percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district;
4. A change in the type and/or location of accessways, drives or parking areas affecting off-site traffic;
5. An increase in the floor area proposed for nonresidential use by more than fifteen percent where previously specified;
6. A reduction of more than ten percent of the area reserved for common open space; or
7. Change to a condition of approval, or a change similar to subsections (A)(1) through (6) of this section, that could have a detrimental impact on adjoining properties. The city planning official shall have discretion in determining detrimental impacts warranting a major modification.

Findings of Fact and Conclusions of Law

"Willow Bend" Master Plan Modification

Applicant: White Hawk Properties, LLC

B. Major Modification Applications; Approval Criteria. An applicant may request a major modification using a Type II or Type III review procedure, as follows:

1. Upon the community development director determining that the proposed modification is a major modification, the applicant shall submit an application form, filing fee and narrative, and a site plan using the same plan format as in the original approval. The community development director may require other relevant information, as necessary, to evaluate the request.
2. The application shall be subject to the same review procedure (Type II or III), decision-making body, and approval criteria used for the initial project approval, except that adding a conditional use to an approved project shall be reviewed using a Type III procedure.
3. The scope of review shall be limited to the modification request. For example, a request to modify a parking lot shall require site design review only for the proposed parking lot and any changes to associated access, circulation, pathways, lighting, trees, and landscaping. Notice shall be provided in accordance with the applicable notice requirements for Type II or Type III procedures.
4. The decision-making body shall approve, deny, or approve with conditions an application for major modification based on written findings on the criteria.

Chapter 17.66 Application Review Process for the TOD Overlay

17.66.050 Application approval criteria.

A. TOD Overlay 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 overlay;
2. Chapter 17.67, Design Standards--TOD Overlay;
3. Chapter 17.60, General Regulations, unless superseded by Sections 17.65.040 through 17.65.050;
4. Section 17.65.050(F)(3), Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;
5. Chapter 17.70, Historic Preservation Overlay Zone; and
6. Chapter 17.76, Conditional Use Permits, for any conditional uses proposed as part of the master plan.

* * * * *

IV

FINDINGS OF FACT

The Planning Commission reaches the following facts and finds them to be true with respect to this land use application:

1. **Property Location:** The subject property is located in the northeast section of the City of Central Point, east of Interstate 5 and the Jackson County Expo site. The site is bounded by Gebhard Road, Beebe Road on the south, and the initial segment of Tango Way on the north. See, Applicant's Exhibit 4.
2. **Property Description and Acreage:** The subject property is approximately 10.60 acres of vacant land that was platted as Lot 34 in the Willow Bend, Phase 1 subdivision. The



property is identified in the records of the Jackson County Assessor as Tax Lot 2701 in Township 37 South, Range 2 West, Section 2. *See*, Applicants' Exhibits 5 and 9.

3. Property Ownership: The subject property is owned in fee simple by the Applicant: White Hawk Properties, LLC.

4. Comprehensive Plan Map Designation: The subject property is designated High Density Residential on the Comprehensive Plan Land Use Map as shown on Applicant's Exhibit 6.

5. Zoning Map Designation: The subject property is zoned MMR (Medium Mix Residential) as shown on Applicant's Exhibit 7. The property is also located within the Transit Oriented Development (TOD) Overlay.

6. Prior Land Use Applications/Approvals:

a. File No. 14004: November 3, 2015. Approval of the "White Hawk" Master Plan establishing a framework for a residential development including 34 duplexes and townhomes, 276 apartments, and a 4.12 acre public park. The development was approved to be built in three phases, with Phase 1 being duplexes and townhomes, Phase 2 being the public park and a portion of the apartments, and Phase 3 being the remainder of the apartment units.

b. File No. MOD-20005: January 19, 2021. Approval of modifications to the "White Hawk" Master Plan to reduce the number of single-family lots from 34 to 32, and to include at least 16 Accessory Dwelling Units (ADUs) in Phase 1. The modifications also included the consolidation of two alleys and a change in the single-family housing architecture from traditional to contemporary. No changes were made to the Phase 2 (public park) or Phase 3 (multi-family apartment) areas. *See*, Applicant's Exhibit 8.

c. File No. SUB-20002: January 19, 2021. Approval of a 32 lot, single-family subdivision known as Willow Bend, Phase 1. The subdivision also included a 4.10 acre lot in the northeast quadrant of the site for the future construction of a public park, and a 10.60 acre lot (which is the property that is the subject of this application) for the future construction of the Master Plan's multi-family apartment units. Final plat was recorded June 14, 2023, as CS 23919. *See*, Applicant's Exhibit 9.

7. Existing Development: The single-family lots within the Willow Bend, Phase 1 subdivision were approved for a minimum of 32 attached single-family dwellings and 16 ADUs, for a total of 48 units. Applicant is nearing completion of development on these lots and the units have been constructed as 32 attached single-family dwellings containing 29 ADUs, for a combined total of 61 units in Phase 1. No improvements have been built within the subject property, but construction work has begun on the approximately 4.10 acre public park that was previously approved for the Master Plan. The initial segments of public streets surrounding the lots in Phase 1 have been built, as have the two alleys that provide vehicular access to the rear-loaded garage in each dwelling. *See*, Applicant's Exhibit 10.

8. Proposed Development and Density: The majority of the subject property's ~10.60 acres are proposed to be platted with 47 lots that will be developed with attached single-family dwellings similar to those that have been and are currently being constructed in Willow Bend, Phase 1. Each of the proposed 47 attached single-family dwellings will also contain an ADU, thus resulting in a combined total of 94 dwellings within this portion of the Master Plan area, which is proposed to be named the Willow Bend, Phase 2 subdivision. The northeast quadrant of the subject property is proposed to be platted as a Reserve Acreage lot of approximately 4.11 acres that will be developed in the future with multi-family apartment units. An application for the proposed land division has been concurrently submitted with this request for modification of the approved Master Plan. See, Applicant's proposed tentative plan at Exhibit 13.

The overall Willow Bend Master Plan area has an allowed density range of 202 to 457 dwelling units, and with the 61 units that have been built in Phase 1 and the 94 units proposed to be developed within the proposed Phase 2 subdivision, the total number of units will stand at 155, meaning that a minimum of 47 apartment units will need to be developed within the proposed ~4.11 acre Reserve Acreage Lot #48 in order to achieve the minimum density for the Willow Bend Master Plan. An updated phasing plan of the Master Plan area has also been included at Applicant's Exhibit 11, showing that the already approved (and currently under construction) public park, the proposed attached single-family dwellings and ADUs, and the multi-family residential units will all be within Phase 2 of the Master Plan. Upon completion of these elements in Phase 2, the Master Plan area will be fully built out.

Applicants observe that the term ADU, which is an acronym for Accessory Dwelling Unit, is an imperfect label for actual physical development. The physical development is structurally a quad-plex (which is allowed in the MMR) with a property line in the middle of the structure such that half of each structure can be independently owned on its own lot.

9. Land Uses on Abutting Properties and Surrounding Area:

North: The properties immediately to the north consist of Phases 1 and 2 of the "Willow Bend" (formerly known as "White Hawk") Master Plan. Phase 1 consists of 32 attached single-family dwellings that are currently under construction and as noted above, the northeast quadrant of the Master Plan area is reserved for the development of an approximately 4.12 acre public park.

East: The properties directly to the east of the subject property is developed with the Shepherd of the Valley Catholic Church, and to the northeast is vacant pasture land.

South: To the south across Beebe Road is an approximately 9.02 acre parcel developed with a manufactured dwelling and accessory structures; however, the majority of this property is vacant pasture.

West: The properties directly to the west across Gebhard Road have been developed with two single-family dwellings and a single-story multi-plex residential building. Beyond

these properties to the west is Bear Creek and the approximately 193 acre Jackson County Expo site.

10. Topography and Slope Analysis: The subject property is relatively flat as shown on the concurrently proposed subdivision tentative plan at Exhibit 13.

11. Wetlands; Floodplain: There are no wetlands identified on local or national wetland inventories, and the subject property is not within any FEMA mapped flood hazard area.

12. Police and Fire Protection: The subject property is served by Fire District No. 3 and police protection is by the City of Central Point Police Department.

13. Water Facilities and Services: There is an existing 8-inch waterline located within Tango Way which will be extended to the east, and there is an existing 8-inch waterline located in Annalise Street that will also be extended south to serve the proposed subdivision.

14. Sanitary Sewer Facilities and Services: There is an existing 8-inch sewer line north of the subject property within Tango Way that was constructed as part of Phase 1 of the Master Plan, and which the subject property will connect to as shown on the preliminary grading and utility plan at Exhibit 14.

15. Storm Drainage Facilities and Services: A stormwater detention pond with treatment swale is proposed to be constructed within an approximately 18,241 square foot lot located at the southwest corner of the subject property as shown on the Applicant's concurrently proposed subdivision tentative plan at Exhibit 13, and on the preliminary grading and utility plan at Exhibit 14. This detention facility will be designed to accommodate and treat all stormwater runoff from the Phase 2 subdivision as outlined in the Applicant's Preliminary Stormwater Report at Exhibit 15.

16. Transportation and Access: The following facts pertain to transportation facilities as they relate to this project:

- a. Access and Circulation:** As was done for the dwellings in Phase 1, vehicular access to the currently proposed attached single-family dwellings will be from two alleys that will allow cars to enter rear-loaded garages behind each dwelling. The proposed alleys will connect to Tango Way,¹ Annalise Street, and Whitehawk Drive as shown on the tentative plan at Exhibit 13 and the preliminary grading and utility plan at Exhibit 14.

Tango Way currently extends approximately 275 feet eastward from Gebhard Road, to a point where it intersects with the existing north-south segment of Annalise Street. These existing segments of Tango Way and Annalise Street were constructed as part of the White Hawk, Phase 1 subdivision, along with the southern half-plus of Cleo

¹ The final plat for Willow Bend, Phase 1 identifies the street segment along the northern edge of the subject property as being named Hartgraves Way. This street name has been carried over to the proposed Willow Bend, Phase 2 subdivision tentative plan; however, the street sign at the site identifies this street as being named Tango Way, which is reflected on the Applicant's preliminary grading and utility plan at Exhibit 14.

Street (named Denson Street on the final plat for Willow Bend, Phase 1 subdivision) which runs along the north edge of the Phase 1 subdivision between Gebhard Road and Annalise Street.

Tango Way is proposed to be extended to the northeast corner of the subject property where it will connect with Whitehawk Road which will be a new street constructed north-south between Beebe Road and Tango Way. Whitehawk Road will be built as a "half-plus" street with the easternmost half to be built when the abutting properties to the east develop in the future. Annalise Street will also be extended southward from its current terminus and then turn eastward to connect with Whitehawk Road in order to form a block around the multi-family apartment site (i.e., proposed Reserve Acreage Lot #48). The attached single-family dwellings to be built on the proposed Phase 2 subdivision lots will have rear loaded garages served by alleys that connect to Tango Way, Whitehawk Road, and Annalise Street. See, Applicant's preliminary grading and utility plan at Exhibit 14.

- b. Proposed improvements to existing streets:** Gebhard Road and Beebe Road are existing streets that run along the western and southern boundaries of the subject property, respectively. Both will be improved along the frontages of the subject property as shown on the Applicant's preliminary grading and utility plan at Exhibit 14. Additionally, a triangular area of land at the south westernmost corner of the subject property will be vacated for the necessary improvements to Beebe Road.
- c. Traffic:** A traffic impact analysis consistent with City requirements was prepared in 2014 for the original application for the Willow Bend (formerly White Hawk) Master Plan, and the modifications that were approved to the Master Plan in 2021 were within the scope of the original TIA. For the Master Plan modifications being concurrently proposed to allow for the concurrently filed tentative subdivision plan, the Applicant's traffic engineer (who also prepared the original TIA in 2014) has prepared an updated trip generation analysis for the Willow Bend Master Plan that accounts for the existing development constructed following approval of the 2021 modifications, and this current proposal to develop the subject property with 47 attached single-family dwellings and 47 ADUs (as opposed to multi-family apartments as currently approved for). The trip generation analysis also examines the estimated trips that would be generated if the multi-family apartment site (Lot #48) within the subject property is developed with the minimum number of units necessary (47 apartments) to achieve the minimum density for the Master Plan area, as well as the maximum number of apartment units that can be built without exceeding the trip cap that was imposed by the Planning Commission in the original Master Plan approvals.

The updated trip generation analysis concluded that the proposed 47 attached single-family dwellings and 47 ADUs can be developed before reaching the 96 p.m. peak hour trip threshold requiring installation of a traffic signal at Beebe Road/Hamrick Road, and which would not be triggered until the future development of 21 multi-family apartments within the proposed Reserve Acreage area. See, Applicant's Exhibit 16.

- d. Formation of Blocks:** Whereas the originally approved site plan for the area within

the subject property consisted of multi-family residential apartment buildings and the associated vehicle parking and circulation areas, the proposed Phase 2 subdivision plan will result in the creation of four blocks within the subject property that will make the site more efficient for all forms of travel. The size of the multi-family residential development area has been reduced to approximately 4.11 acres within a block that will be bound by Tango Way on the north, Annalise Street on the west and south, and Whitehawk Road on the east. As outlined in the concurrently submitted tentative subdivision plan application, this block meets the city standards for block length and perimeter within the TOD Overlay.

The proposed attached single-family residential and ADU lots will be located within three additional blocks created through the provision of two alleys, one of which will effectively be a southward extension of the alley constructed in Phase 1. This alley will run south from Tango Way and then turn eastward to connect to Whitehawk Road on the east side of the Master Plan area. A short segment of new alley will connect it to Annalise Street on the south side of the multi-family residential lot described above. This short alley forms the smallest of the three blocks containing the attached single-family residential dwellings and ADUs, with the largest block being the one bound by Gebhard Road on the west, Beebe Road on the south, Whitehawk Road on the east, and the alley described above that is a direct extension of the alley from Phase 1.

As also outlined in the concurrently submitted application for a tentative subdivision plan, while the two smaller blocks containing the attached single-family dwelling and ADU lots both meet city standards for block length and perimeter within the TOD Overlay, the largest of the three blocks does exceed the city standard of 600 feet or less along the segment located between Tango Way on the north and Beebe Road on the south. This block segment runs along Gebhard Road and measures approximately 780 feet in length, but the southernmost 150+ feet is along the west edge of the stormwater detention pond that is proposed at the southwest corner of the subdivision due to the site's natural drainage direction. This largest block also slightly exceeds the maximum block perimeter by approximately 400 feet, again due primarily to the presence of the needed stormwater detention pond. To help offset the slightly larger than standard block length and perimeter, a 10 foot wide paved pedestrian accessway is proposed along the eastern edge of the stormwater detention pond lot, connecting the internal alley to a point located on the north side of Beebe Road just east of its intersection with Gebhard Road. The objective of this pedestrian accessway is to help reduce out of direction travel for pedestrians and cyclists seeking to go between the surrounding street network and the dwellings located within the Phase 2 subdivision. *See also*, Applicant's Exhibit 3.

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V

CONCLUSIONS OF LAW

Based upon the evidence enumerated in Section II and summarized in the Section IV Findings of Fact, the Planning Commission reaches the following Conclusions of Law with respect to these matters:

CITY OF CENTRAL POINT ZONING ORDINANCE

Chapter 17.09 Modifications to Approved Plans and Conditions of Approval

17.09.100 Modifications – Purpose.

The purpose of this chapter is to provide an efficient process for modifying land use decisions and approved development plans, in recognition of the cost and complexity of land development and the need to conserve city resources.

17.09.200 Modifications – Applicability.

A. This chapter applies to all development applications approved through the provisions of this title, including:

1. Land use review approvals;
2. Site design review approvals;
3. Subdivisions, partitions, and property line adjustments;
4. Conditional use permits;
5. Planned unit developments; and
6. Conditions of approval on any of the above permit types.

17.09.300 Major Modifications.

A. Major Modification Defined. The community development director shall determine that a major modification(s) is required if one or more of the changes listed below are proposed:

1. A change in land use;
2. An increase in density by more than ten percent, provided the resulting density does not exceed that allowed by the land use district;
3. A change in setbacks or lot coverage by more than ten percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district;
4. A change in the type and/or location of accessways, drives or parking areas affecting off-site traffic;
5. An increase in the floor area proposed for nonresidential use by more than fifteen percent where previously specified;
6. A reduction of more than ten percent of the area reserved for common open space; or
7. Change to a condition of approval, or a change similar to subsections (A)(1) through (6) of this section, that could have a detrimental impact on adjoining properties. The city planning official shall have discretion in determining detrimental impacts warranting a major modification.

Findings of Fact and Conclusions of Law

"Willow Bend" Master Plan Modification

Applicant: White Hawk Properties, LLC

Discussion/Conclusions of Law: This request is for modifications to the approved Willow Bend (formerly White Hawk) Master Plan, and the Community Development Director has made a determination that the proposal is classified as a major modification as it involves a change in land use for the subject property which is currently approved for the future development of 276 multi-family apartment units as Phase 3 of the Master Plan.

* * * * *

- B. Major Modification Applications; Approval Criteria. An applicant may request a major modification using a Type II or Type III review procedure, as follows:

Criterion 1

1. Upon the community development director determining that the proposed modification is a major modification, the applicant shall submit an application form, filing fee and narrative, and a site plan using the same plan format as in the original approval. The community development director may require other relevant information, as necessary, to evaluate the request.

Discussion/Conclusions of Law: The Applicant has submitted the required application form for "Modification to Approved Plans & Conditions of Approval," along with the requisite filing fee. A written narrative describing the proposed changes to the Willow Bend Master Plan are included in the above Section IV Findings of Fact, and a copy of the concurrently filed application for a subdivision tentative plan has been attached as Exhibit 13 to depict the proposed development plan for the subject property. Accordingly, the Planning Commission concludes that Criterion 1 is met.

* * * * *

Criterion 2

2. The application shall be subject to the same review procedure (Type II or III), decision-making body, and approval criteria used for the initial project approval, except that adding a conditional use to an approved project shall be reviewed using a Type III procedure.

Discussion/Conclusions of Law: The original Master Plan was approved by the Planning Commission in 2015 as a Type III procedure, as were the modifications approved in 2021. Applicant acknowledges that this request for major modifications to the same Master Plan are therefore subject to a Type III procedure with the Planning Commission as the decision-making body and subject to the approval criteria addressed herein. The Planning Commission therefore concludes that Criterion 2 is met.

* * * * *

Criterion 3

3. The scope of review shall be limited to the modification request. For example, a request to modify a parking lot shall require site design review only for the proposed parking lot and any changes to associated access, circulation, pathways, lighting, trees, and landscaping. Notice shall be provided in accordance with the applicable notice requirements for Type II or Type III procedures.



Discussion/Conclusions of Law: The proposed modifications are exclusively to the area of the Master Plan that was referred to as "Phase 3" in the 2021 modifications approved by the Planning Commission. The "Phase 3" area was approved for the future development of 276 multi-family apartments and the modifications proposed herein allow for the creation of 47 single-family lots within the western and southern portions of the previously approved "Phase 3" area. Said lots will be developed with 47 attached single-family dwellings and 47 ADUs (94 total units), and the concurrently proposed subdivision tentative plan also includes an approximately 4.11 acre Reserve Acreage lot for future development of at least 47 multi-family apartments, as well as a lot for the stormwater detention pond that will serve the subdivision. Notice has been provided to all property owners within a 250-foot radius of the subject property in accordance with the procedures for Type III applications, and based on these facts the Planning Commission concludes that Criterion 3 is met.

* * * * *

Criterion 4

4. The decision-making body shall approve, deny, or approve with conditions an application for major modification based on written findings on the criteria.

Discussion/Conclusions of Law: The Planning Commission finds that this application to modify the Willow Bend (formerly White Hawk) Master Plan has addressed all the criteria for major modifications as outlined above, and therefore Criterion 4 is met.

* * * * *

Criterion 5

Chapter 17.66 Application Review Process for the TOD Overlay

17.66.050 Application approval criteria.

- A. TOD Overlay 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 overlay;
 2. Chapter 17.67, Design Standards--TOD Overlay;
 3. Chapter 17.60, General Regulations, unless superseded by Sections 17.65.040 through 17.65.050;
 4. Section 17.65.050(F)(3), Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;
 5. Chapter 17.70, Historic Preservation Overlay Zone; and
 6. Chapter 17.76, Conditional Use Permits, for any conditional uses proposed as part of the master plan.

Discussion/Conclusions of Law: The subject property is located within the TOD Overlay and is part of the White Hawk Master Plan (henceforth to be named the Willow Bend Master Plan) that was originally approved in 2015 and previously modified in 2021. Accordingly, the criteria in this Section 17.66.050 are to be addressed where applicable. As demonstrated in Applicant's Exhibit 3, the proposed modifications to the Willow Bend Master Plan are in

Findings of Fact and Conclusions of Law

"Willow Bend" Master Plan Modification

Applicant: White Hawk Properties, LLC

conformance with all applicable standards listed under the application approval criteria for the TOD Overlay. This Criterion 5 is found to be met.

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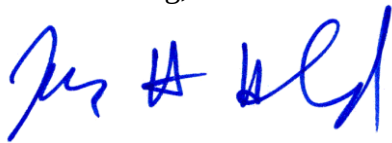
VI

ULTIMATE CONCLUSIONS

Based upon the evidence in Section II and the Findings of Fact in Section IV, the Planning Commission concludes that the proposed case for Major Modification of the approved Willow Bend (formerly White Hawk) Master Plan is consistent with all the relevant substantive approval criteria in the City of Central Point Zoning Ordinance.

Respectfully submitted on behalf of Applicant White Hawk Properties, LLC:

CSA Planning, Ltd.



Jay Harland
President

Dated: March 16, 2025

APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS FOR THE TOD OVERLAY

CHAPTER 17.65 TOD OVERLAY

17.65.010 Purpose.

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

17.65.020 Area of application.

These regulations apply to the Central Point TOD overlay as shown on the official city comprehensive plan and zoning maps. A development application within the TOD overlay shall comply with the requirements of this chapter.

17.65.025 Special Conditions.

On occasion it may be necessary to impose interim development restrictions on certain TOD overlay areas. Special conditions will be identified in this section for each TOD overlay.

- A. Eastside Transit Oriented Development Overlay (ETOD) Agricultural Mitigation. All development shall acknowledge the presence of active farm uses within the ETOD area by recording a right-to-farm disclosure statement as a condition of final plat, transfer of property, or site plan and architectural review approval. The ETOD agricultural mitigation shall be removed at such time as the urban growth boundary is incorporated and completely builds out.
- B. Eastside Transit Oriented Development Overlay (ETOD) Shallow Wells. Prior to development within the ETOD, a water table analysis shall be conducted to determine the local water table depth. Any development impacting the water table will require further analysis to determine the effect on neighboring wells and the development shall be expected to mitigate that impact.

The ETOD agricultural and shallow wells mitigation shall be removed at such time as the urban growth boundary is incorporated and parcels within the ETOD are built to urban standards and connected to city water.

Compliance with Standards: The entirety of the Willow Bend Master Plan area is located within the TOD overlay and is also subject to the special conditions for the Eastside Transit Oriented Development Overlay (ETOD). Applicant acknowledges the agricultural mitigation conditions and will record any necessary right-to-farm disclosures prior to final plat. A water table analysis was conducted as part of the original approvals for the Master Plan between December 2015 and April 2016. Per the conditions of approval for the Master Plan modifications that were approved in 2021, Applicant was/is required to design all utility and infrastructure improvements in accordance with the shallow well mitigation measures that were identified in the water table analysis. Applicant acknowledges these requirements for the subject property and that all infrastructure plans will need to be reviewed and approved by the City Engineer prior to the start of any construction.

17.65.040 Land use.

Four special zone district categories are applied in the Central Point TOD overlay. The characteristics of these zoning districts are summarized in subsections A through D of this section, with specific uses further defined in Section 17.65.050, Table 1.

A. Residential (TOD).

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, such as zero lot line and attached single-family dwellings, and a variety of multifamily residences. Low impact commercial activities may also be allowed.

Compliance with Standards: The subject property is located within the MMR zoning district and the proposed subdivision will result in 47 attached single-family dwellings and 47 accessory dwelling units



APPLICANT'S EXHIBIT 3**Demonstration of Compliance with Applicable Development Standards**

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

(ADUs), along with an approximately 4.11 acre Reserve Acreage lot that will be developed with multi-family apartments in the future. No commercial activities are proposed, and the project thus complies.

17.65.050 Zoning regulations.

- 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

P1--Permitted use, one unit per lot.

Compliance with Standards: The subject property is located within the MMR zoning district and the proposed subdivision will provide 47 lots for attached single-family dwellings, with each single-family dwelling also containing an accessory dwelling unit (ADU). The proposed lots and dwelling unit designs are substantially the same as those constructed during the first phase. A Reserve Acreage lot is also proposed for the future development of multi-family apartments. All three proposed residential use types are permitted per the above Table 1.

- 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:

APPLICANT'S EXHIBIT 3**Demonstration of Compliance with Applicable Development Standards**

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

- a. A maximum of one accessory unit is permitted per single-family unit;
 - b. An accessory unit shall have a maximum floor area of eight hundred square feet;
 - c. The applicable zoning standards in Table 2 shall be satisfied.
3. **Parking Standards.** The off-street parking and loading requirements in Chapter 17.64 shall apply to the TOD overlay.

TOD District Zoning Standards	
Table 2	
Standard	MMR Zoning District
Density – Units Per Net Acre (f)	
Maximum	32
Minimum	14
Dimensional Standards	
Minimum Lot or Land Area/Unit	
Attached row houses	1,500 SF
Average Minimum Lot or Land Area/Unit	
Attached row houses	2,000 SF
Minimum Lot Width	
Attached row houses	22'
Minimum Lot Depth	50'
Housing Mix	
Required housing types as listed under Residential in Table 1.	<16 units in development: 1 housing type. 14 – 40 units in development: 2 housing types >40 units in development: 3 or more housing types (plus approved master plan)

Notes:

(f) Net acre equals the area remaining after deducting environmental lands, exclusive employment areas, exclusive civic areas and right-of-way.

Compliance with Standards: The proposed subdivision is part of the Willow Bend Master Plan that was originally approved in 2015 and modified in 2021. The Master Plan provides for three housing types, those being single-family dwellings, accessory dwelling units (ADUs), and multi-family

APPLICANT'S EXHIBIT 3**Demonstration of Compliance with Applicable Development Standards**

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

apartments. All lots proposed in the concurrently submitted application for a tentative subdivision plan meet or exceed the applicable standards listed in Table 2. Project complies.

The overall Willow Bend Master Plan area has an allowed density range of 202 to 457 dwelling units, and with the 61 units that have been built in Phase 1 and the 94 units proposed to be developed within the proposed Phase 2 subdivision, the total number of units will stand at 155, meaning that a minimum of 47 apartment units will need to be developed within the proposed ~4.11 acre Reserve Acreage Lot #48 in order to achieve the minimum density for the Willow Bend Master Plan. Applicant acknowledges the minimum number of multi-family units that must be developed on said Reserve Acreage lot and stipulates to providing such as part of future development. Applicant also acknowledges that the development plan for the multi-family units will need to be reviewed through a Site Plan and Architectural Review application at the time development of such is formally proposed.

17.64.040 Off-street parking requirements.**A. Minimum and Maximum Vehicle Parking Requirements.**

1. The minimum and maximum off-street vehicle parking space requirements are set forth in Table 17.64.02 and shall apply to all development unless modified in accordance with subsection C of this section.
2. Any parking provided to serve a building or use shall include parking spaces accessible to disabled persons in accordance with the Americans with Disabilities Act and subsection D of this section. Accessible spaces provided shall count toward the maximum number of permitted spaces in Table 17.64.02.
3. Land use categories and their associated uses are subject to the definitions in Section 17.08.410 unless otherwise noted. For purposes of this chapter, if there is a conflict between the definitions in Section 17.08.410 and a defined term elsewhere in the code, Section 17.08.410 takes precedence.

TABLE 17.64.02 MINIMUM AND MAXIMUM OFF-STREET PARKING STANDARDS

Land Use Category	Parking Standards (No. spaces per 1,000 square feet of gross floor area unless otherwise noted)	
	Minimum No. Required Spaces	Maximum No. Permitted Spaces
RESIDENTIAL USES		
Single-Family Residential	0 spaces	N/A
Duplex (attached or detached)	0 spaces	N/A
Triplex (attached or detached)	0 spaces	N/A
Quadplex (attached or detached)	0 spaces	N/A
Multifamily Apartments and Condominiums	0 spaces	N/A
Accessory Dwelling Unit (ADU)	0 spaces	N/A

Compliance with Standards: The proposed residential uses include attached single-family dwellings, ADUs, and multi-family apartments. Each attached single-family dwelling will have a two car garage as well as additional parking area within a driveway located between the alley and garages. No plans for the multi-family residential apartments are proposed at this time, but it is expected that on-site parking will be provided when that portion of the Willow Bend Master Plan is built in the future. As

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

shown in Table 17.64.02 above, there are no minimum or maximum parking requirements for residential uses and thus project complies.

17.64.050 Bicycle parking.

- A. Purpose. The bicycle parking and storage provisions in this section are intended to provide bicycle parking facilities to accommodate and encourage bicycle travel.
- B. Bicycle Parking Standards. Bicycle parking shall be provided in accordance with Table 17.64.043, Bicycle Parking Requirements.

TABLE 17.64.043 BICYCLE PARKING
REQUIREMENTS

Land Use	Minimum Required
Residential	
Single-Family Residential	N/A
Multifamily Residential, General	1 space per unit

Compliance with Standards: There are no bicycle parking requirements for single-family residential uses, and while the proposed tentative plan includes a Reserve Acreage lot for the future development of multi-family residential apartments, no such development is proposed at this time. As such, the proposed tentative plan complies.

CHAPTER 17.67 DESIGN STANDARDS – TOD OVERLAY

17.67.040 Circulation and access standards.

- A. Public Street Standards.
 - 1. Except for specific transportation facilities identified in a TOD overlay 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 overlay which is approved according to the provisions in Section 17.65.020 and Chapter 17.66.

Compliance with Standards: As shown on Applicant's proposed tentative subdivision plans at Exhibits 13 and 14, the proposal includes the extensions of Tango Way (a two lane collector street with a ROW width of 72 feet) and Annalise Street (a minor residential local street), and the construction of two alleys and a new street to be named Whitehawk Road that will be constructed as a half-street for the time being until the adjoining properties to the east development in the future. Whitehawk Road is proposed as a two lane collector street with a ROW width of 72 feet. All proposed streets and alleys are proposed at and will be constructed in accordance with the street dimensional standards set forth in the Standard Specifications and Uniform Standard Details for Public Works Construction, which will be verified through the public improvement plan review process prior to construction. Project complies.

- 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.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

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.

Compliance with Standards: The proposed subdivision tentative plan contains four blocks that are bound by public streets and alleys. All block perimeters measure less than 2,000 feet with the exception of the block that is located along the western and southern boundaries of the subject property, being bound by Gebhard Road on the west, Beebe Road on the south, Whitehawk Road on the east, and the primary alley that serves all the proposed attached single-family residential dwellings. This block perimeter measures ~2,400 feet. Similarly, all proposed blocks have lengths of 600 feet or less between through streets and/or a pedestrian pathway, with the exception of the block length along the east side of Gebhard Road between Tango Way and Beebe Road, which has a length of ~780 feet; however, the southern ~150 feet of the block length is the result of the presence of a large lot that will contain the stormwater detention facility for the subdivision.

While not all block perimeters and block lengths meet the maximum distances, Applicant proposes to provide a pedestrian pathway measuring 10 feet in width between the primary alley and Beebe Road near its intersection with Gebhard Road. The proposed street network in this subdivision is a logical extension of the streets built for Willow Bend, Phase 1, and it is limited by the need to reserve sufficient land area for the construction of multi-family apartments in the future. Furthermore, this development requires a sizable stormwater detention pond, and the proposed pedestrian pathway will cross the eastern edge of the lot containing the stormwater detention pond and swale in order to reduce out of direction travel for pedestrians seeking to go between the surrounding street network and the dwellings located internally to the subdivision.

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

Compliance with Standards: All necessary utility lines will be located underground.

7. Connections shall be provided between new streets in a TOD overlay and existing local and minor collector streets.

Compliance with Standards: The proposed streets within this phase will complete the street network serving those portions of the plan area designated for residential development. The one proposed new street, Whitehawk Road, is proposed as a two-lane collector that will connect to Beebe Road on the south, and a connection between Whitehawk Road and Gebhard Road will be provided through the extension of Tango Way which is a two-lane collector running east-west through the Master Plan area.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

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

- a. Except for specific accessway facilities identified in a TOD overlay 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 overlay 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.

Compliance with Standards: The originally approved Master Plan proposed sidewalks along all street frontages. The sidewalks include landscaped park rows and street trees, and the proposed new street extensions and the new Whitehawk Road can and will demonstrate compliance with required street improvements per these Central Point street standards for pedestrian and bicycle amenities.

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.

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Compliance with Standards: The proposed subdivision tentative plan includes a 10 foot wide pedestrian accessway across the east side of the stormwater detention facility lot and will connect the primary alley to Beebe Road at a point located just east of its intersection with Gebhard Road. This accessway can and will meet the applicable design standards, and with public sidewalks to be built along streets within the proposed subdivision and throughout the Master Plan area, no additional pedestrian pathways or trails are necessary.

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.

Compliance with Standards: There are no parking lots proposed or needed as part of this subdivision tentative plan as it will be exclusively single-family residential lots with a Reserve Acreage lot of ~4.11 acres that will be developed with multi-family apartments in the future. When those apartments are proposed for development, Applicant acknowledges that these standards for parking lot driveways will need to be met.

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

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

Compliance with Standards: Pedestrian sidewalks and accessways can and will be constructed within the multi-family apartment portion of the Master Plan, and public sidewalks are proposed within all public rights-of-way. Based upon the City's Public Works standards, bicycles share the road on local streets, but Gebhard Road, Beebe Road, Tango Way, and Whitehawk Road will be improved with bike lanes per City standards.

17.67.050 Site design standards.

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



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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 overlay 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.

Compliance with Standards: The adjacent land use remains largely unchanged from the adjacent land use plan that was initially adopted in 2015. According to the Rogue Valley Sanitary Sewer Services (RVSS) information at that time, the area adjacent to the project site is served by sanitary sewer and there are no anticipated impacts to the two existing septic systems.

Additionally, well information provided by the Oregon Department of Water Resources and an engineering analysis were included in the original Master Plan to address shallow wells in the area. With appropriate mitigation as suggested in the engineering analysis, no detrimental impacts to the wells are anticipated.

B. Natural Features.

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

Compliance with Standards: There are no significant natural features or environmentally critical areas on the subject property.

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.

Compliance with Standards: The subject property and surrounding areas are generally level and there are no hillside areas.

D. Solar Orientation.

1. The building design, massing and orientation should enhance solar exposure for the project, taking advantage of the climate of Central Point for sun-tempered design.
2. Where possible, the main elevation should be facing within twenty-five degrees of due south.



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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.

Compliance with Standards: According to the TOD design standards, buildings are required to front upon proposed public streets, and in the proposed subdivision there are ten lots that have a due south or close to due south orientation which will maximize solar exposure for those dwellings. For the majority of the proposed lots that are oriented east-west, solar exposure will be provided to the front elevations and front yards of the dwellings in the morning and afternoon/evening depending upon orientation of each specific lot.

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.

Compliance with Standards: There are existing attached single-family dwellings with ADUs that have been constructed within the Phase 1 portion of the Master Plan directly north of the subject property, and the dwellings that will be constructed on the proposed lots will continue the architectural design theme of the existing dwellings in Phase 1. *See, Applicant's Exhibit 10.*

- #### **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.

Compliance with Standards: There are no existing or proposed public or civic buildings within the Master Plan area.

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

Compliance with Standards: The proposed subdivision is a continuation of the lots developed in Phase 1 and the proposed residential development will preserve views of the mountains surrounding the valley to the extent possible, which is the same reality for all similar single-family developments in the area.

H. Adjoining Uses and Adjacent Services.

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

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4. Screening shall be provided for activities, areas and equipment that will create noise, such as loading and vehicle areas, air conditioning units, heat pumps, exhaust fans, and garbage compactors, to avoid disturbing adjacent residents.
5. Group mailboxes are limited to the number of houses on any given block of development. Only those boxes serving the units may be located on the block. Multiple units of mailboxes may be combined within a centrally located building of four walls that meets the design guidelines for materials, entrance, roof form, windows, etc. The structure must have lighting both inside and out.

Compliance with Standards: The proposed attached single-family dwellings will have access to an alley for their driveways and for trash services. All dwellings will front on public streets and mechanical equipment such as air conditioning units will be located in side yards between the dwellings. Mailboxes will be grouped and placed in locations convenient for and coordinated with the U.S. Postal Service.

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 overlay shall be mixed to encourage interaction among people of varying backgrounds and income levels.
6. Zoning changes should occur mid-block, 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.

Compliance with Standards: There is an approximately 4.11 acre Reserve Acreage lot proposed as part of the subject tentative plan, but there are no detailed development plans for the multi-family apartments at this time. Applicant acknowledges that building design of the future multi-family units will need to address these standards for massing and screening to minimize impacts on the attached single-family dwellings within the Master Plan area, and that said multi-family units will need to be reviewed through a Site Plan and Architectural Review application at the time development of such is formally proposed to occur. There are no commercial buildings approved or proposed within the Master Plan area, and the residential unit mix includes attached single-family dwellings, ADUs, and future multi-family apartments in order to provide housing for people of varying backgrounds and income levels. The entirety of the subject property is zoned MMR and there are no surrounding neighborhoods other than the single-family dwellings and ADUs constructed in the Willow Bend, Phase 1 subdivision. The proposed multi-family apartment site is internal to the Master Plan area and

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will be surrounded by attached single-family dwellings to the west and south with a public park to the north and an existing church to the east.

J. Parking.

1. Parking Lot Location.

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

Compliance with Standards: There are no off-street parking lots proposed at this time although they will be required in the future for development of the multi-family apartment component of the Master Plan, and the Applicant acknowledges that these standards will be applied to said multi-family development. Each of the attached single-family dwellings will have a two car garage and none will be located within 20 feet of a street corner.

2. Design.

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

Compliance with Standards: The future multi-family apartment parking area(s) will be fully paved with curbing, walkways, and parking lot shade trees. All spaces and drive aisles can and will be striped and in conformance with the City's parking dimension standards. Extensive landscaping and tree planting can and will be proposed in the parking areas to minimize the impact of automobiles and to create a pedestrian friendly environment. A formal Site Plan and Architectural Review application for

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the multi-family apartment portion of the Master Plan will be submitted to the City in the future, at which time all applicable development standards will be analyzed for conformance.

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.

Compliance with Standards: Alleys are proposed to provide vehicular access to garages located at the rear of the attached single-family dwelling lots. The parking lot area(s) for the future multi-family apartments will be reviewed through a separate site plan review application in the future.

4. For parking structures, see Section 17.67.070(H).

Compliance with Standards: No parking structures are proposed.

K. Landscaping.

1. Perimeter Screening and Planting.

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

Compliance with Standards: Landscaping planter strips will be provided along all public streets in accordance with City standards, and detailed landscape plans will be provided for review with a future site plan application for the multi-family apartment development.

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.
- 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

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to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles entering and exiting the parking lot;

- iii. A transparent screen or grille forty-eight inches in height parallel to the edge of right-of-way. A two-foot minimum planting strip shall be located either inside the screen or between the screen and the edge of right-of-way. The planting strip shall be planted with a hedge or other landscaping. Hedges shall be a minimum thirty-six inches and a maximum of forty inches in height at maturity.
- c. Gaps in a building's frontage on a pedestrian street that are adjacent to off-street parking areas and which exceed sixty-five feet in length shall be reduced to no more than sixty-five feet in length through use of a minimum eight-foot-high screen wall. The screen wall shall be solid, grille, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).
- d. Parking Area Interior Landscaping.
 - i. Amount of Landscaping. All surface parking areas with more than ten spaces must provide interior landscaping complying with one or both of the standards stated below.
 - (A) Standard 1. Interior landscaping must be provided at the rate of twenty square feet per stall. At least one tree must be planted for every two hundred square feet of landscaped area. Ground cover plants must completely cover the remainder of the landscaped area.
 - (B) Standard 2. One tree must be provided for every four parking spaces. If surrounded by cement, the tree planting area must have a minimum dimension of four feet. If surrounded by asphalt, the tree planting area must have a minimum dimension of three feet.
 - ii. Development Standards for Parking Area Interior Landscaping.
 - (A) All landscaping must comply with applicable standards. Trees and shrubs must be fully protected from potential damage by vehicles.
 - (B) Interior parking area landscaping must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.
 - (C) Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends four feet or more into the parking area from the perimeter landscape line.
 - (D) Parking areas that are thirty feet or less in width may locate their interior landscaping around the edges of the parking area. Interior landscaping placed along an edge is in addition to any required perimeter landscaping.
- 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.

Compliance with Standards: Plans for parking lot landscaping and screening will be provided with a future application for site plan review of the multi-family apartment development, and Applicant acknowledges that these standards will need to be addressed as part of said application.

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

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Compliance with Standards: The attached single-family dwellings and ADUs in the proposed Phase 2 subdivision tentative plan will have individual trash and recycling collection, and the service area(s) and waste disposal areas for the multi-family apartments will be screened from public view in accordance with these standards, with review for conformance to occur in a future application for site plan review.

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.

Compliance with Standards: Street trees will be planted along all public street frontages and tree species will be selected from the City's approved street tree list and planted in accordance with City standards.

L. Lighting.

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

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Compliance with Standards: LED lighting is proposed for general exterior lighting on all residential structures for energy efficiency. Minimum and maximum lighting levels throughout the development will be as specified by City standards and all public streetlights will conform to Public Work standards and be reviewed as part of the public improvement plans for the subdivision.

M. Signs.

1. The provisions of this section are to be used in conjunction with the city sign regulations in Chapter 15.24. The sign requirements in Chapter 15.24 shall govern in the TOD overlay 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 overlay shall comply with the standards in Table 17.67.050(1).
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.

Compliance with Standards: All proposed signs within the Willow Bend Master Plan area can and will comply with these City standards.

17.67.060 Public parks and open space design standards.

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

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Compliance with Standards: A 4.10 acre public park site has been approved for the northeast quadrant of the Willow Bend Master Plan area and said land was platted as Lot 33 of the Willow Bend, Phase 1 subdivision. No changes are being proposed to the public park which is currently under construction and within a five minute walk of any location within the Master Plan area. The approved Master Plan includes public sidewalks on all street frontages within the development, including along two sides of the proposed park area. Cyclists and pedestrians will have access to the park via the public sidewalks and public streets within the Master Plan, and the park will be clearly visible from the residential areas.

17.67.070 Building design standards.

A. General Design Requirements.

1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:
 - a. Natural ventilation;
 - b. Passive heating and cooling;
 - c. Daylighting;
 - d. Sun-shading devices for solar control;
 - e. Water conservation;
 - f. Appropriate use of building mass and materials; and
 - g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, www.usgbc.org.)
2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.
3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.
4. Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.

Compliance with Standards: Consistent with the adopted Willow Bend Master Plan, all residential units will be designed to be energy efficient and may include such measures as quality windows, low-flow plumbing fixtures and shower flow restrictors, and low water use landscape materials, etc. All residential buildings will be simply composed for cost efficiency and to avoid excessive waste of materials. Earth Advantage, Energy Star, and LEED principles will be utilized to achieve an energy efficient and cost-effective result, including investing in better fixtures, windows, insulation and venting. All residential units will comply with the Oregon Residential Structural Specialty Code. Excepting fixed or transom windows, all units will have operable windows to provide ventilation depending on the orientation of the building and the time of year.

B. Architectural Character.

1. General.



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- 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.

Compliance with Standards: The attached single-family dwellings and ADUs in the proposed Willow Bend, Phase 2 subdivision will continue the same architectural design theme used for the dwellings in Phase 1 that are nearing completion. All dwellings will feature articulated elevations on all sides and varying roof lines and color schemes to create an interesting and quality built environment.

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).

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Compliance with Standards: All the attached single-family dwellings in the proposed Phase 2 subdivision will have their entries oriented to a public street with a pedestrian walkway from each entry to the sidewalk. All entries will be sheltered by at least a four-foot overhanging roof element.

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.

Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Willow Bend, Phase 2 subdivision will be similar to the units constructed in Phase 1. All single-family dwellings will have their main entry oriented to a public street and feature covered porches with pitches roofs for shelter from the elements. The front entrances will project out from the main body of the dwellings, and each unit will feature exterior articulation of building walls and rooflines for visual interest.

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.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

- 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 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 overlay 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., T1-11 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.
 - 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.
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.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

- 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 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.

Compliance with Standards: The facades of the attached single-family dwellings and ADUs within the proposed Willow Bend, Phase 2 subdivision will be similar to the units constructed in Phase 1. All existing and proposed attached single-family dwellings are and will continue to be consistent with these standards for garages, articulation, fenestration, and architectural detailing.

E. Roofs.

2. Residential.

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

Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Phase 2 subdivision will have sloped roofs consistent with these standards and similar to the roof forms constructed on the dwellings within the Willow Bend, Phase 1 subdivision.

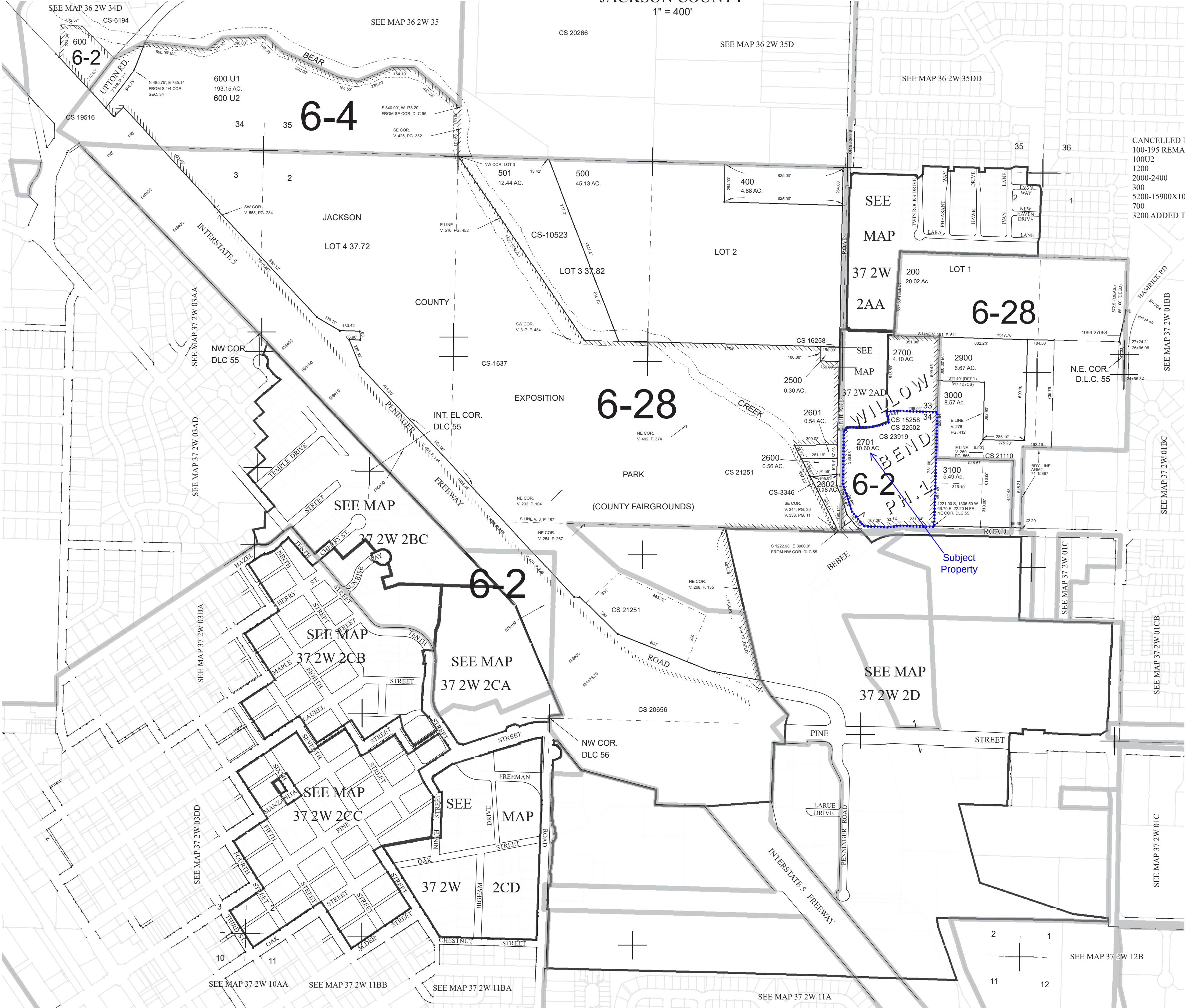
F. Exterior Building Lighting.

2. Residential.

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

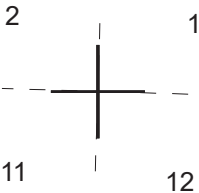
Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Phase 2 subdivision can and will have exterior lighting that complies with these standards.

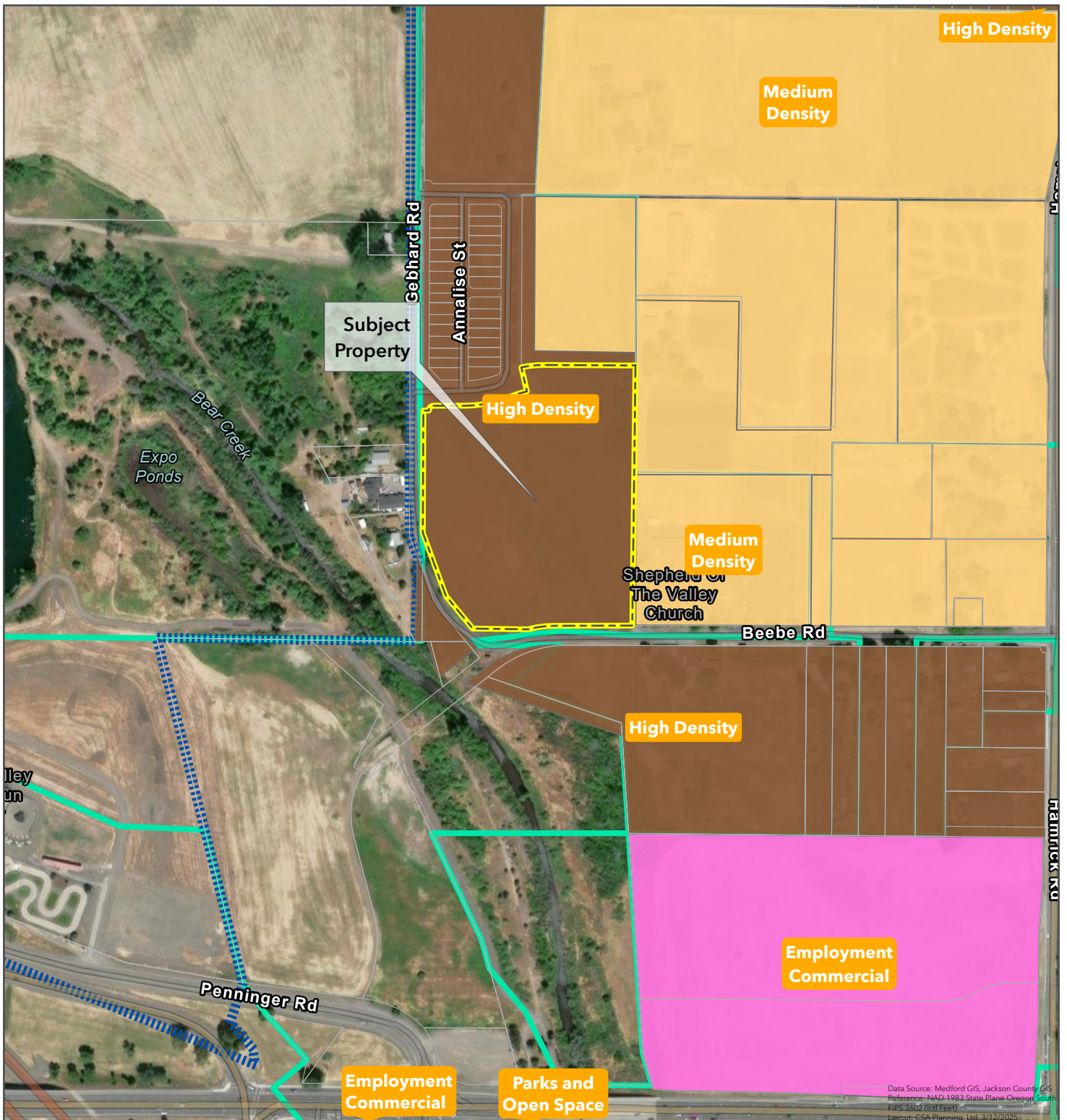
1" = 400'



CANCELLED TAX LOT NUMBERS
100-195 REMAPPED TO 372W02AA & 362W35DD
100U2
1200
2000-2400
300
5200-15900X100'S REMAPPED TO 372W02AA & 362W35DD
700
3200 ADDED TO 3000

Subject Property





Map Features

- Subject Boundary
- Urban Growth Boundary
- City Limits
- Tax Lots

Central Point Comprehensive Plan

- Employment Commercial
- High Density Residential
- Medium Density Residential
- Parks and Open Space

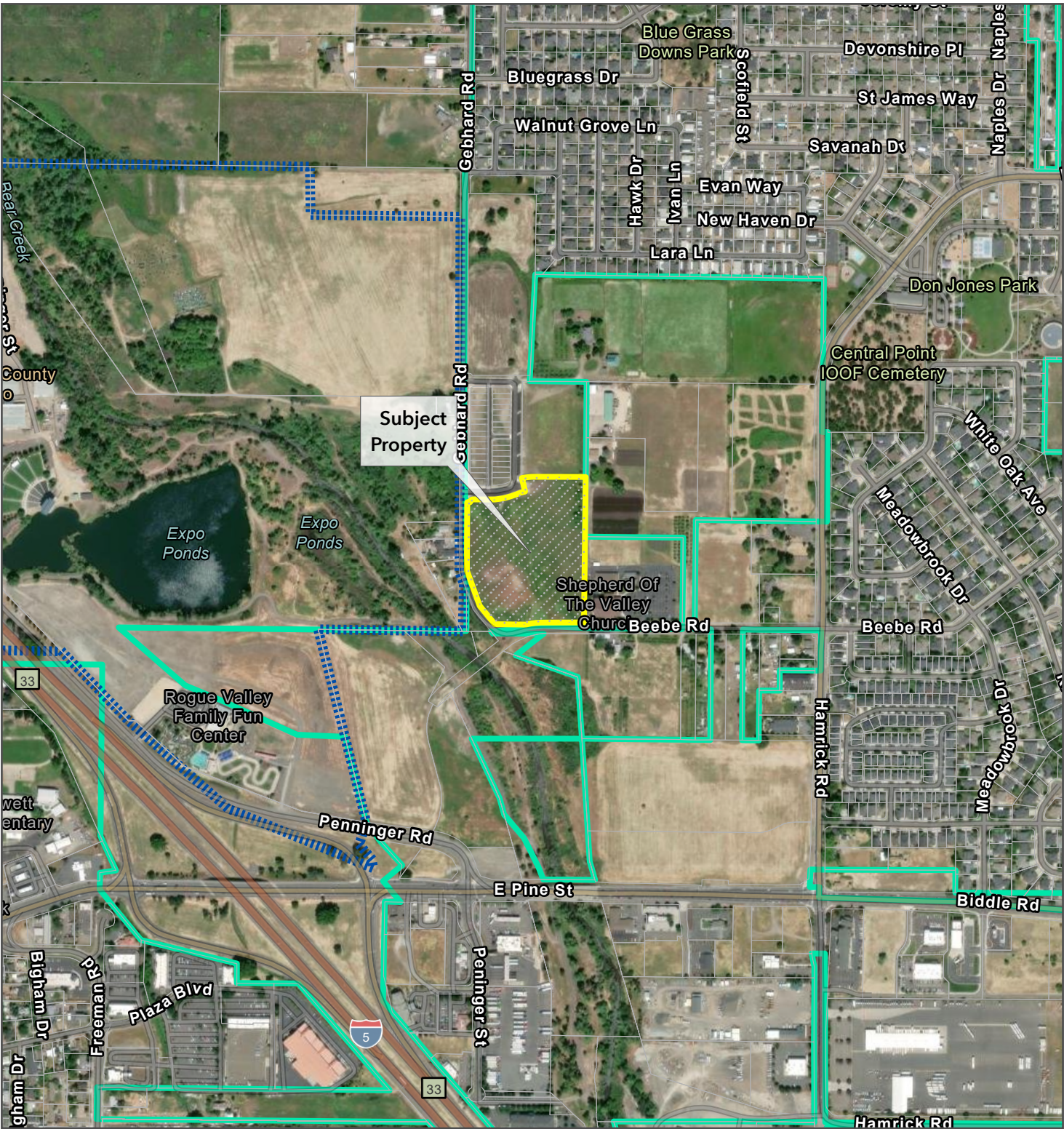
Comprehensive Plan

Willow Bend Master Plan
Modification
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701



0 300 Feet





Map Features

- | | |
|-----------------------|-------------|
| Subject Boundary | City Limits |
| Urban Growth Boundary | Tax Lots |

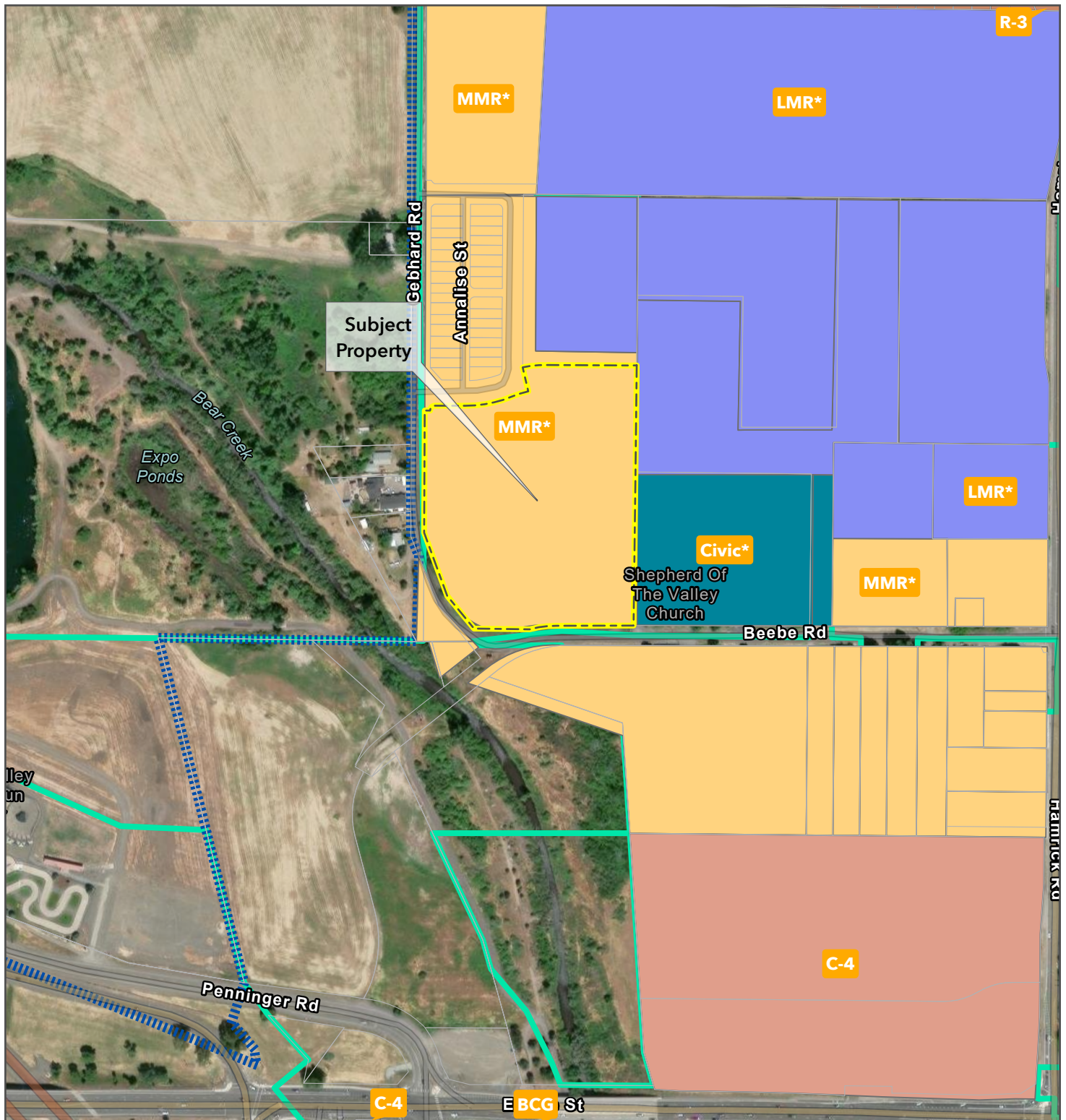
Aerial Map



Willow Bend Master Plan
Modification
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701

0 600 Feet





Map Features

- Subject Boundary
- Urban Growth Boundary
- City Limits
- Tax Lots

Central Point Zoning

- BCG
- C-4
- Civic*
- LMR*
- MMR*
- R-3

Zoning Map

Willow Bend Master Plan
Modification
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701

0 300 Feet



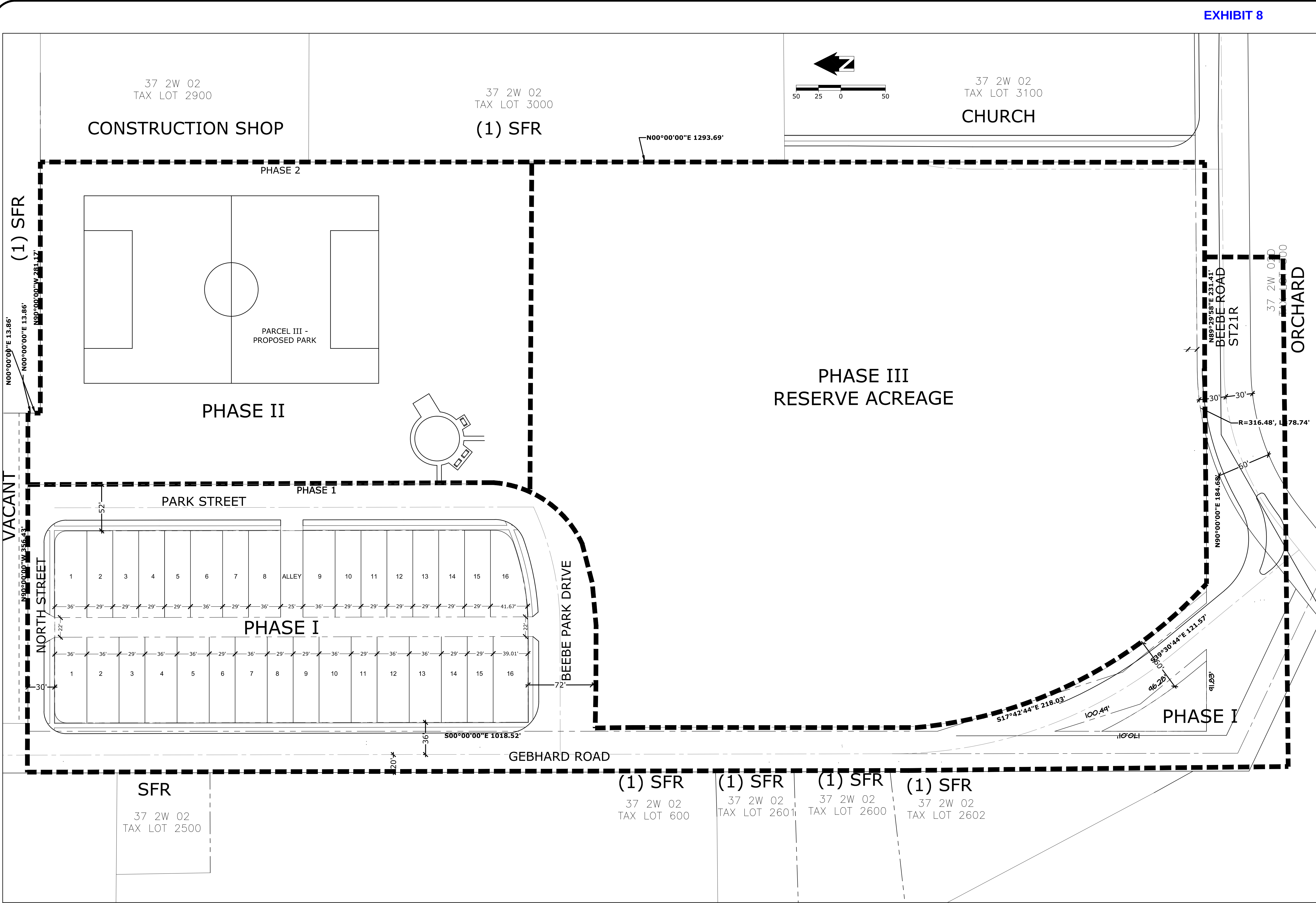


EXHIBIT 8

PRELIMINARY
THESE DRAWINGS SHALL
NOT BE USED FOR:
CONSTRUCTION
BIDDING
RECORDATION
CONVEYANCE
ISSUANCE OF A PERMIT
XX% XX

MARQUESS & ASSOCIATES, INC.
P 541-772-7115
F 541-779-4079
1120 EAST JACKSON
PO BOX 490
MIDFORD, OR 97501
WEB: www.marquessinc.com

YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1937
STRUCTURAL | MECHANICAL | ELECTRICAL
CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING

WHITE HAWK
37 2W 02, TAX LOTS 2700 & 2979
BEEBE ROAD
CENTRAL POINT OREGON

PHASE 1 LAYOUT			
REV	DATE	BY	CHKD
1	12/03/20	CSITE	
2	12/03/20	REC	
3		JEH	

SHEET
1
OF SHEETS

This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Marquess & Associates, Inc. and is not to be used, in whole or in part, for any other project without the written authorization of Marquess & Associates, Inc.

WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS, that WHITE HAWK PROPERTIES, LLC., an Oregon limited liability company, hereinafter referred to as DECLARANT, is the owner in fee simple of the lands as described in the "Surveyor's Certificate" herewith. The Declarant has caused this tract of land to be surveyed and platted into street rights-of-way, lots and easements, and hereby designates this subdivision as WILLOW BEND, PHASE 1. Declarant hereby dedicates to the City of Central Point for public use, all street rights-of-way as depicted hereon. Declarant hereby dedicates, for public use, those areas designated as a Public Utility Easement. Declarant hereby creates that Temporary Sanitary Sewer Easement being over, under, through and across a portion of Lot 34, for the use and benefit of the Rogue Valley Sewer Services, which shall be extinguished upon the extension of Hartgraves Way.

IN WITNESS WHEREOF, signed this 6 day of June, 2023.

Robert Mayers
Robert Mayers, Member
WHITE HAWK PROPERTIES, LLC.

STATE OF OREGON }
County of Jackson } ss

Signed or attested before me on June 6th, 2023, by Robert Mayers as Member for WHITE HAWK PROPERTIES, LLC.

Notary Public - Oregon

COMMISSION NO: 1000922

MY COMMISSION EXPIRES: June 18, 2024

TITLE RELATED NOTES

Pursuant to a Public Records Report prepared by First American Title Insurance Company of Oregon, with an Order Number of 7169-4047779, the subject property may be subject to the following matters of record:

Taxes for the year 2022-2023

The herein described property has been disqualified from special assessment as farm use land and is currently assessed at true cash (market) value. ORS 308A.083 et seq. provides that if the property is converted to a use inconsistent with its return to farm purposes, potential tax in the amount of \$1,549.89 will become due and payable.

City liens, if any, of the City of Central Point.

Unrecorded leases or periodic tenancies, if any.

The premises herein described are within and subject to the statutory powers of Rogue Valley Sewer Services.

These premises are situated in the Rogue River Valley Irrigation District, and subject to the water and irrigation rights, easements for ditches and canals and regulations concerning the same. Per Instrument Number 2006-062042 of the Official Records of Jackson County, Oregon, the lands are no longer subject to the levies and assessments imposed by said District.

The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

Sewer Easement, including the terms and provisions thereof, per Instrument Number 70-11146 of the Official Records of Jackson County, Oregon. (Not within bounds of subject property)

Sewer Easement, including the terms and provisions thereof, per Instruments Numbered 84-05711 and 84-05712, both of the Official Records of Jackson County, Oregon. (Not located within bounds of the subject property)

Roadway Easement, including the terms and provisions thereof, per Instrument Number 97-29942 of the Official Records of Jackson County, Oregon. (shown)

Easement and Equitable Servitudes, including the terms and provisions thereof, originally recorded as Instrument Number 2019-012423, re-recorded as Instrument Number 2019-013907 and re-recorded as Instrument Number 2019-014482, all of the Official Records of Jackson County, Oregon. (Easement is blanket in nature)

Deed of Trust, including the terms and provisions thereof, per Instrument Number 2020-026601 of the Official Records of Jackson County, Oregon.

Deed of Trust, Line of Credit Instrument, including the terms and provisions thereof, per Instrument Number 2021-038004 of the Official Records of Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504

SURVEYOR'S CERTIFICATE

I, Cael E. Neathamer, a Registered Professional Land Surveyor of the State of Oregon, do hereby certify that I have correctly surveyed and marked with the proper monuments, as provided by law, the tract of land depicted hereon and that this plat is a correct representation of said tract and that the following is an accurate description of the boundary lines of the parent tract of land as set forth hereon:

That real property, being Parcel 1 and Parcel 2 per Instrument Number 2020-026600 of the Official Records of Jackson County, Oregon, being located in a portion of Donation Land Claim Number 55, in the Northeast One-quarter of Section 2, Township 37 South, Range 2 West of the Willamette Meridian, in the City of Central Point, Jackson County, Oregon, as now surveyed. The exterior boundary of which is more particularly described as follows:

Beginning at the northwest corner of said Parcel 1 per Instrument Number 2020-026600, being a point on the easterly right-of-way of Gebhard Road that bears North 00°26'04" West, 85.14 feet and South 89°33'56" West, 1913.83 feet from the Northeast Corner of Donation Land Claim Number 55 (DLC 55) of said township and range; thence North 89°33'56" East, along the boundary that is 85.14 feet (1.29 chains) northerly of, when measured at right angles to the north boundary of said DLC 55, 644.00 feet to the northeast corner of that tract of land per Volume 306 at Page 156 of the Deed Records of Jackson County, Oregon; thence South 00°18'42" East, along the easterly boundary of said volume and page, 1290.53 feet to intersect the northerly right-of-way of Beebe Road; thence South 89°12'37" West, along said northerly right-of-way, 231.64 feet to the beginning of a tangent curve to the left, having a radius of 316.48 feet, a central angle of 16°51'30" (the long chord of which bears South 80°46'52" West, 92.78 feet); thence 93.12 feet along the arc of said curve to intersect the southerly boundary of that tract per Volume 264 at Page 633 of said Deed Records; thence South 89°33'56" West, along said southerly boundary, 167.26 feet to intersect the easterly line of that tract per Volume 174 at Page 89 of said Deed Records; thence along said easterly tract line, the following two courses: North 39°48'02" West, 127.23 feet; thence North 18°00'02" West, 234.85 feet to intersect the aforesaid easterly right-of-way of Gebhard Road, being notated as Point A hereon; thence North 00°22'44" West, along said easterly right-of-way, 483.87 feet to the Point of Beginning. TOGETHER WITH: Commencing at said Point A, listed herein and above; thence South 00°22'44" East, along the projected line of said easterly right-of-way of Gebhard Road, 132.14 feet to intersect the westerly line of that tract per said Volume 174 at Page 89, and being the True Point of Beginning; thence along said westerly tract line, the following two courses: South 18°00'02" East, 116.61 feet; thence South 39°48'02" East, 102.12 feet to intersect the aforesaid southerly boundary of said Volume 264 at Page 633; thence South 89°33'56" West, 100.14 feet along said volume and page to the southwest corner thereof; thence North 00°22'44" West, along the westerly boundary of said volume and page, 190.12 feet to the Point of Beginning.

Cael E. Neathamer
Surveyor

AFFIDAVIT OF CONSENT TO DECLARATION

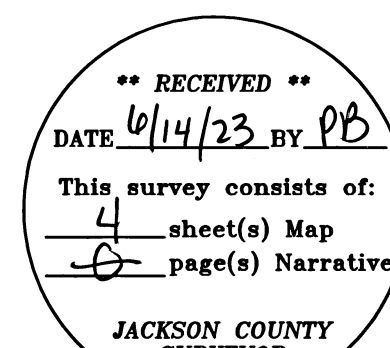
People's Bank of Commerce, as Beneficiary under that certain Deed of Trust and Line of Credit per Instrument recorded as Instruments Numbered 2020-026601 and 2021-038004, of the Official Records of Jackson County, Oregon, consents and agrees to this Plat and declaration of said Subdivision, accepts all terms and specifications hereof and does hereby release from the lien of said Deed of Trust and Line of Credit Instrument all property shown as dedicated to the public for public use, pursuant to Instrument Number 2023-010392, of the Official Records of Jackson County, Oregon.

I hereby certify that this is an exact copy of the original.

Cael E. Neathamer
Surveyor

- INDEX -

TITLE SHEET	SHEET 1
EXTERIOR BOUNDARIES	SHEET 2
PHASE I (LOTS 1 - 32)	SHEET 3
SURVEY NARRATIVE,	SHEET 4
LEGEND, LINE & CURVE TABLES	



REGISTERED
PROFESSIONAL
LAND SURVEYOR

Cael E. Neathamer

OREGON
JULY 9, 2001
CAEL E. NEATHAMER
56545

Renewal Date 12/31/24

APPROVALS:

CITY OF CENTRAL POINT PLANNING FILE NUMBER: SUB-20002

I certify that, pursuant to the authority granted in the City of Central Point Municipal Code, Chapter 16.12, that this plat is hereby approved:

Stephanie Hottel 6/6/2023
Community Development Director Date
Matt Samitar 6/6/2023
Public Works Director Date

Examined and approved this 7 day of June, 2023.

Scott Seir 23919
Jackson County Surveyor Jackson County Surveyor File Number

All taxes, fees, assessments, or other charges as required by O.R.S. 92.095 have been paid as of June 14th, 2023.

M. Mendenhall deputy
Tax Collector/Deputy Monissa Mendenhall

Examined and approved as required by O.R.S. 92.100 this 14 day of June, 2023.

Chad Hollister
and for Assessor/Agent

Examined and approved by Rogue Valley Sewer Services this 9th day of June, 2023.

General Manager/District Engineer

APPROVED FOR RECORDING: Danny Jordan 6/14/23
County Commissioner/ Administrator Date

RECORDING

FILED FOR RECORD THIS THE 14th DAY OF June, 2023 AT 2:28 O'CLOCK P.M. AND RECORDED IN VOLUME 49 OF PLATS AT PAGE 13 OF THE RECORDS OF JACKSON COUNTY, OREGON.

Christine D. Walker Sonya L. Morgan
County Clerk Deputy

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 PROJECT NUMBER: 20074

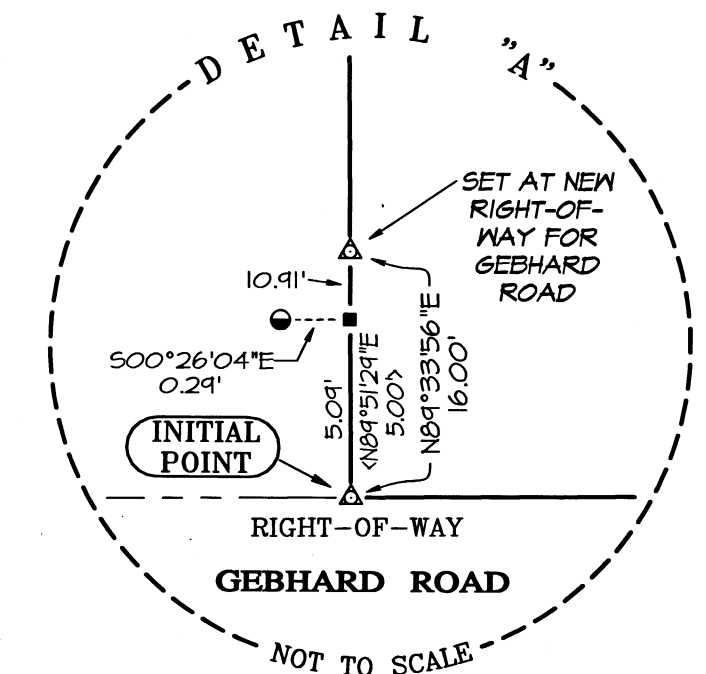
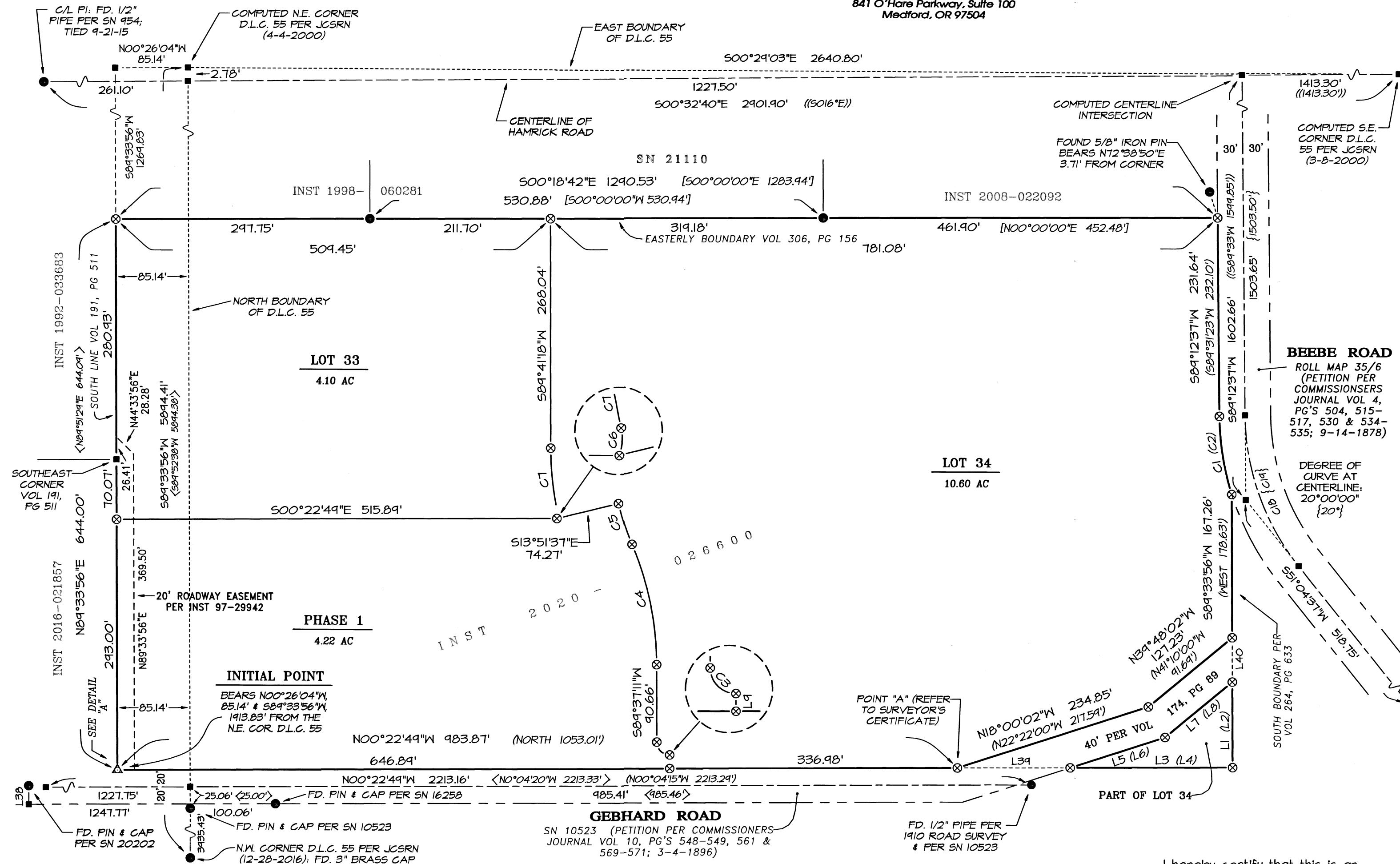
Sheet 1 of 4 © NR CN

WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504



I hereby certify that this is an exact copy of the original.

Carl E. Neathamer
Surveyor

BASIS OF BEARINGS:

Geodetic North referenced to the NAD83 2011 (Epoch 2010.00) datum. Refer to Survey Narrative for complete description.

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 **PROJECT NUMBER:** 20074

Sheet 2 of 4 © NR CN

**** RECEIVED ****
DATE 6/14/23 BY PB
This survey consists of:
4 sheet(s) Map
0 page(s) Narrative
JACKSON COUNTY SURVEYOR

REGISTERED PROFESSIONAL LAND SURVEYOR

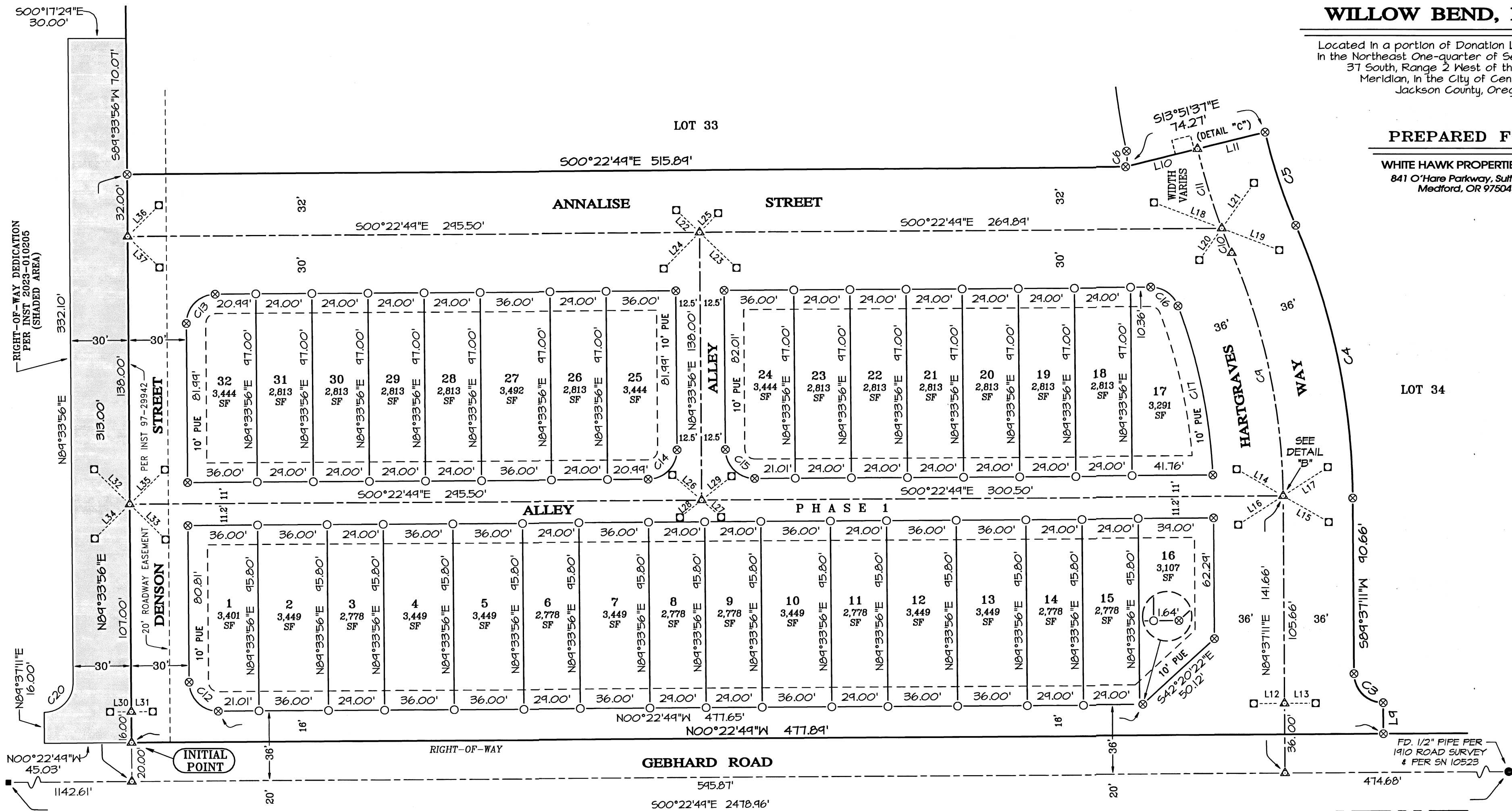
Carl E. Neathamer
OREGON
JULY 9, 2001
CAEL E. NEATHAMER
56545
Renewal Date 12/31/24

WILLOW BEND, PHASE 1

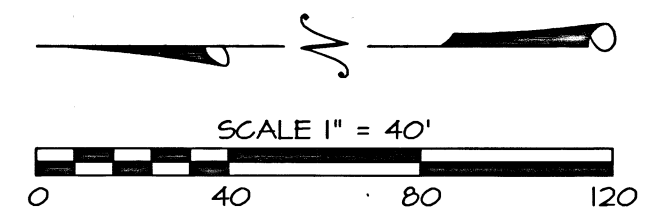
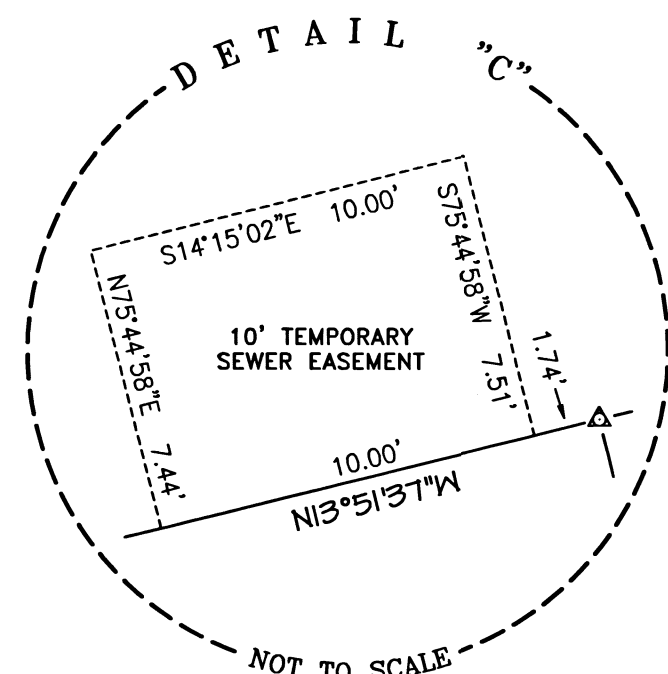
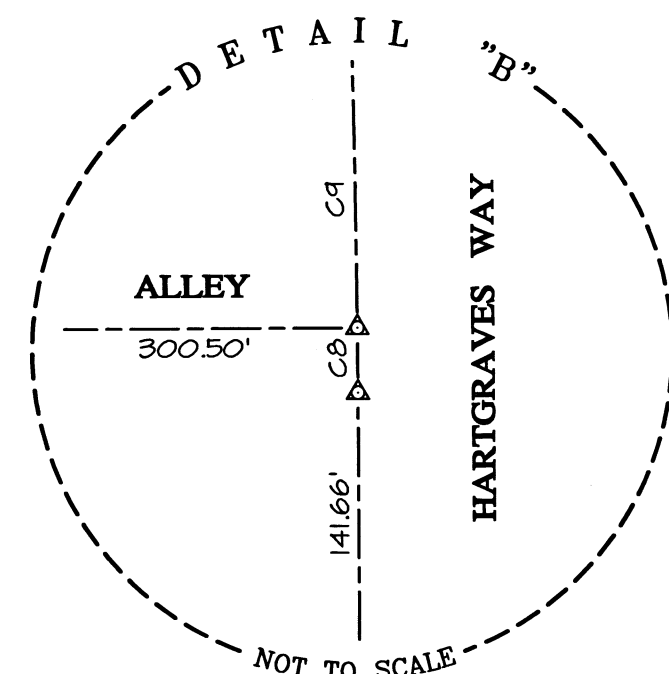
Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504



LOT 34



I hereby certify that this is an
exact copy of the original.

Carl E. Neathamer
Surveyor

BASIS OF BEARINGS:

Geodetic North referenced to the NAD83 2011 (Epoch 2010.00)
datum. Refer to Survey Narrative for complete description.

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 **PROJECT NUMBER:** 20074

Sheet 3 of 4 © NR
CN

**** RECEIVED ****
DATE 6/14/23 BY PB
This survey consists of:
4 sheet(s) Map
2 page(s) Narrative
JACKSON COUNTY
SURVEYOR

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Carl E. Neathamer
**OREGON
JULY 9, 2001
CAEL E. NEATHAMER
56545
Renewal Date 12/31/24**

WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504

SURVEY NARRATIVE TO COMPLY WITH
PARAGRAPH 209.250, OREGON REVISED STATUTES

PURPOSE: Perform a boundary survey and prepare a Final Plat pursuant to the client's instructions and as approved by the City of Central Point Planning Commission (File Number: SUB-20002).

PROCEDURE: Equipment/Software utilized: Trimble SX10 Scanning Total Station, Trimble S7 Robotic Total Station, Trimble R10 GNSS equipment, Trimble TSC7 data collector with Trimble Access software; Trimble Business Center and Trimble Terramodel software.

Records utilized: Volume 88 at Page 579, Volume 174 at Page 89, Volume 191 at Page 511, Volume 264 at Page 633 and Volume 306 at Page 156, all of the Deed Records of Jackson County, Oregon; Instrument Number 2020-026600, of the Official Records of Jackson County, Oregon; and, Corner Re-establishment Notes, Roll Map 35/6, and Surveys Numbered 1026, 10526, 15256, 20202, 21110 and 22502, all on file in the office of the Jackson County Surveyor.

Linear unit (horizontal) is International Foot (ft); Linear unit (vertical) is U.S. Survey Foot (usft); Vertical datum is the North American Datum Vertical of 1988 (NAVD88); Geodetic Information: Datum is the North American Datum (NAD) of 1983 (2011) Epoch 2010.00; System is the Oregon Coordinate Reference System; Zone is the Grants Pass-Ashland ORS 93.312 (1)(c) and OAR 734.005)

All bearings and distances shown hereon are projected (grid) values based on the projection definition herein and above. This projection was utilized in order to minimize the difference between projected (grid) distances and horizontal (ground) distances at the topographic surface within the design area of this coordinate system.

The basis of bearings for this survey is Geodetic North. Note that the grid bearings shown or implied hereon do not equal Geodetic North due to meridian convergence.

The subject property is described per Parcel 1 (being that tract of land per said Volume 264 at Page 633, excepting therefrom said Volume 174 at Page 89) and Parcel 2 (being that tract of land per said Volume 306 at Page 156) per said Instrument Number 2020-026600. To resolve the exterior boundaries thereof, the following was performed:

Determined the location of the northerly boundary of Donation Land Claim Number 55 (DLC 55) per ties to references per county notes dated April 4, 2000, to determine the Northeast Corner thereof, and the found monument at the corner and the reference per county notes dated December 28, 2016, to determine the Northwest corner thereof. From which, computed an offset line at 85.14 feet (1.29 chains) northerly from said northerly boundary of DLC 55, to resolve the northerly boundaries of said Volume 264 at Page 633 and Volume 306 at Page 156, thereby resolving the northerly boundary of the subject tract; Held a distance of 1221.00 feet (18.50 chains) southerly from said Northeast Corner of DLC 55 and a bearing parallel with the resolved northerly boundary of said DLC 55 to determine the southerly boundary per said 264 at Page 633. Determined the centerline of Beebe Road by holding a distance of 1413.30 feet along the centerline of Hamrick Road, from the Southeast Corner of said DLC 55 (determined per ties to found references per county notes dated May 8, 2000) per said Survey Number 1026 to define the easterly end of its centerline, and a found monument (originally tied on 9-16-2000, but since destroyed by installation of a water valve) to the point of intersection at a curve per said Roll Map 35/6, to define the westerly end of said centerline. From which, offset 30.00 feet northerly to determine the northerly right-of-way of said Beebe Road. These last two determinations resolved the location of the southerly boundary of the subject tract; Utilized found monuments and record data per Surveys Numbered 10523 and 20202 to determine the centerline and rights-of-way of Gebhard Road. The calls to its beginning and termination per said Volume 174 at Page 89 from the Northeast Corner of said DLC 55 did not fit the southerly end of the existing Gebhard Road, therefore, determined its position by holding the angle point of its centerline at the average center of the existing roadway and rotating to a "best-fit" to said roadway alignment. From which, extended lines southerly to the resolved location of said Volume 264 at Page 633 to determine its southerly end, and extend northerly to intersect with the resolved rights-of-way of Gebhard Road, to determine its northerly end. These determinations resolved the location of the westerly boundary of said subject tract; Resolved the easterly boundary of said Volume 306 at Page 156 utilizing the Northeast Corner of said DLC 55 and two found monuments per said Survey Number 21110, thereby resolving the location of the easterly boundary of the subject tract.

Utilizing the resolved boundaries of the subject tract and the approvals per City of Central Point Planning File Number SUB-20002, computed the streets, alley ways, lots and easements, as depicted on Sheet 3 hereof.

Completed establishing monuments, as depicted on Sheets 2 and 3 hereof, on May 1, 2022.

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S89°33'56"W	100.14'	L21	S54°32'26"E	28.64'
L2	WEST	90.92'	L22	N43°43'44"E	16.57'
L3	N00°22'49"W	190.12'	L23	S43°43'44"W	26.53'
L4	NORTH	161.88'	L24	N45°25'42"W	26.28'
L5	S18°00'02"E	116.61'	L25	S45°25'42"E	13.85'
L6	N22°22'00"W	128.09'	L26	N40°48'16"E	21.31'
L7	S39°48'02"E	102.12'	L27	S40°48'16"W	16.33'
L8	N44°10'00"W	60.54'	L28	N38°26'28"W	17.43'
L9	S89°37'11"W	16.00'	L29	S38°26'28"E	21.65'
L10	S13°51'37"E	38.26'	L30	N00°25'52"W	10.94'
L11	S13°51'37"E	36.00'	L31	S00°25'52"E	11.12'
L12	N00°22'35"W	15.92'	L32	N44°22'29"E	25.72'
L13	S00°22'35"E	16.06'	L33	S44°22'29"W	25.99'
L14	N29°50'53"E	27.63'	L34	N44°23'27"W	25.25'
L15	S29°50'53"W	27.21'	L35	S44°23'27"E	25.48'
L16	N32°46'20"W	27.56'	L36	S44°49'39"E	22.79'
L17	S32°46'20"E	27.46'	L37	S44°03'06"W	23.00'
L18	N20°42'50"E	37.48'	L38	S89°37'00"W	21.84'
L19	S20°42'50"W	31.75'	L39	S00°22'49"E	132.14'
L20	N54°32'26"W	20.04'	L40	S89°33'56"W	51.74'

CURVE TABLE

CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD
C1	16°51'30"	316.48'	93.12'	S80°46'52"W	92.78'
C2	14°41'42"	316.48'	81.17'	S82°10'32"W	80.95'
C3	90°00'00"	15.00'	23.56'	S44°37'11"W	21.21'
C4	22°55'54"	361.00'	144.48'	S78°09'13"W	143.52'
C5	10°00'51"	289.00'	50.51'	S71°41'42"W	50.45'
C6	31°16'32"	15.00'	8.19'	N86°32'49"W	8.09'
C7	11°52'23"	361.00'	74.81'	S83°45'07"W	74.67'
C8	00°14'13"	325.00'	1.34'	N89°30'04"E	1.34'
C9	22°41'41"	325.00'	128.73'	N78°02'07"E	127.89'
C10	02°24'46"	325.00'	13.69'	N67°53'39"E	13.69'
C11	07°32'20"	325.00'	42.76'	N72°52'13"E	42.73'
C12	89°56'46"	15.00'	23.55'	N44°35'34"E	21.20'
C13	90°03'14"	15.00'	23.58'	S45°24'26"E	21.22'
C14	90°03'14"	15.00'	23.58'	N45°24'26"W	21.22'
C15	89°56'46"	15.00'	23.55'	N44°35'34"E	21.20'
C16	69°51'34"	15.00'	18.29'	S34°32'58"W	17.18'
C17	17°41'33"	289.00'	89.24'	S78°19'31"W	88.89'
C18	38°08'00"	286.48'	190.67'	S70°08'37"W	187.17'
C19	38°08'	-	190.70'	-	-
C20	90°03'14"	15.00'	23.58'	S45°24'26"E	21.22'

LEGEND:

- Indicates a set 5/8-inch diameter by 24 inches long iron pin with a plastic cap marked "NEATHAMER SURVEYING".
- ⊗ Indicates a set 5/8-inch diameter by 30 inches long iron pin with a plastic cap marked "NEATHAMER SURVEYING".
- △ Indicates a set 5/8-inch diameter by 30 inches long iron pin with an aluminum cap marked "NEATHAMER SURVEYING".
- Indicates a set 0.40 shell casing in concrete.
- Indicates a found 5/8-inch diameter iron pin with a plastic cap marked "FARBER PLS 2189" per SN 21110, or as noted hereon.
- Indicates a found 5/8-inch diameter iron pin with a plastic cap (illegible) per SN 15256.
- Indicates a computed position, nothing found or set.
- { } Indicates record data per Roll Map 35/6.
- (()) Indicates record data per SN 1026.
- < > Indicates record data per SN 10523.
- [] Indicates record data per SN 21110.
- () Indicates record data per SN 22502.

C/L PI Indicates a Centerline Point-of-Intersection.

INST Indicates an instrument recorded by number pursuant to the Official Records of Jackson County, Oregon.

PUE Indicates a Public Utility Easement.

SN Indicates a survey filed by number in the office of the Jackson County Surveyor.

BASIS OF BEARINGS:

Geodetic North referenced to the NAD83 2011 (Epoch 2010.00) datum. Refer to Survey Narrative for complete description.

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 PROJECT NUMBER: 20074

Sheet 4 of 4 © NR CN

I hereby certify that this is an exact copy of the original.
Carl E. Neathamer
Surveyor

** RECEIVED **
DATE 6/14/23 BY PB
This survey consists of:
4 sheet(s) Map
0 page(s) Narrative
JACKSON COUNTY
SURVEYOR

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Carl E. Neathamer
OREGON
JULY 9, 2001
CARL E. NEATHAMER
56545
Renewal Date 12/31/24



View looking north from the southwest corner of Tango Way and Gebhard Road intersection.



View looking north across Tango Way at the main alleyway access to the Phase 1 development.



View looking north from Tango Way down Annalise Street.



View looking northeast from corner of Tango Way and Gebhard Road.

Site Photos

White Hawk Properties, LLC

MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



View looking southwest
from Cleo Street and
Annalise Street intersection.



View looking south from
Cleo Street along the main
alley through the
Phase 1 development.



View looking southwest
from northeast corner of
Cleo Street and
Annalise Street.



View looking southeast from
northwest corner of Cleo
Street and Gebhard Road,

Site Photos

White Hawk Properties, LLC

MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



Front view of a finished attached single-family dwelling
(two units).



Rear view of a finished attached single-family dwelling
(two units)

Site Photos

White Hawk Properties, LLC

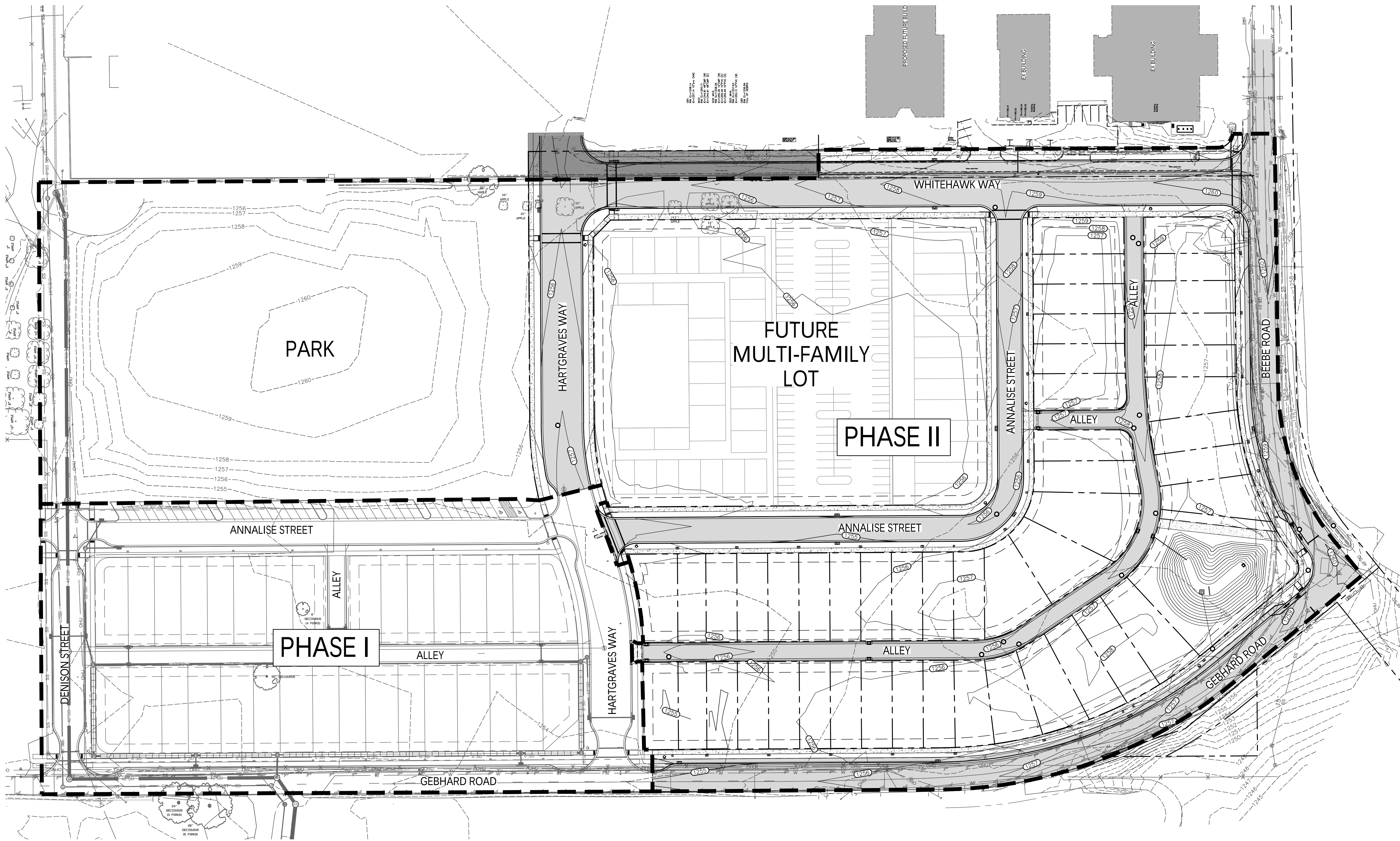
MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



PROPOSED FUTURE BUILDING
EXISTING BUILDING
EXISTING BUILDING

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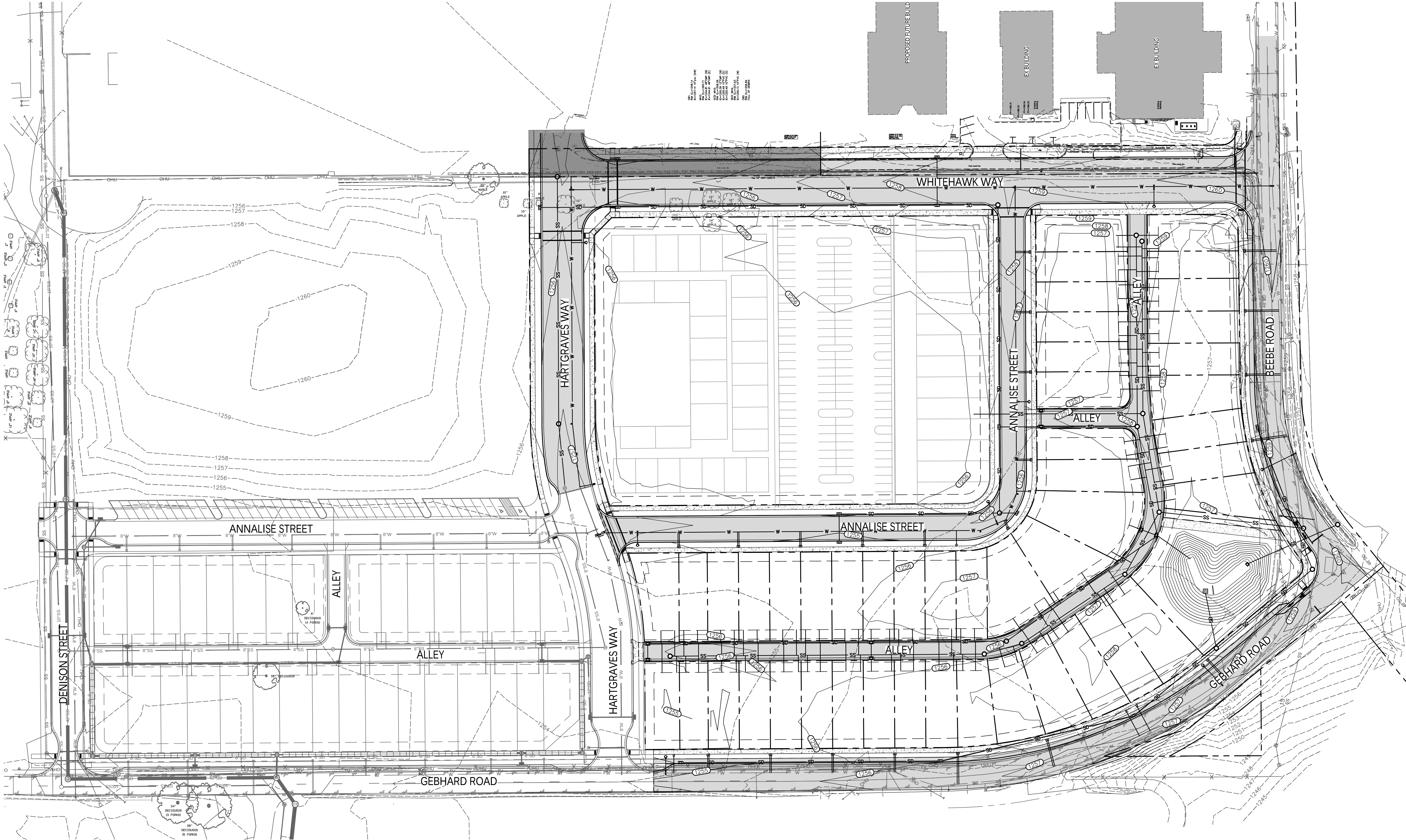
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**WILLOW BEND
MASTER PLAN**
GERHARD RD. & BEEBE RD.
CENTRAL POINT OREGON

MASTERPLAN LAYOUT		REVISIONS	
MAI JOB NO.	24-1053	FILE NAME	CSITE 24-1053
ISSUE DATE	04-14-2025	DRAWN	ST
CHECKED	JEH		

SHEET
1
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**WILLOW BEND
MASTER PLAN**
GEBHARD RD. & BEEBE RD.
CENTRAL POINT OREGON

MASTER UTILITY PLAN LAYOUT		REVISIONS	
MAI JOB NO.	24-1053	FILE NAME	CSITE 24-1053
ISSUE DATE	04-14-2025	DRAWN	ST
CHECKED	JEH		

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A Tentative Plan for
Willow Bend, Phase 2

Located at:

NE 1/4 Section 2, Township 37 South, Range 2 West, W.M.,
City of Central Point, Jackson County, Oregon

SURVEYOR'S NOTES:

Basin of Bearing is the west line of with an applied bearing of North 00°18'42" East, per Lot 34, Willow Bend, Phase 1, filed as survey 23919 Jackson County Surveyor office.

The intent of the plan is to subdivide said existing Lot 34, into 48 lots and 1 detention basin with roadway, alleys and easements as shown hereon Lot 48 is reserved for future phases of this development..

This property is abutted by Gebhard Road to the west, Beebe Road to the south and Hartgraves Way to the north. The land is cleared with no developments hereon.

Zoning: MMR (ETOD), the property to the southeast is zoned Civic (ETOD). The property to the north and north east is zoned MMR (ETOD)

Existing ground contours were provided to me by my client and are reference to NAVD88 vertical datum.

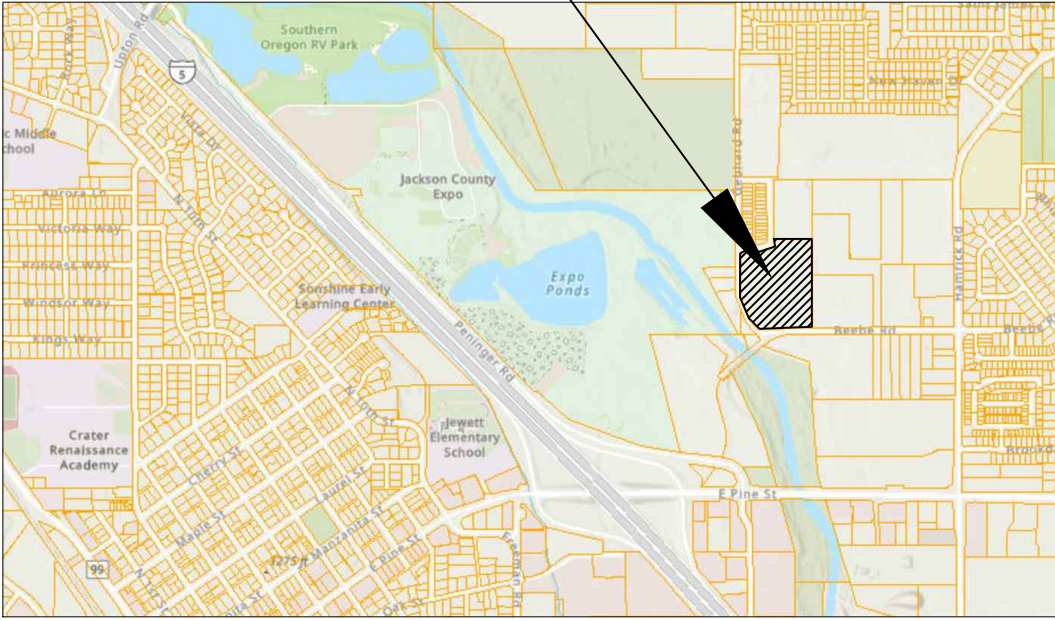
Ownership of this property, including the remnant parcel lying southwest of the Gebhard Road, Beebe Road intersection is per Statutory Special Warranty Deed to White Hawk Properties, LLC and recorded on July 29, 2020 as instrument number 2020-026600 Jackson County Official Records.

Area Information:

Area of property prior to development: 4.11± Acres

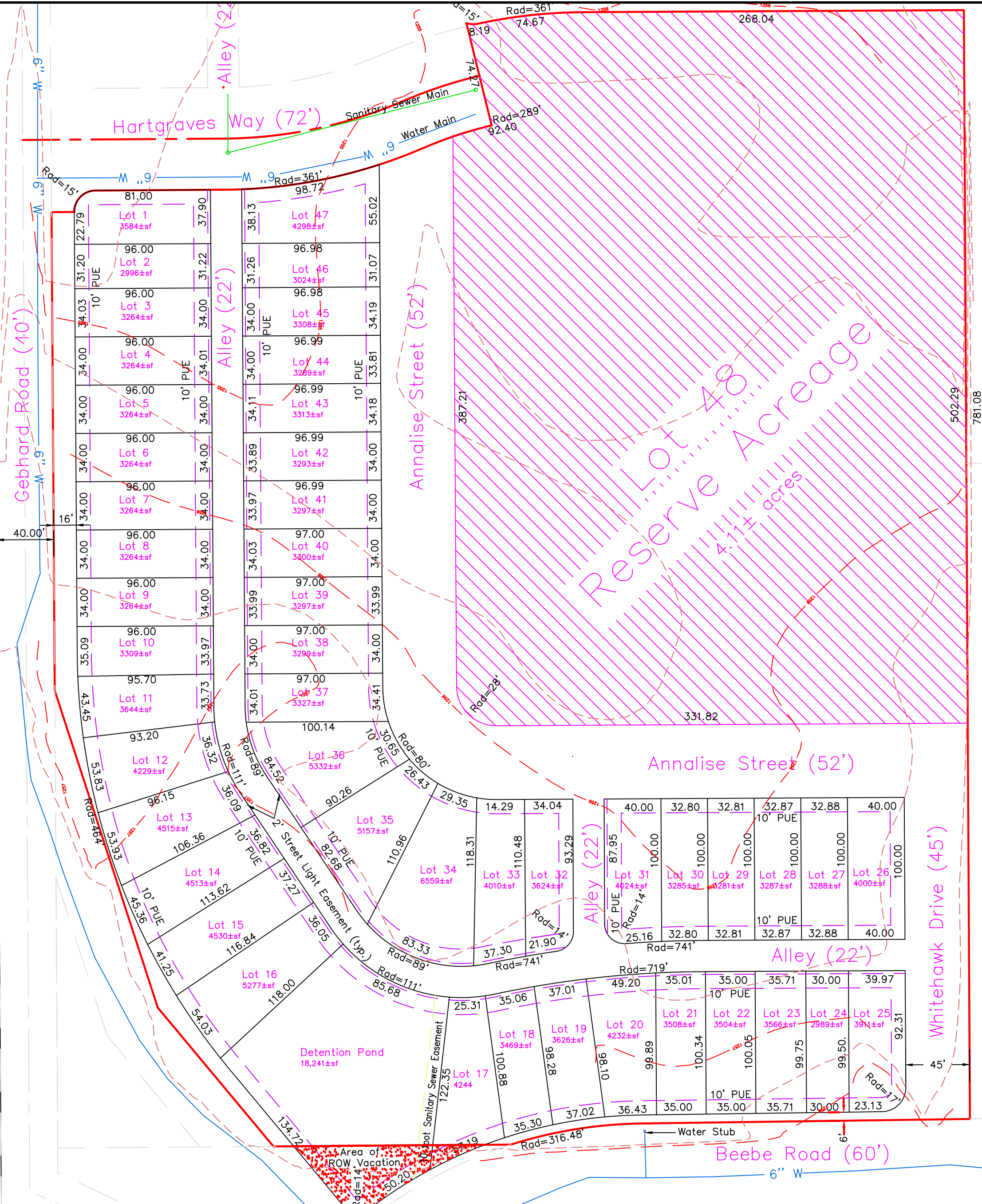
Number of Lots proposed: 48 lots, plus 1 Detention Pond, right of way dedications and vacation as denoted on this tentative plan.

Project Location:



Prepared For/Owner:
White Hawk Properties, LLC
2870 Nansen Drive
Medford, OR 97504

Prepared By:
Pariani Land Surveying
17 South Platt Avenue, Suite C
Eagle Point, Oregon 97524



322W02 TL 3000
Piccolo Family Trust
Zoned LMR (ETOD)

322W02 TL 3100
Shepard of the Valley
Zoned Civic (ETOD)

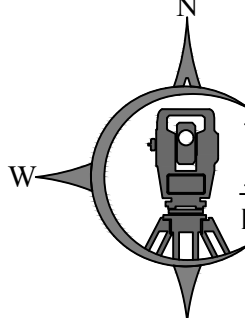
Township 37 South, Range 2 West
NE 1/4 Section 2

**Tentative Plan for
Willow Bend, Phase 2**

**White Hawk Properties
2870 Nansen Drive
Medford, OR 97504**

PROJECT NO.	2025-927
DATE:	March 3, 2025
DRAWN BY:	JRP
REVIEWED BY:	CJP/MB/JH
APPROVED BY:	JRP
HORZ SCALE: 1" = 60'	VERT SCALE:

SHEET	1 of 1
DRAWING NO.	TP-1
REV. NO.	

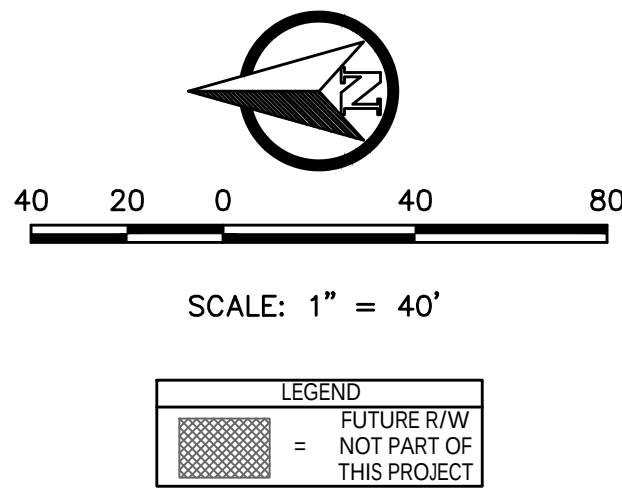
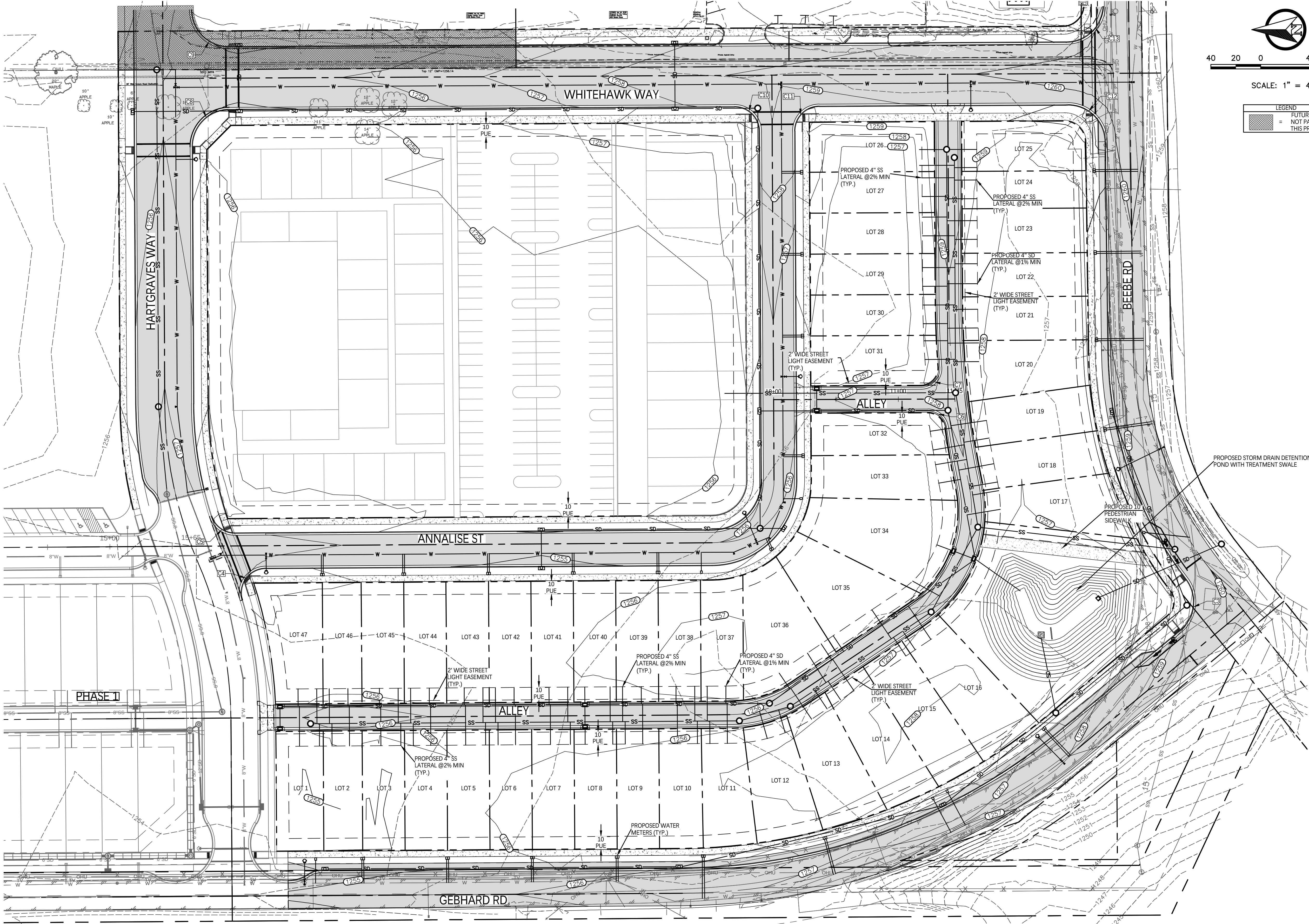


Pariani Land Surveying
PHONE: (541) 890-1131 EMAIL: JOHN@PARIANILS.COM

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John R. Pariani

OREGON
July 13, 1999
JOHN R. PARIANI
#51382
Renews: December 31, 2026



LEGEND
FUTURE R/W
= NOT PART OF
THIS PROJECT

Curve Table						
Curve #	Length	Radius	Delta	Chord Direction	Chord Length	
C1	17.21	30.00	32.87	N16° 48' 21"W	16.98	
C2	11.47	20.00	32.86	N16° 48' 37"W	11.31	
C3	45.78	30.00	87.44	N83° 31' 06"W	41.47	
C4	37.00	20.00	105.99	S53° 22' 24"E	31.94	
C5	25.37	20.00	72.69	N35° 58' 00"E	23.71	
C6	21.47	15.00	81.99	N40° 46' 13"E	19.68	
C7	24.68	15.00	94.27	N47° 21' 30"W	21.99	
C8	47.12	30.00	90.00	S45° 18' 42"E	42.43	
C9	47.12	30.00	90.00	S44° 41' 18"W	42.43	
C10	31.42	20.00	90.00	S44° 41' 18"W	28.28	
C11	31.42	20.00	90.00	S45° 18' 42"E	28.28	
C12	46.87	30.00	89.52	S44° 26' 59"W	42.25	
C13	45.40	30.00	86.70	S43° 39' 46"E	41.19	

NOTE:
CONTRACTOR SHALL COORDINATE THE
RELOCATION OF THE EXISTING UTILITY
POLES AND OVERHEAD UTILITIES ALONG
GEBHARD ROAD AND BEEBE ROAD INTO
THE PUE WITH THE RESPECTIVE UTILITY
COMPANIES IN.

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REGISTERED PROFESSIONAL ENGINEER
72868PE
OREGON
PRELIMINARY
MARCH 11, 2025
ROBERT SCOTT GUNTER

RENEWS: JUNE 30, 2025

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WILLOW BEND PHASE II

GEBHARD RD. & BEEBE RD.

CENTRAL POINT OREGON

GRADING & UTILITY PLAN

REVISIONS

MAJ JOB NO. 24-1033
FILE NAME CSITE 24-1033
ISSUE DATE 03-13-2025
DRAWN DAW
CHECKED JEH

SHEET

CP0.02

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Page 63 of 177



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**WILLOW BEND PHASE 2
GEBHARD ROAD
CENTRAL POINT, OREGON
STORMWATER DETENTION AND WATER QUALITY
CALCULATIONS
MAI JOB NO. 24-1053**

January 9, 2025



RENEWS: JUNE 30, 2025

**Marquess & Associates, Inc.
1120 East Jackson Street
Medford, Oregon 97504
541-772-7115**

DRAINAGE NARRATIVE

The Willow Bend Phase 2 development will create 43 lots for townhome construction and 1 lot for commercial construction along with improvements to Gebhard Road and construction of new on-site roads and alleys. To provide the required detention and water quality treatment a stormwater detention pond with a treatment swale in the bottom will be utilized to capture stormwater runoff before releasing the runoff into a city storm drain system.

The existing Phase 2 site is vacant and generally slopes to the north.

The proposed improvements will create 3.98 acres of impervious surface draining to the proposed detention system. The area covered by the 43 single family residential lots have been considered as 65% impervious. The predeveloped flow from the remaining commercial lot will be considered for the system, as this lot will have its own treatment and detention facility. The overall area that will drain to the pond is 10.45 acres.

The proposed pond system will be located on it's own lot next to the intersection between Gebhard Road and Beebe Road. The pond will have an 8-foot-wide swale in the bottom running at 0.5% grade for 92 linear feet.

DETENTION CALCULATIONS

For the pre-developed condition, a Time of Concentration (Tc) of 48.22 minutes and a Curve Number (CN) of 80 was used. Per the attached Hydrology Studio Hydrograph calculation the pre-developed flow for a 10-year storm event (3.0" of rainfall in 24 hours) was 2.094 cfs.

For the post-developed condition, a Time of Concentration (Tc) of 15 minutes and a Curve Number (CN) of 91 was used. Per the attached Hydrology Studio Hydrograph calculation the post-developed flow for a 10-year storm event (3.0" of rainfall in 24 hours) was 5.379 cfs.

The system had been designed to release at a rate of 2.046 cfs through a 6.25" diameter orifice. During a 10-year storm event the system will pond water to an elevation of 1250.02. The top of bank for the proposed pond is 1256.50 which will provide 6.48 feet of freeboard. The proposed pond will provide 9,970 cubic feet of storage volume during a 10-year storm event.

BYPASS ROUTING

The outlet structure for the detention pond has been designed as a modified ditch inlet with the flowline grate acting as an overflow weir. The weir elevation has been set at 1250.15 to accommodate the 25-year storm.

WATER QUALITY

The bottom of the vegetated detention pond will have a swale graded to provide the required treatment for the Water Quality design storm. The scope of the project will create a Water Quality flow of 0.44 cfs.

The proposed swale in the bottom of the pond has been designed to treat the Full Build-out of the site. The proposed swale will be 8' wide with 3:1 side slopes and a longitudinal slope of 0.50%. The length of the swale (measured at centerline of swale) is 92'. The swale will run at a depth of

0.29' with a flow velocity of 0.17 fps. This will equate to a flow time of approximately 9.02 minutes which meets the required time of 9 minutes.

$$\frac{\text{length (ft)}}{1} \times \frac{1 \text{ (s)}}{v \text{ (ft)}} \times \frac{1 \text{ (min)}}{60 \text{ s}} = \text{time (min)}$$

HYDROLOGY STUDIO HYDROGRAPH CALCULATIONS

Hydrograph Report

Project Name:

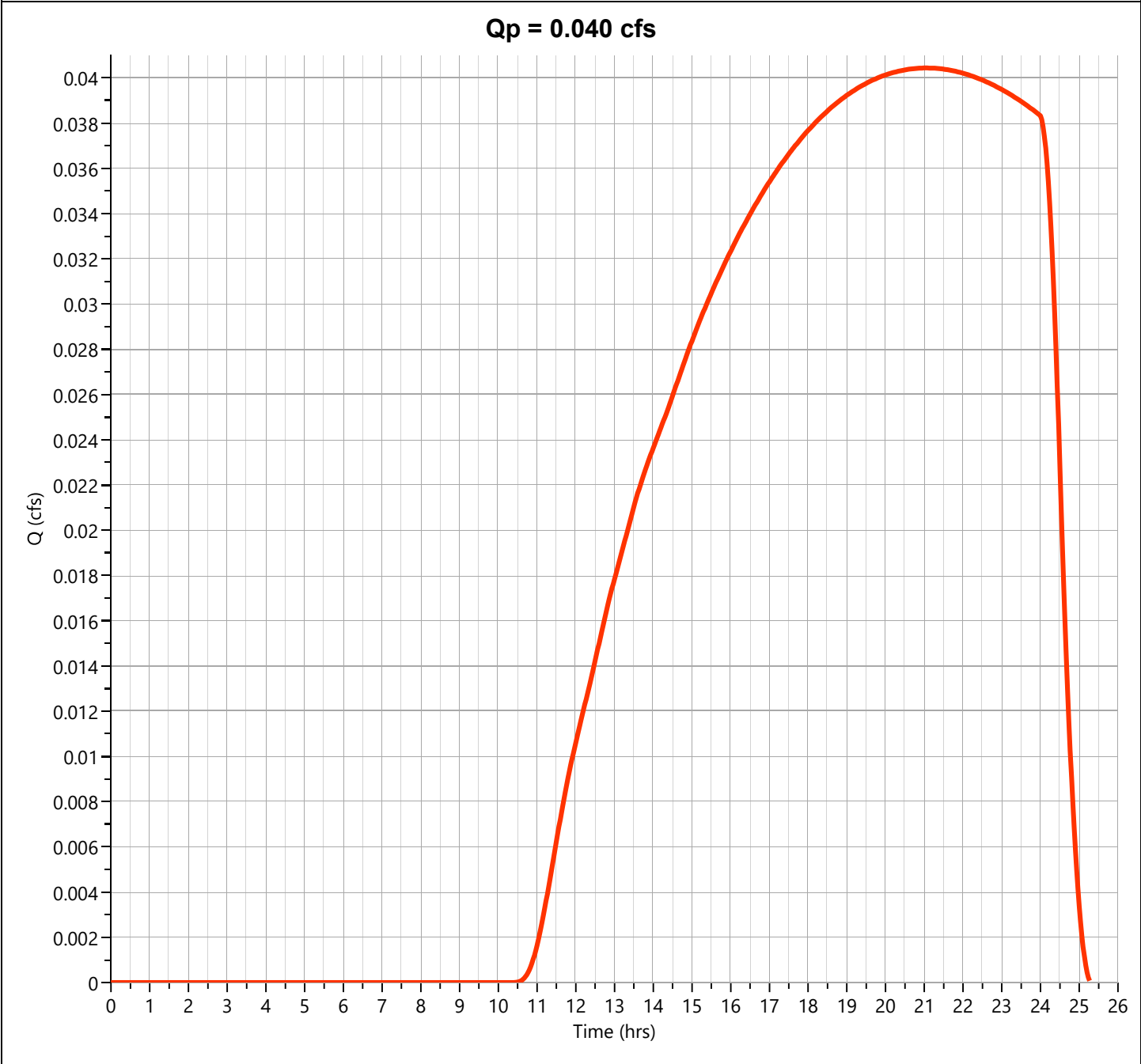
Hydrology Studio v 3.0.0.34

01-09-2025

Pre Developed

Hyd. No. 1

Hydrograph Type	= NRCS Runoff	Peak Flow	= 0.040 cfs
Storm Frequency	= 1-yr	Time to Peak	= 21.07 hrs
Time Interval	= 2 min	Runoff Volume	= 1,544 cuft
Drainage Area	= 10.45 ac	Curve Number	= 80
Tc Method	= TR55 (See Worksheet)	Time of Conc. (Tc)	= 48.22 min
Total Rainfall	= 0.84 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484



Tc by TR55 Worksheet

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

Developed NRCS Runoff

Hyd. No. 1

Description	Segments			Tc (min)
	A	B	C	
Sheet Flow				
Description				
Manning's n	0.240	0.013	0.013	
Flow Length (ft)	100			
2-yr, 24-hr Precip. (in)	2.00	2.28	2.28	
Land Slope (%)	.66			
Travel Time (min)	28.12	0.00	0.00	28.12
Shallow Concentrated Flow				
Flow Length (ft)	870			
Watercourse Slope (%)	0.20	0.00	0.00	
Surface Description	Unpaved	Paved	Paved	
Average Velocity (ft/s)	.72			
Travel Time (min)	20.09	0.00	0.00	20.09
Channel Flow				
X-sectional Flow Area (sqft)				
Wetted Perimeter (ft)				
Channel Slope (%)				
Manning's n	0.013	0.013	0.013	
Velocity (ft/s)				
Flow Length (ft)				
Travel Time (min)	0.00	0.00	0.00	0.00
Total Travel Time				48.22 min

Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

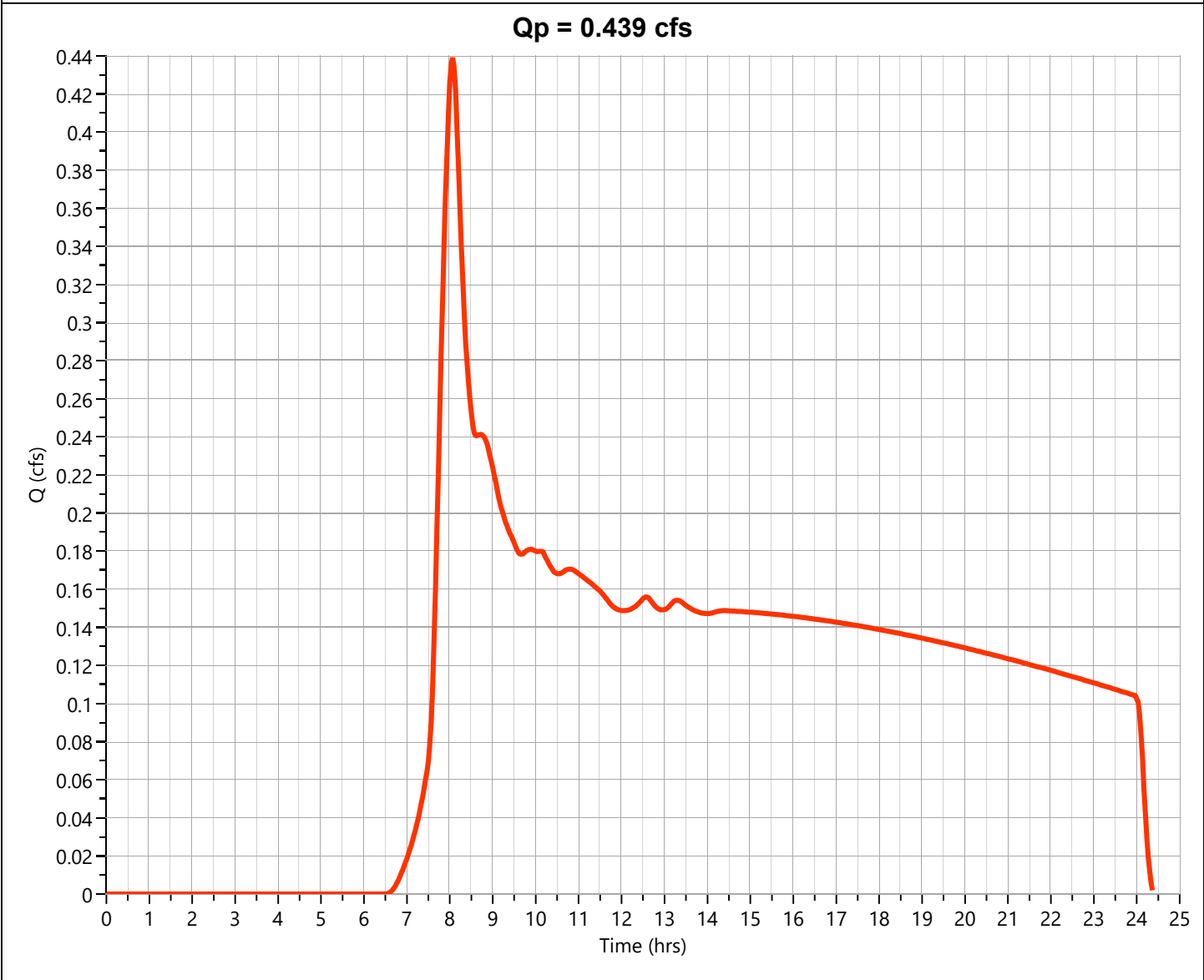
01-09-2025

Post Developed

Hyd. No. 2

Hydrograph Type	= NRCS Runoff	Peak Flow	= 0.439 cfs
Storm Frequency	= 1-yr	Time to Peak	= 8.07 hrs
Time Interval	= 2 min	Runoff Volume	= 9,351 cuft
Drainage Area	= 10.45 ac	Curve Number	= 91*
Tc Method	= User	Time of Conc. (Tc)	= 15.0 min
Total Rainfall	= 0.84 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484

* Composite CN Worksheet		
AREA (ac)	CN	DESCRIPTION
3.98	98	Impervious
3.1	80	Landscape
3.37	92	SFR
10.45	91	Weighted CN Method Employed



Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

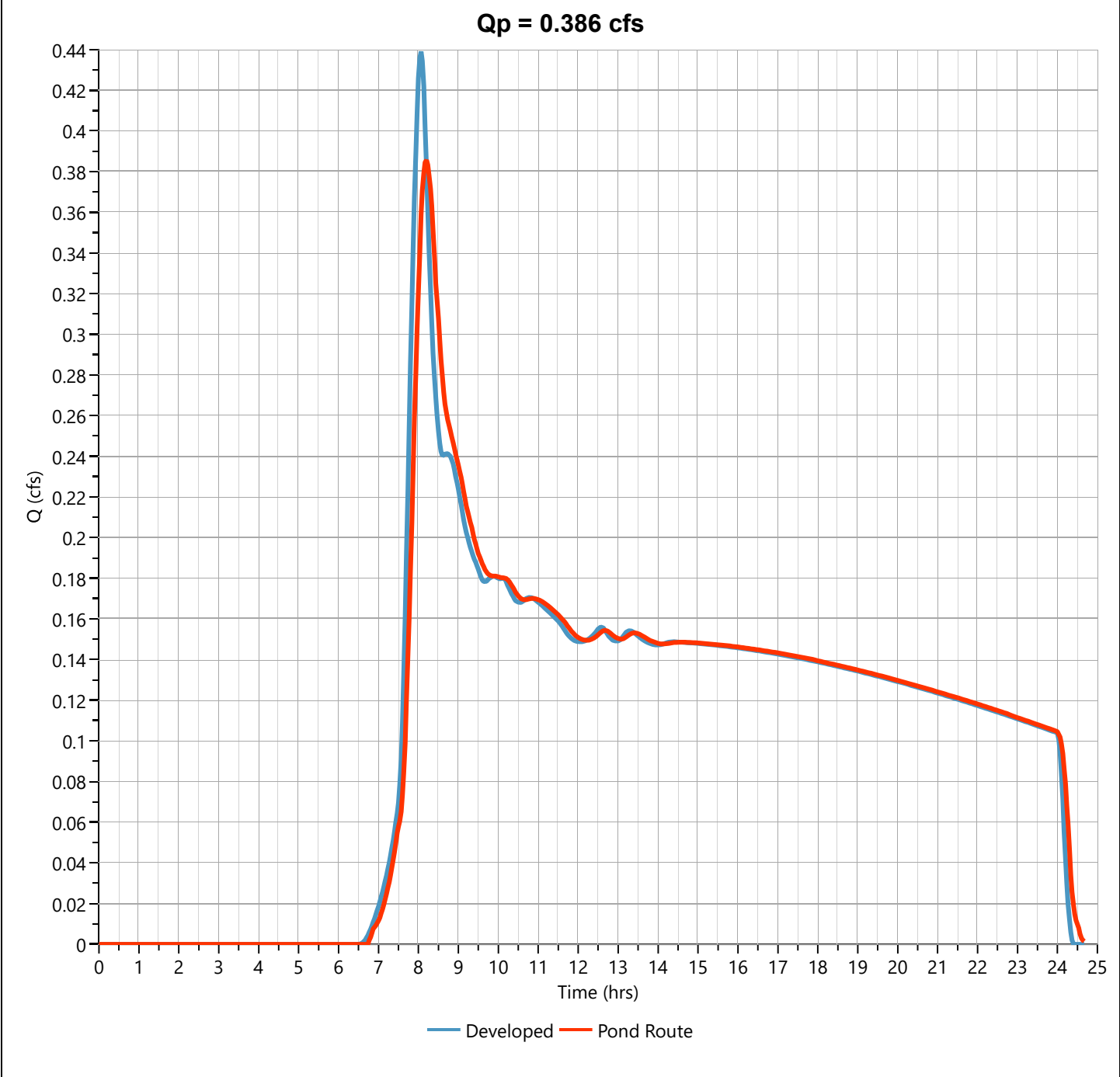
Pond Route

Hyd. No. 3

Hydrograph Type	= Pond Route	Peak Flow	= 0.386 cfs
Storm Frequency	= 1-yr	Time to Peak	= 8.20 hrs
Time Interval	= 2 min	Hydrograph Volume	= 9,350 cuft
Inflow Hydrograph	= 2 - Developed	Max. Elevation	= 1245.71 ft
Pond Name	= POND	Max. Storage	= 201 cuft

Pond Routing by Storage Indication Method

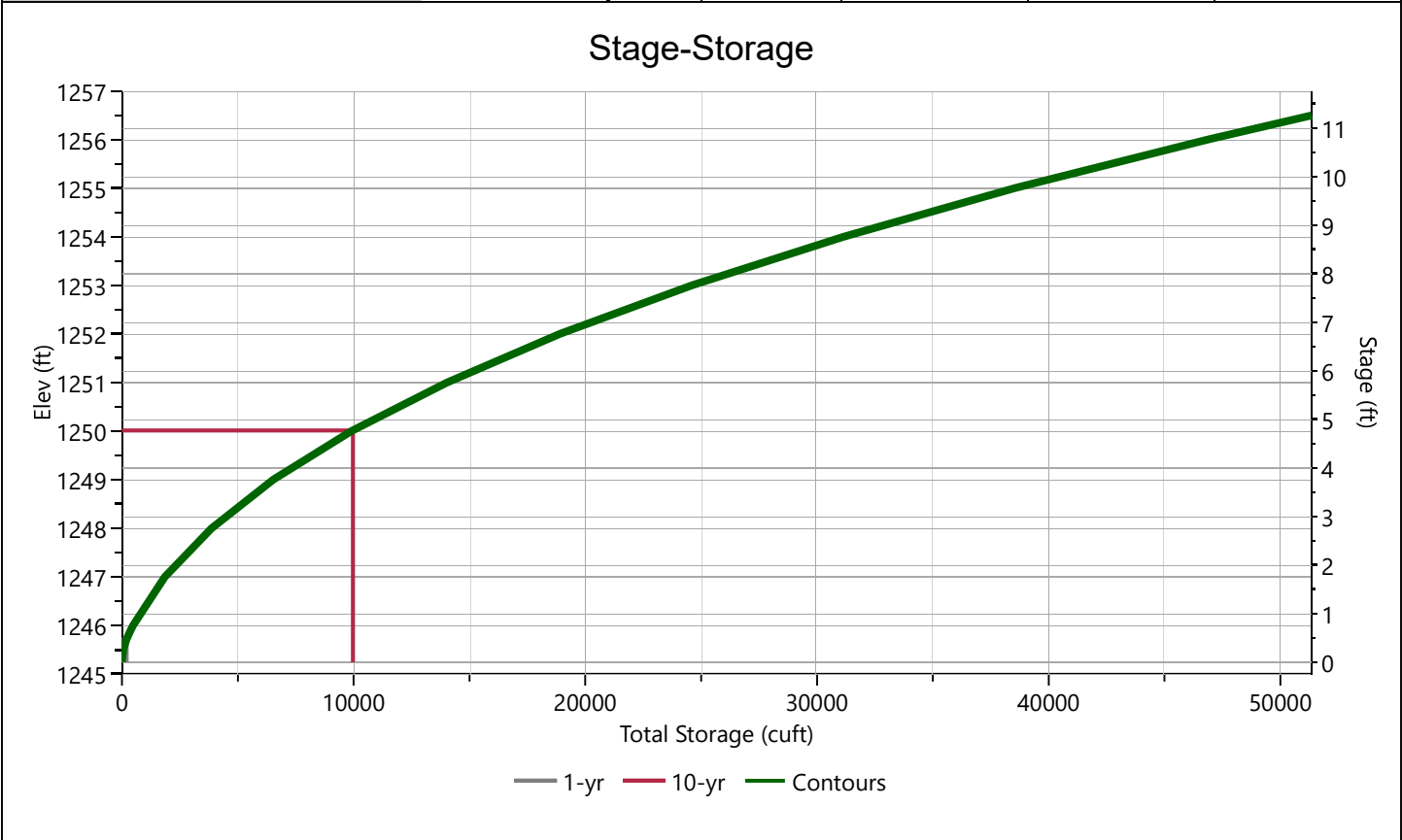
Center of mass detention time = 7 min



POND

Stage-Storage

User Defined Contours		Stage / Storage Table				
Description	Input	Stage (ft)	Elevation (ft)	Contour Area (sqft)	Incr. Storage (cuft)	Total Storage (cuft)
Bottom Elevation, ft	1245.24	0.00	1245.24	1	0.000	0.000
Voids (%)	100.00	0.06	1245.30	97	2.93	2.93
Volume Calc	None	0.16	1245.40	267	18.2	21.1
		0.26	1245.50	471	36.9	58.0
		0.36	1245.60	681	57.6	116
		0.46	1245.70	879	78.0	194
		0.56	1245.80	940	90.9	284
		0.66	1245.90	1,000	97.0	381
		0.76	1246.00	1,060	103	484
		1.76	1247.00	1,678	1,369	1,853
		2.76	1248.00	2,330	2,004	3,858
		3.76	1249.00	3,016	2,673	6,531
		4.76	1250.00	3,737	3,377	9,908
		5.76	1251.00	4,492	4,115	14,023
		6.76	1252.00	5,280	4,886	18,909
		7.76	1253.00	6,103	5,692	24,602
		8.76	1254.00	6,960	6,532	31,134
		9.76	1255.00	7,850	7,406	38,540
		10.76	1256.00	8,775	8,314	46,854
		11.26	1256.50	9,251	4,497	51,350

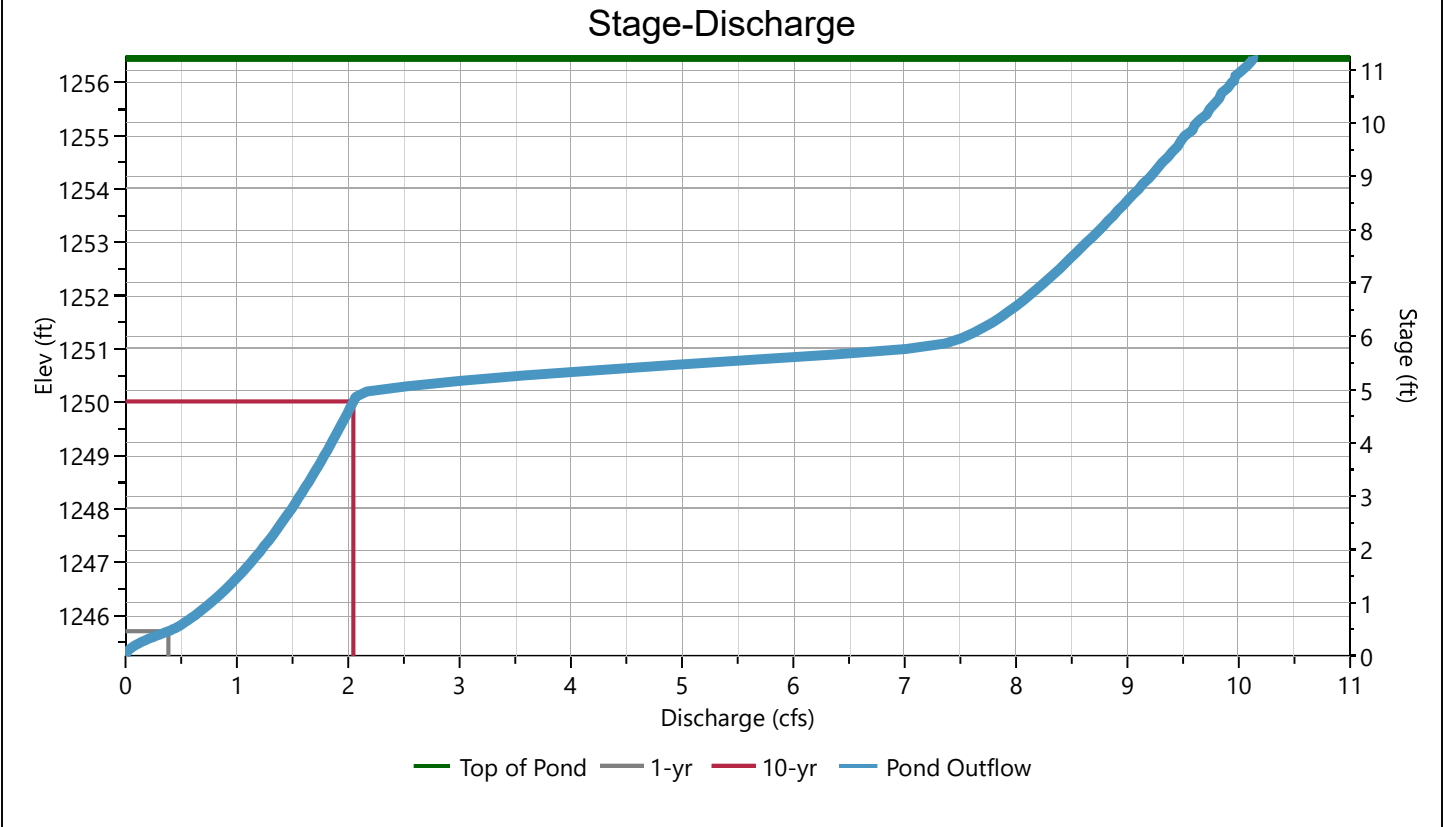


POND

Stage-Discharge

Culvert / Orifices	Culvert	Orifice			Perforated Riser
		1 (m)	2	3	
Rise, in	12	6.25			Hole Diameter, in
Span, in	12	6.25			No. holes
No. Barrels	1	1			Invert Elevation, ft
Invert Elevation, ft	1245.24	1245.25			Height, ft
Orifice Coefficient, Co	0.60	0.60			Orifice Coefficient, Co
Length, ft	110				
Barrel Slope, %	2.28				
N-Value, n	0.013				
Weirs	Riser	Weir			Ancillary
		1 (m)	2	3	
Shape / Type		Rectangular			Exfiltration, in/hr
Crest Elevation, ft		1250.15			
Crest Length, ft		2.28			
Angle, deg					
Weir Coefficient, Cw		3.3			

m = Flows through Culvert, i = Independent



Pond Report

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

POND

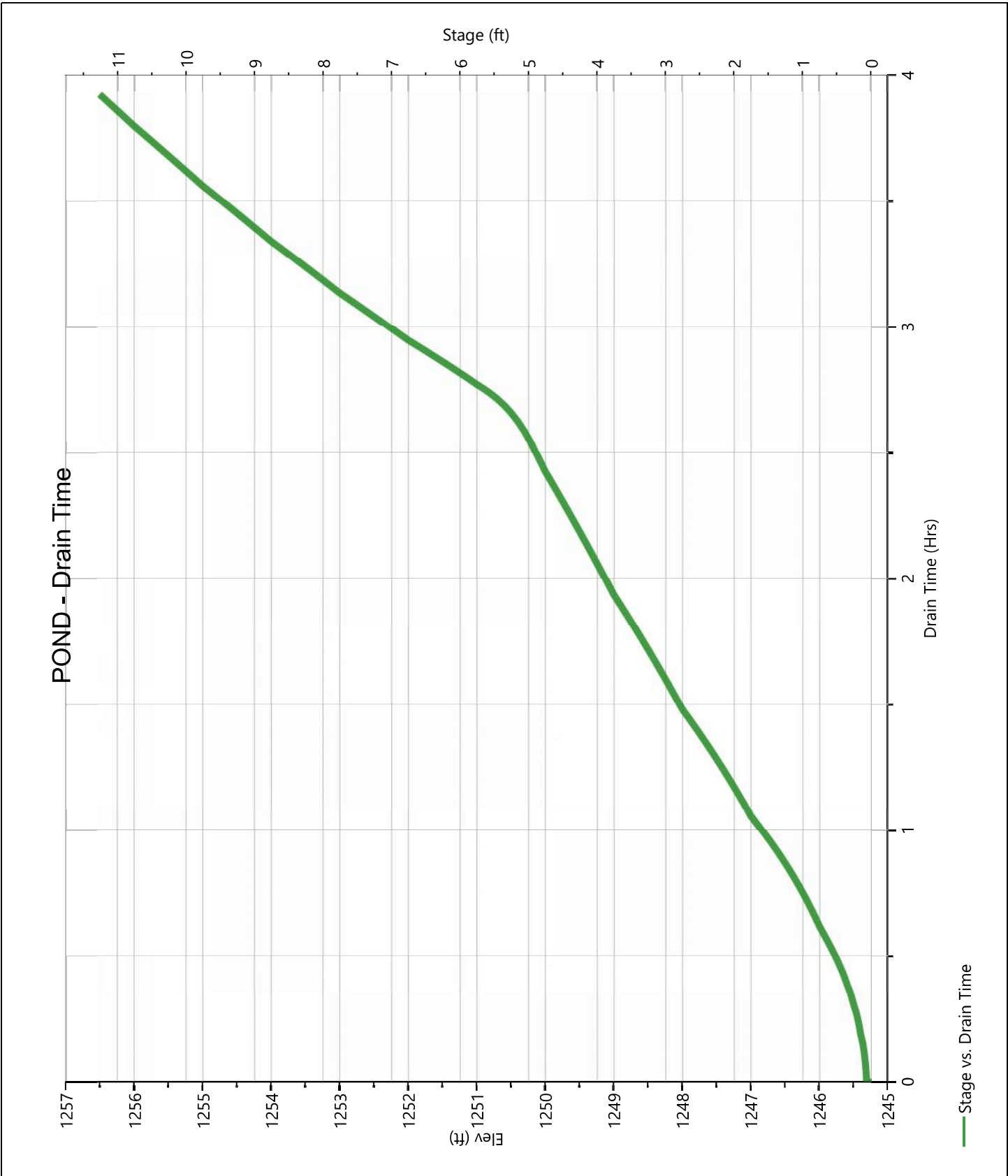
Stage-Storage-Discharge Summary

[illegible]

Suffix key: ic = inlet control, oc = outlet control, s = submerged weir

POND

Pond Drawdown



Hydrograph Report

Project Name:

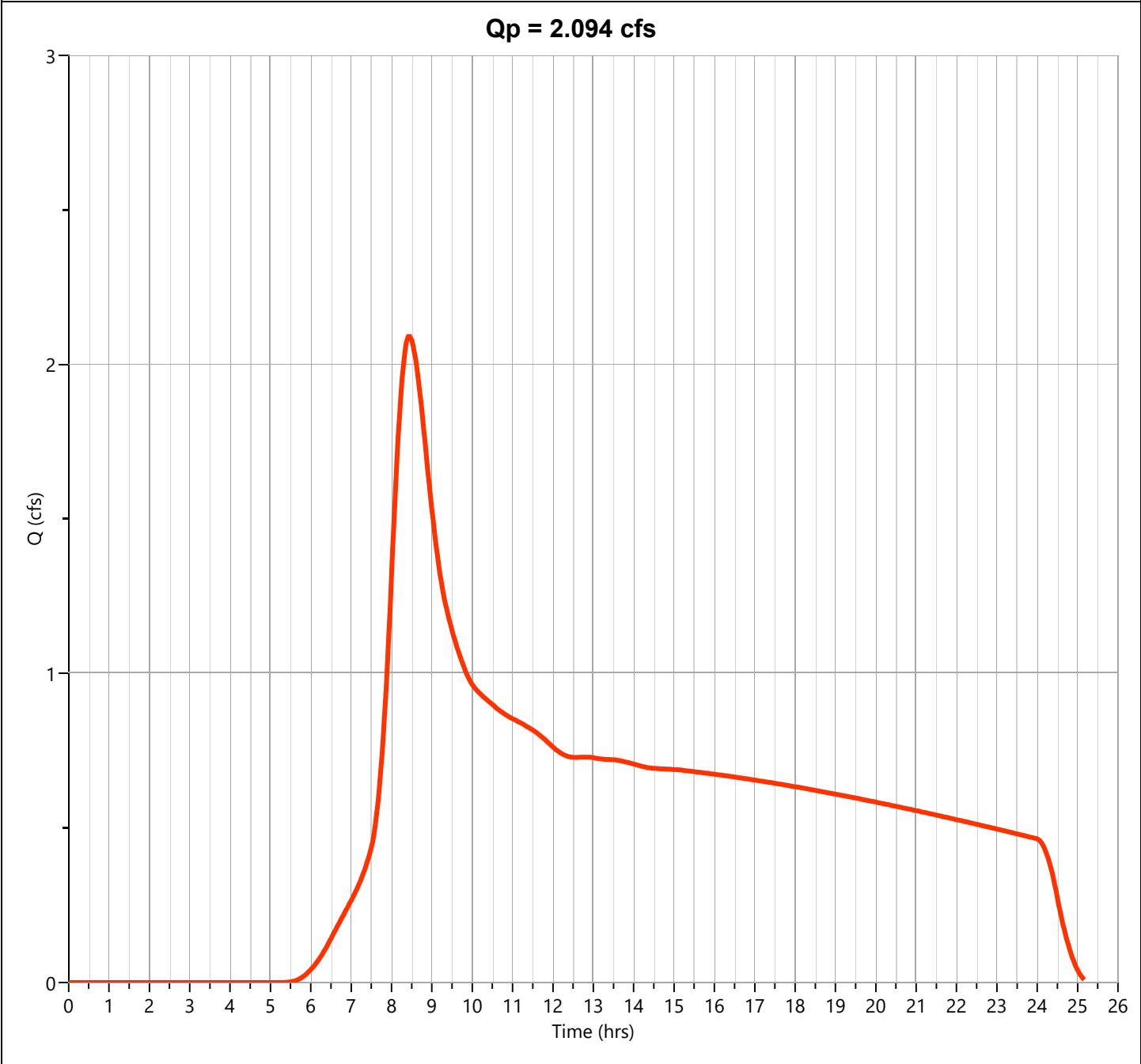
Hydrology Studio v 3.0.0.34

01-09-2025

Pre Developed

Hyd. No. 1

Hydrograph Type	= NRCS Runoff	Peak Flow	= 2.094 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.43 hrs
Time Interval	= 2 min	Runoff Volume	= 47,417 cuft
Drainage Area	= 10.45 ac	Curve Number	= 80
Tc Method	= TR55 (See Worksheet)	Time of Conc. (Tc)	= 48.22 min
Total Rainfall	= 3.00 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484



Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

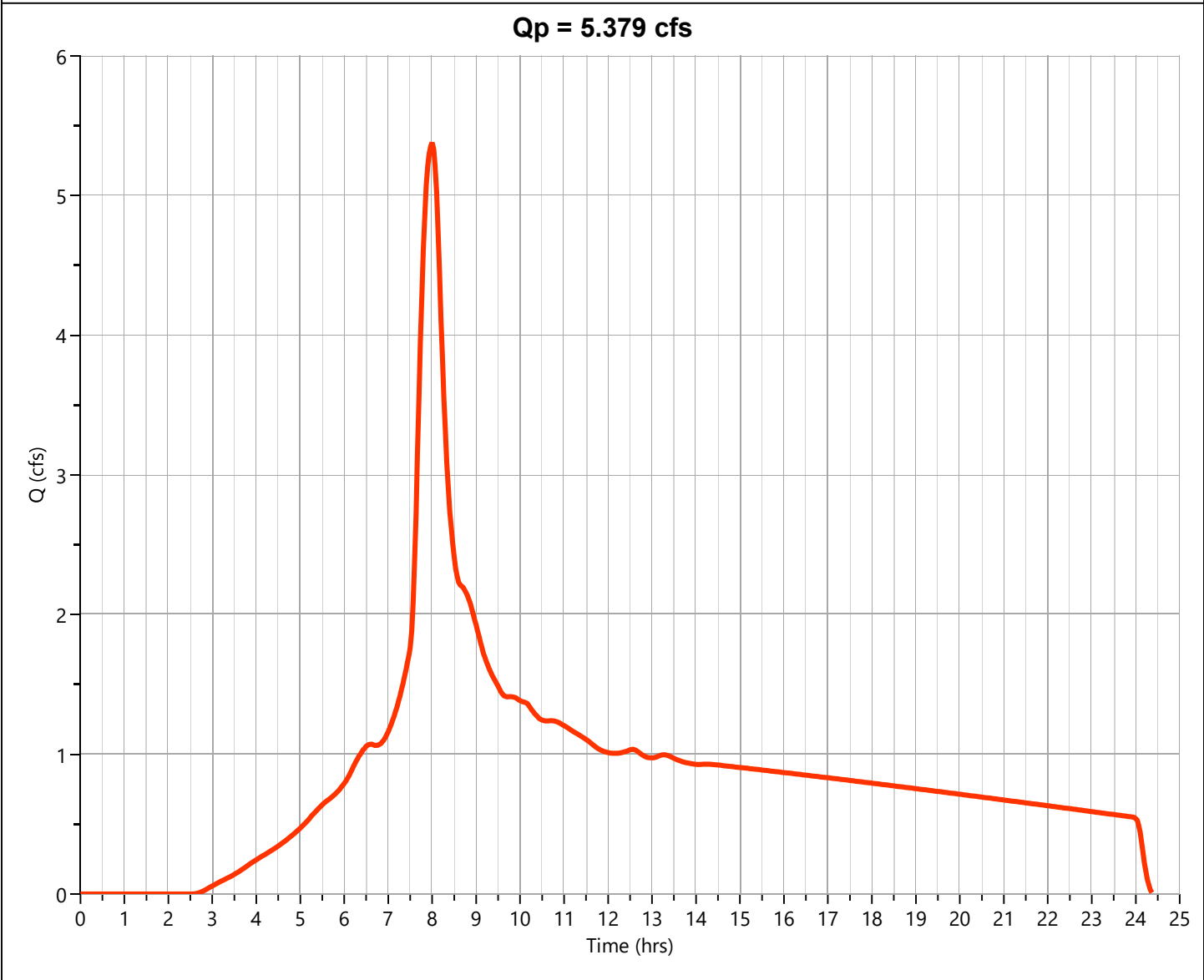
01-09-2025

Post Developed

Hyd. No. 2

Hydrograph Type	= NRCS Runoff	Peak Flow	= 5.379 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.00 hrs
Time Interval	= 2 min	Runoff Volume	= 76,603 cuft
Drainage Area	= 10.45 ac	Curve Number	= 91*
Tc Method	= User	Time of Conc. (Tc)	= 15.0 min
Total Rainfall	= 3.00 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484

* Composite CN Worksheet		
AREA (ac)	CN	DESCRIPTION
3.98	98	Impervious
3.1	80	Landscape
3.37	92	SFR
10.45	91	Weighted CN Method Employed



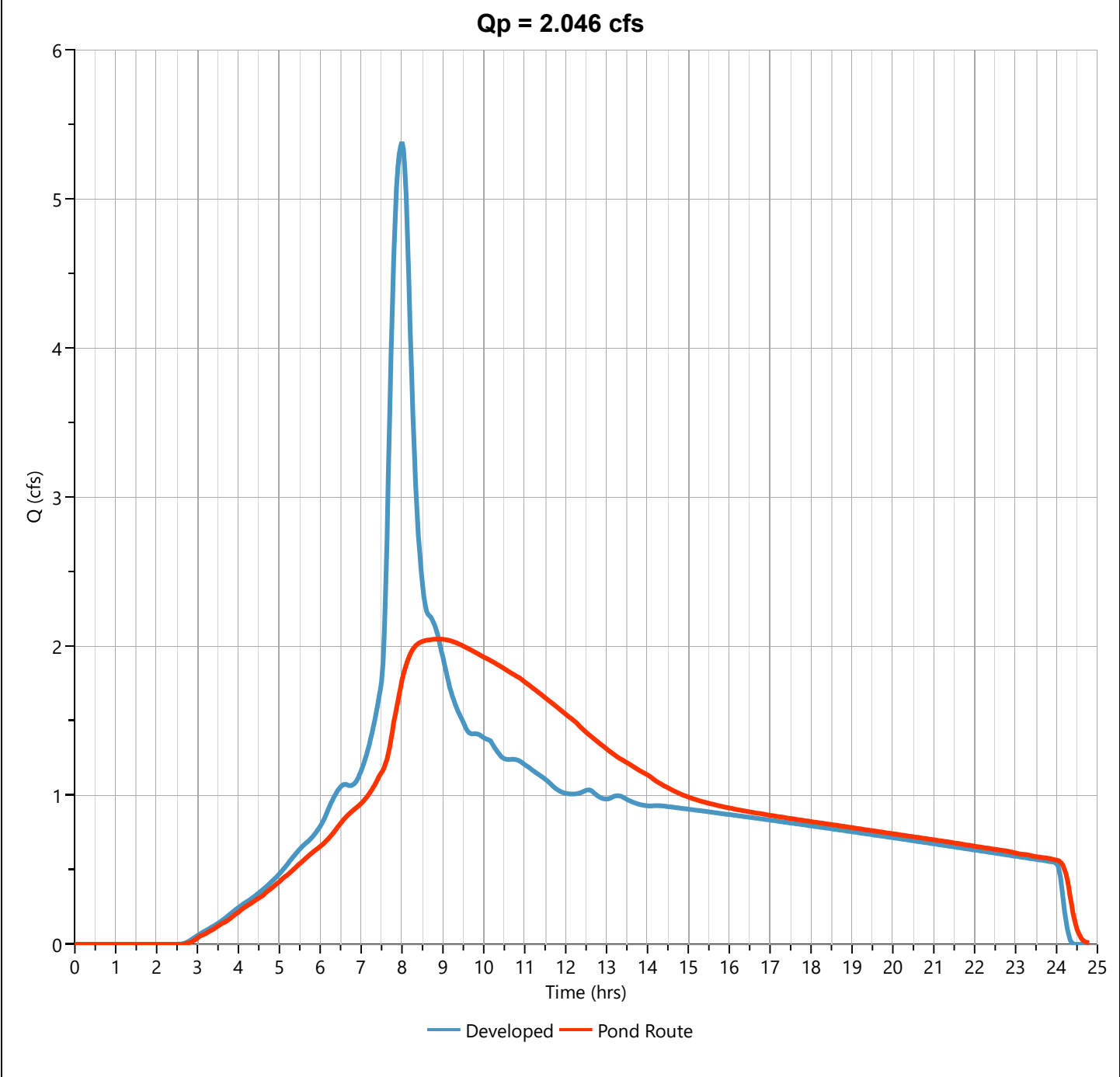
Pond Route

Hyd. No. 3

Hydrograph Type	= Pond Route	Peak Flow	= 2.046 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.90 hrs
Time Interval	= 2 min	Hydrograph Volume	= 76,602 cuft
Inflow Hydrograph	= 2 - Developed	Max. Elevation	= 1250.02 ft
Pond Name	= POND	Max. Storage	= 9,970 cuft

Pond Routing by Storage Indication Method

Center of mass detention time = 39 min



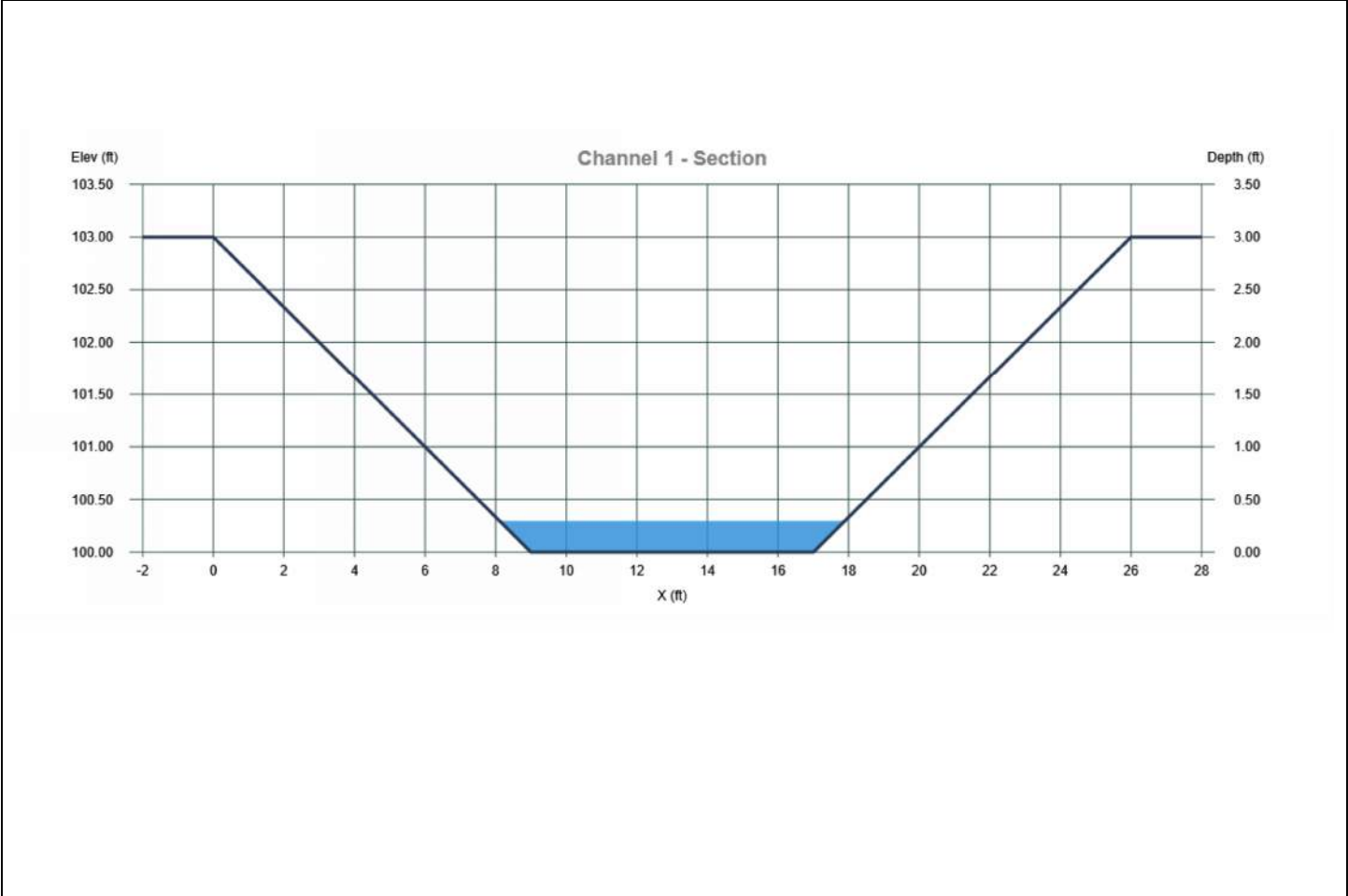
Channel 1

Channel 1

TRAPEZOIDAL		DISCHARGE	
Bottom Width	= 8.00 ft	Method	= Known Q
Side Slope Left, z:1	= 3.00	Known Q	= 0.44 cfs
Side Slope Right, z:1	= 3.00		
Total Depth	= 3.00 ft		
Invert Elevation	= 100.00 ft		
Channel Slope	= 0.500 %		
Manning's n	= 0.240		

CALCULATION SAMPLE

Flow	Depth	Area	Velocity	WP	n-value	Crit Depth	HGL	EGL	Max Shear	Top Width
(cfs)	(ft)	(sqft)	(ft/s)	(ft)		(ft)	(ft)	(ft)	(lb/sqft)	(ft)
0.44	0.29	2.57	0.17	9.83	0.240	0.05	100.29	100.29	0.09	9.74



SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

319 Eastwood Drive | Medford, Or. 97504 | 541. 941.4148 | Kim.parducci@gmail.com

March 5, 2025

Justin Gindlesperger, Community Planner III
City of Central Point / Community Development
130 S Third Street
Central Point, Oregon 97502

RE: Willow Bend Subdivision – Updated Trip Generation

Dear Justin,

Southern Oregon Transportation Engineering has been retained to prepare an updated trip generation assessment for Willow Bend Subdivision, previously known as White Hawk Subdivision. This is being done to address proposed changes to the approved Master Plan. The White Hawk Subdivision was approved in 2014 with the following conditions:

1. 11% proportional share contribution required (based on 218 p.m. peak hour trips) toward traffic signal improvements at Beebe Road / Hamrick Road.
2. Trip cap stipulation of 96 p.m. peak hour trips prior to signalization occurring.

Proposed changes to the approved Master Plan include:

Master Plan Phase 1: 36 single family attached and 16 ADUs

Updated Phase 1: 32 single family attached and 29 ADUs

Master Plan Phase 2: 276 multifamily apartments

Updated Phase 2: 47 single family attached and 47 ADUs, 47-260 apartments

Trip generations for updated units are provided in Tables 1 and 2. Generations are estimated using the Institute of Transportation Engineers *Trip Generation, 11th Edition*.

Table 1 – Willow Bend Subdivision Development - Trip Generations with minimum MFR									
ITE LUC	Unit	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
<i>Phase 1</i>				Total	(In)	(Out)	Total	(In)	(Out)
215 – Single Family Attached	DU	61	414	26	8	18	33	19	14
<i>Phase 2</i>									
215 – Single Family Attached	DU	94	666	43	13	30	52	30	22
220 – Multifamily Housing	DU	47	377	19	5	14	41	26	15
Total Trips			1457	88	26	62	126	75	51

DU = dwelling unit

Table 2 – Willow Bend Subdivision Development - Trip Generations with maximum MFR									
ITE LUC	Unit	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
Phase 1				Total	(In)	(Out)	Total	(In)	(Out)
215 – Single Family Attached	DU	61	414	26	8	18	33	19	14
Phase 2									
215 – Single Family Attached	DU	94	666	43	13	30	52	30	22
220 – Multifamily Housing	DU	260	1742	104	25	79	133	84	49
Total Trips			2822	173	46	127	218	133	85

DU = dwelling unit

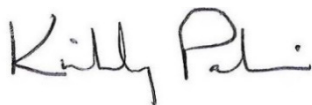
The range of multifamily units (apartments) in Tables 1 and 2 represent the minimum number of units to meet density requirements (47) on Lot 48 of Phase 2 and the maximum number of units (260) on Lot 48 of Phase 2 that result in no change to the original analysis (218 p.m. peak hour trips). A range was considered because the number of units at this time is undetermined.

To summarize trip generations from Tables 1 and 2, Phase 1 and 47 single family attached units and 47 ADUs of Phase 2 can develop before meeting the 96 p.m. peak hour trip cap stipulation. After development of the single family attached units and ADUs, a traffic signal would be required after development of 21 multifamily units (apartments).

The 11% proportional share impact at the intersection of Beebe Road / Hamrick Road remains the same with the updated number of single family attached units (155 total including ADUs in Phases 1 and 2) and up to 260 apartments on Lot 48 of Phase 2.

This concludes the updated trip generation assessment for Willow Bend Subdivision. Please feel free to contact us if you have any questions or require additional information.

Sincerely,



Kimberly Pardo PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Cc: Matt Samitore, Central Point Parks and Public Works Director
Stephanie Powers, Central Point Planning Director
Client



ROGUE VALLEY
SEWER SERVICES
CLEAN WATER - HEALTHY COMMUNITIES

ATTACHMENT 2

April 21, 2025

City of Central Point Planning Department
155 South Second Street
Central Point, Oregon 97502

Re: MOD-25002 & SUB-25002 – Willow Bend, Map 37 2W 02AA, Tax Lot 2701 & 2702

There is an existing 8 inch sewer to the north and a 15 inch sewer to the south along Gebhard Road. Sewer service for the proposed development can be had by sewer main extensions as generally shown on the submitted plans.

Rogue Valley Sewer Services requests that approval of this development be subject to the following conditions:

1. The applicant must submit sewer construction plans to RVSS for review and approval prior to construction, sign a project sewer agreement, and pay all related inspection fees.

Feel free to call me if you have any questions.

Sincerely,

Nicholas R Bakke, PE
District Engineer

Stephanie Powers

From: Mark Northrop <MarkN@jcf3.com>
Sent: Wednesday, April 23, 2025 7:39 AM
To: Stephanie Powers
Subject: Re: Action Needed: Request for Agency Comments

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.



My previous comments stand.

The proposed hydrant on the corner of Gebhard and Tango can be moved to the south between the two existing hydrants on Gebhard.

The proposed hydrant on the corner of Annalise and Tango can be eliminated.

The alley shall be marked fire lane no parking both sides of the street.

Gebhard shall be marked no parking on one side.

Beebe shall be marked one side no parking.

Annalise shall be marked one side no parking.

DFM Mark Northrop, IAAI, CFI

Jackson County Fire District 3

8383 Agate Rd, White City, OR 97503

Markn@jcf3.com

Office: 541.831.2776

Cell 541.660.7689

<http://www.jcf3or.gov/>





Together We're Better

From: Stephanie Powers <stephanie.powers@centralpointoregon.gov>

Sent: Friday, April 18, 2025 2:58 PM

To: Mark Northrop <MarkN@jcf3.com>; nbakke@rvss-or.gov <nbakke@rvss-or.gov>; Matt Samitore <Matt.Samitore@centralpointoregon.gov>; Derek Zwagerman <Derek.Zwagerman@centralpointoregon.gov>; Greg Graves <Greg.Graves@centralpointoregon.gov>

Cc: Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>; Karin Skelton <Karin.Skelton@centralpointoregon.gov>

Subject: Action Needed: Request for Agency Comments

I'm using Mimecast to share large files with you. Please see the attached instructions.

Good Afternoon,

The City has received two land use/development applications for Willow Bend (formerly known as White Hawk) located at the intersection of Beebe and Gebhard Road. These include:

1. Major Modification to the Willow Bend Master Plan (MOD-25002), including changes to the development phasing, street layout, water utility plan, and stormwater management plan to increase single-family attached housing and accessory dwelling units; and,
2. Tentative Subdivision Plan (SUB-25002) to plat the remaining portion of Willow Bend into 49 lots, including the park, future multifamily lot and 47 lots planned for single-family attached and accessory dwelling unit housing pursuant to the master plan.

Please send any comments or recommended conditions of approval no later than the **end of the day on April 25, 2025** for consideration by the Planning Commission.

Stephanie Powers, CHPC
Planning Director
Community Development
City of Central Point
140 South Third Street
Central Point, OR 97502
Desk: 541-664-3321 (x244)
Fax: 541-664-6384

<https://link.edgepilot.com/s/ff66b84a/50YbBD9N50aTA8rmhXANMg?u=http://www.centralpointoregon.gov/>

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May 6, 2025

Item Summary

Conduct a quasi-judicial public hearing and consider a 48-lot tentative subdivision plan for Willow Bend Phase 2 (formerly “White Hawk”), consistent with the revised Master Plan (MOD-25002). The subdivision includes 47 lots for single-family attached/townhouse units and one lot (Lot 48) for future multifamily development, which will require separate Site Plan and Architectural Review approval. The 10.60-acre site is located at the northeast intersection of Beebe and Gebhard Roads, identified as Jackson County Assessor’s Map 37S 2W 02, Tax Lot 2701. **Applicant:** White Hawk Properties, LLC **Agent:** CSA Planning, Ltd. (Jay Harland).

Approval Criteria:

CPMC 16.10, Tentative Plans

CPMC 17.66, Application Review Process for the TOD Overlay

Background

The Applicant is proposing a 48 lot tentative subdivision plan on in the southern portion of the Willow Bend Master Plan Area (File No. 14004, MOD-20005, MOD-25002). The proposed tentative subdivision plan reflects the consolidated Phase 2 of the Master Plan and completes the remaining build-out of the development area without requiring additional land divisions.

The tentative plan includes frontage improvements along Hartgraves Way, Whitehawk Way, Annalise Street, Gebhard Road and a portion of Beebe Road (Attachment 1, Exhibit 13). Street improvements include alleys and the intersection of Beebe/Gebhard Road as needed to correct the existing unsafe turning radius. Approval of the proposed improvements is subject to approval of the revised Master Plan (MOD-25002), which has been processed concurrently with this one.

The Master Plan area is within the Medium Mix Residential (MMR) and Low Mix Residential (LMR) zones. Although the project site is exclusively within the MMR zone, the Master Plan mixed densities across the site allowing 202 to 457 total units. The tentative subdivision contributes to the overall Master Plan requirement of a minimum of 202 dwelling units. This includes 47 single-family attached/townhouse units and 47 ADUs authorized with this subdivision, plus a future minimum of 47 multifamily units on Lot 48. Additionally the tentative plan includes infrastructure and utility improvements. The proposed lots have been evaluated against the lot dimensions standards and found to comply.

Issues

There are five (5) issues/notes related to the proposed modification.

1. **Traffic Impacts.** The original Master Plan evaluated the traffic impacts and determined that the development would cause the intersection of Beebe/Hamrick Road to operate below an acceptable level of service and require installation of a traffic signal. To address the impact,

the Planning Commission imposed conditions to require the Applicant contribute their proportional share impact to the signal improvement cost (11%). Additionally, the Planning Commission imposed a trip cap of 96 PM Peak Hour Trips to assure timely signal installation.

Comment: Southern Oregon Transportation Engineering, LLC updated the trip generation assessment for the Willow Bend Master Plan (Applicant's Exhibit 16) based on the proposed modification to the type and number of units and determined that the 47 single-family units, 47 ADUs, and 21 multifamily units can be developed without exceeding the 96 PM Peak Hour Trip Cap. Per the Public Works Staff Report dated April 25, 2025, the Applicant will be required to contribute its proportional share of the cost for signal improvement prior to final plat approval. Staff recommends the Planning Commission impose Condition No. 1 requiring compliance with the Public Works Staff Report conditions of approval including but not limited to the proportional contribution needed to mitigate the impact of development on the Beebe/Hamrick Road intersection.

2. **Street Name Consistency.** The street names on the tentative subdivision plan are inconsistent with the street names provided on the recorded plat for Willow Bend Way. Cleo Street is supposed to be Denson Street and Tango Way is supposed to be Hartgraves Way.

Comment: The Public Works Department Staff Report dated April 25, 2025 (Attachment 4) addresses the street name requirements and that street names be consistent across exhibits, in alignment with the Phase 1 recorded plat and applies the suffix Street, Way, Avenue or Drive instead of Road. Staff recommends Condition No. 1 requiring the Applicant comply with the recommended conditions in the Public Works Staff Report, including but not limited to the street naming requirements.

3. **Block Length and Perimeter Standards.** One proposed block at the southwest corner (Beebe and Gebhard Roads) exceeds the perimeter standards in CPMC 17.67.040(A)(2–3).

Comment: As part of the Master Plan Modification (MOD-25002), the Applicant proposed construction of a pedestrian accessway through a planned stormwater detention area to partially address the standard exceedance. In addition, staff recommended applying the minimum necessary adjustment to the block length standard, as permitted under CPMC 17.67.040(A)(5). This provision allows modifications where strict compliance is impractical due to physical or environmental constraints, traffic safety considerations, or existing development patterns.

In this case, the required realignment of the Gebhard/Beebe Road intersection is limited by adjacent development, topographic changes, and environmental constraints associated with Bear Creek. Given these limitations, the 400-foot exceedance is considered the least deviation necessary to accommodate both the proposed development and essential infrastructure improvements while maintaining public safety and environmental protections.

If the Planning Commission concurred with staff's recommendation and approved the Master Plan Modification (MOD-25002), no further action or conditions related to this standard are necessary. If the Commission did not support the adjustment when

considering the Master Plan application, staff recommends continuing the public hearing to allow the Applicant time to revise the proposal and demonstrate compliance with the block length and perimeter requirements.

4. Soil Mitigation.

The Master Plan included conditions to address arsenic contamination. Mitigation has been completed per a No Further Action letter issued by DEQ on August 14, 2019.

Comment: No further soil remediation is required.

5. Shallow Well Mitigation. To prevent groundwater disruption, the Master Plan required a shallow well survey and mitigation measures, including special utility construction practices outlined in the APEX Report (November 16, 2016).

Comment: Although utility locations are changing, shallow well mitigation conditions remain applicable. These will be enforced through the civil improvement plan review and construction management process administered by Public Works. No new conditions are necessary.

Findings of Fact and Conclusions of Law

The proposed tentative subdivision plan has been reviewed in accordance with CPMC 17.66.050(C), including CPMC 16.10, Tentative Plans, and found to comply as evidenced in the Applicant's Findings of Fact and Conclusions of Law including Exhibits 1-17; and in accordance with the Planning Department Staff Report dated May 6, 2025.

Conditions of Approval

1. The Applicant shall demonstrate compliance with all conditions of approval set forth in the Public Works Staff Report dated April 25, 2025 (Attachment 4).
2. The Applicant shall comply with the conditions of approval set forth by RVSS (Attachment 2), and Fire District #3 (Attachment #3) prior to final plat approval.
3. Prior to construction of the multifamily apartments, the Applicant shall obtain Site Plan and Architectural Review approval for Lot 48 in accordance with CPMC 17.66 and 17.72.
4. Any modifications to the Tentative Plan are subject review pursuant to CPMC 17.09, Modifications to Approved Plans and Conditions of Approval.

Attachments

Attachment 1 – Applicant's Exhibits as follows:

- Exhibit 1 – Application Forms with a Limited Power of Attorney for CSA Planning, Ltd.
- Exhibit 2 – Findings of Fact and Conclusions of Law
- Exhibit 3 – Demonstration with Applicable Development Requirements
- Exhibit 4 – Vicinity Map on Aerial
- Exhibit 5 – Jackson County Assessor's Map
- Exhibit 6 – Comprehensive Plan Map
- Exhibit 7 – Zoning Map
- Exhibit 8 – Copy of Approved 2021 Master Plan Layout

Exhibit 9 – Willow Bend, Phase 1 Final Plat
Exhibit 10 – Photos of Existing Residential Development
Exhibit 11 – Proposed Willow Bend Master Plan Site Plan/Phasing Plan
Exhibit 12 – Proposed Willow Bend Subdivision Tentative Plan
Exhibit 13 – Preliminary Grading & Utility Plan and Street Sections
Exhibit 14 – Willow Bend Master Utility Plan
Exhibit 15 – Preliminary Phase 2 Subdivision Stormwater Report
Exhibit 16 – Updated Trip Generation Letter from Southern Oregon Transportation Engineering, LLC, dated March 5, 2025
Exhibit 17 – Title Report

Attachment 2 – RVSS Letter dated April 21, 2025
Attachment 3 – Fire District #3 Email dated April 23, 2025
Attachment 4 – Public Works Staff Report dated April 25, 2025
Attachment 5 – Draft Resolution No. 934 (to be provided at the hearing)

Action

Conduct the quasi-judicial hearing and consider the 48 lot Tentative Subdivision Plan for Willow Bend Phase 2 and 1) Approve, 2) Approve with Revisions or 3) Deny the application.

Recommendation

Approve the Tentative Subdivision request subject to the Conditions of Approval in Staff Report dated May 6, 2025.



CSA Planning, Ltd

4497 Brownridge, Suite 101
Medford, OR 97504

Telephone 541.779.0569

Fax 541.779.0114

Seth@CSAplanning.com

Transmittal Memorandum

To: Stephanie Powers, CHPC
Planning Director, City of Central Point

Date: April 16, 2025

**Subject: Willow Bend Master Plan Modification & Tentative Subdivision Plan, Phase 2
(MOD-25002 & SUB-25002)**

Pursuant to the request for additional information and exhibits, attached hereto are the complete updated findings and conclusions of law for the Willow Ben Master Plan Modification and its Phase 2 Tentative Subdivision Plan, along with all associated exhibits (excepting the application forms). These documents are intended to supersede the original materials that were submitted to the City on March 14, 2025. Also included with this transmittal is a thumb drive containing pdf copies of both updated applications. If you should have any questions about these materials or need anything further ahead of the Planning Commission hearing scheduled for May 6, 2025, please let us know.

CSA Planning, Ltd.

A handwritten signature in black ink, appearing to read 'S. Adams', is written over a horizontal line.

Seth Adams
Associate

BEFORE THE PLANNING COMMISSION
FOR THE CITY OF CENTRAL POINT
JACKSON COUNTY, OREGON

IN THE MATTER OF A TENTATIVE PLAN)
APPLICATION FOR A 48 LOT)
RESIDENTIAL SUBDIVISION TO BE)
KNOWN AS WILLOW BEND, PHASE 2.)
THE SUBJECT PROPERTY IS WITHIN)
THE CORPORATE LIMITS OF THE CITY)
OF CENTRAL POINT, OREGON, AND)
IDENTIFIED AS TAX LOT 2701 WITHIN)
TOWNSHIP 37 SOUTH, RANGE 2 WEST,)
SECTION 2.)

FINDINGS OF FACT AND
CONCLUSIONS OF LAW

Applicant's Exhibit 2

Owner/Applicant: White Hawk Properties,)
LLC)
Agent: CSA Planning, Ltd.)

I

SUMMARY AND SCOPE OF APPLICATION

Applicant White Hawk Properties, LLC (henceforth Applicant) seeks approval of a tentative plan for a 48 lot residential subdivision within the southern half of the "Willow Bend" Master Plan area (formerly known and originally approved as the "White Hawk" Master Plan). The subject property is approximately 10.60 acres and is identified as Tax Lot 2701 within Township 37 South, Range 2 West, Section 2. The entirety of the property is zoned MMR (Medium Mix Residential) and is also located within the Transit Oriented Development (TOD) Overlay.

Under the currently approved Master Plan, the subject property is approved to be developed exclusively with multi-family apartments; however, an application to modify the Master Plan has been concurrently submitted in order to allow for the herein proposed subdivision which will consist of 47 attached single-family dwelling lots, and 47 accessory dwelling units (ADUs). Additionally, there is a proposed ~4.11 acre reserve acreage lot in the northeast quadrant of the subject property that will be developed in the future with at least 47 multi-family apartments in order to achieve the required minimum density of 202 units for the Master Plan area. The subdivision also includes an approximately 18,241 square foot lot that will contain the stormwater detention pond for the subdivision.

* * * * *



II

EVIDENCE SUBMITTED WITH APPLICATION

Applicant herewith submits the following evidence with its application for Land Division and Exception:

- Exhibit 1.** Completed and Duly Executed Application Forms with a Limited Power of Attorney for CSA Planning, Ltd.
- Exhibit 2.** The proposed Findings of Fact and Conclusions of Law (This Document)
- Exhibit 3.** Demonstration of Compliance with Applicable Development Standards
- Exhibit 4.** Vicinity Map on Aerial
- Exhibit 5.** Jackson County Assessor Plat Map 37-2W-2
- Exhibit 6.** Comprehensive Plan Map
- Exhibit 7.** Zoning Map
- Exhibit 8.** Copy of Approved 2021 Master Plan Layout
- Exhibit 9.** Willow Bend, Phase 1 Final Plat
- Exhibit 10.** Photos of Existing Residential Development
- Exhibit 11.** Proposed Willow Bend Master Plan Site Plan/Phasing Plan
- Exhibit 12.** Proposed Subdivision Tentative Plan
- Exhibit 13.** Preliminary Grading & Utility Plan and Street Sections
- Exhibit 14.** Willow Bend Master Utility Plan
- Exhibit 15.** Preliminary Phase 2 Subdivision Stormwater Report
- Exhibit 16.** Updated Trip Generation Letter from Southern Oregon Transportation Engineering, LLC, dated March 5, 2025
- Exhibit 17.** Title Report

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III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The criteria under which the proposed subdivision tentative plan must be considered are in Chapter 16.10 of the City of Central Point Municipal Code, and in Chapter 17.66 of the City of Central Point Zoning Ordinance. The relevant approval criteria are recited verbatim below and again in Section V where each are followed by the conclusions of law:

CITY OF CENTRAL POINT MUNICIPAL CODE

Chapter 16.10 Tentative Plans

16.10.080 Tentative Plan Approval.

- A. Approval of the tentative plan shall not constitute final acceptance of the final plat of the proposed subdivision or partition for recording; however, approval of the tentative plan shall be binding upon city for the purpose of the approval of the final plat if the final plat is in substantial compliance with the tentative plan and any conditions of approval thereof. A tentative plan approval shall expire and become void one year from the date on which it was issued unless the final plat has been approved pursuant to Chapter 16.12 or an application for extension is filed and approved subject to the requirements of Section 16.10.100 and Chapter 17.05.
- B. When it is the intent to develop a tentative plan and record a final plat in phases, the city, at the time of tentative plat approval, may authorize a time schedule for platting the various phases in periods exceeding one year, but in no case shall the total time period for platting all phases be greater than five years without review of the tentative plan for compliance with the current code and comprehensive plan. Each phase so platted shall conform to the applicable requirements of this chapter. Phases platted after the passage of one year from approval of the tentative plan will be required to modify the tentative plan as necessary to avoid conflicts with changes in the comprehensive plan or this chapter.

CITY OF CENTRAL POINT ZONING ORDINANCE

Chapter 17.66 Application Review Process for the TOD Overlay

17.66.050 Application Approval Criteria.

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

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IV

FINDINGS OF FACT

The Planning Commission reaches the following facts and finds them to be true with respect to this land use application:

1. **Property Location:** The subject property is located in the northeast section of the City of Central Point, east of Interstate 5 and the Jackson County Expo site. The site is bounded by Gebhard Road on the west, Beebe Road on the south, and the initial segment of Tango Way on the north. *See*, Applicant's Exhibit 4.
2. **Property Description and Acreage:** The subject property is approximately 10.60 acres of vacant land that was platted as Lot 34 in the Willow Bend, Phase 1 subdivision. The property is identified in the records of the Jackson County Assessor as Tax Lot 2701 in Township 37 South, Range 2 West, Section 2. *See*, Applicants' Exhibits 5 and 9.
3. **Property Ownership:** The subject property is owned in fee simple by the Applicant: White Hawk Properties, LLC.
4. **Comprehensive Plan Map Designation:** The subject property is designated High Density Residential on the Comprehensive Plan Land Use Map as shown on Applicant's Exhibit 6.
5. **Zoning Map Designation:** The subject property is zoned MMR (Medium Mix Residential) as shown on Applicant's Exhibit 7. The property is also located within the Transit Oriented Development (TOD) Overlay.
6. **Prior Land Use Applications/Approvals:**
 - a. **File No. 14004:** November 3, 2015. Approval of the "White Hawk" Master Plan establishing a framework for a residential development including 34 duplexes and townhomes, 276 apartments, and a 4.12 acre public park. The development was approved to be built in three phases, with Phase 1 being duplexes and townhomes, Phase 2 being the public park and a portion of the apartments, and Phase 3 being the remainder of the apartments.
 - b. **File No. MOD-20005:** January 19, 2021. Approval of modifications to the "White Hawk" Master Plan to reduce the number of single-family lots from 34 to 32, and to include at least 16 Accessory Dwelling Units (ADUs) in Phase 1. The modifications also included the consolidation of two alleys and a change in the single-family housing designs from traditional to contemporary. No changes were made to the Phase 2 (public park) or Phase 3 (multi-family apartment) areas. *See*, Applicant's Exhibit 8.
 - c. **File No. SUB-20002:** January 19, 2021. Approval of a 32 lot, single-family subdivision known as Willow Bend, Phase 1. The subdivision also included a 4.10 acre lot in the northeast quadrant of the site for the future construction of a public park,

and a 10.60 acre lot (which is the property that is the subject of this application) for the future construction of the Master Plan's multi-family apartment units. Final plat was recorded June 14, 2023, as CS 23919. See, Applicant's Exhibit 9.

- 7. Existing Development:** The single-family lots within the Phase 1 subdivision were approved for a minimum of 32 attached single-family dwellings and 16 ADUs, for a total of 48 units. Applicant is nearing completion of development on these lots and the units have been constructed as 32 attached single-family dwellings containing 29 ADUs, for a combined total of 61 units in Phase 1. No improvements have been built within the subject property or the area reserved for a public park area. The initial segments of public streets surrounding the lots in Phase 1 have been built, as have the two alleys that provide vehicular access to the rear-loaded garage in each dwelling. See, Applicant's Exhibit 10.
- 8. Proposed Development and Density:** The majority of the subject property's ~10.60 acres is proposed to be platted with 47 lots that will be developed with attached single-family dwellings similar to those that have been constructed in Willow Bend, Phase 1. Each of the proposed 47 attached single-family dwellings will also contain an ADU, thus resulting in a combined total of 94 dwellings within this portion of the Master Plan area which is proposed to be named the Willow Bend, Phase 2 subdivision. The northeast quadrant of the subject property is proposed to be platted as a Reserve Acreage lot of approximately 4.11 acres that will be developed in the future with multi-family apartment units. See, Applicant's proposed tentative plan at Exhibit 12.

The overall Willow Bend Master Plan area has an allowed density range of 202 to 457 dwelling units, and with the 61 units that have been built in Phase 1 and the 94 units proposed in this Phase 2 subdivision, the total number of units will stand at 155, meaning that a minimum of 47 apartment units will need to be developed within the ~4.11 acre Reserve Acreage Lot #48 in order to achieve the minimum density for the Willow Bend Master Plan.

- 9. Lot Sizes and Dimensions:** The 47 proposed lots are designed to accommodate attached single-family dwellings and range in size from 2,989 square feet to 6,559 square feet in area. The average lot area exceeds 2,000 square feet, thus meeting the minimum lot area standards for attached single-family dwellings in the MMR zone. Also in accordance with the MMR zone standards, all proposed lots are at least 22 feet in width and 50 feet in depth. See, Applicant's Exhibit 3 for full demonstration of compliance with applicable development standards.

10. Land Uses on Abutting Properties and Surrounding Area:

North: The properties immediately to the north consist of Phases 1 and 2 of the "Willow Bend" (formerly known as "White Hawk") Master Plan. Phase 1 consists of 32 attached single-family dwellings that are currently under construction and as noted above, the northeast quadrant of the Master Plan area is reserved for the development of an approximately 4.12 acre public park.

East: The properties directly to the east of the subject property is developed with the Shepherd of the Valley Catholic Church, and to the northeast is vacant pasture land.

South: To the south across Beebe Road is an approximately 9.02 acre parcel developed with a manufactured dwelling and accessory structures. The majority of the property is vacant pasture.

West: The properties directly to the west across Gebhard Road have been developed with two single-family dwellings and a single-story multi-plex residences. Beyond these properties to the west is Bear Creek and the approximately 193 acre Jackson County Expo site.

11. Topography and Slope Analysis: The subject property is relatively flat as shown on the proposed subdivision tentative plan at Exhibit 12.

12. Wetlands; Floodplain: There are no wetlands identified on local or national wetland inventories, and the subject property is not within any FEMA mapped flood hazard area.

13. Police and Fire Protection: The subject property is served by Fire District No. 3 and police protection is by the City of Central Point Police Department.

14. Water Facilities and Services: There is an existing 8-inch waterline located within Tango Way which will be extended to the east, and there is an existing 8-inch waterline located in Annalise Street that will also be extended south to serve the proposed subdivision.

15. Sanitary Sewer Facilities and Services: There is an existing 8-inch sewer line north of the subject property within Tango Way that was constructed as part of Phase 1 of the Master Plan, and which the subject property will connect to as shown on the preliminary grading and utility plan at Exhibit 13.

16. Storm Drainage Facilities and Services: A stormwater detention pond with treatment swale is proposed to be constructed within an approximately 18,241 square foot lot located at the southwest corner of the subject property as shown on the Applicant's concurrently proposed subdivision tentative plan at Exhibit 12, and on the preliminary grading and utility plan at Exhibit 13. This detention facility will be designed to accommodate all stormwater runoff from the subject property.

17. Transportation and Access: The following facts pertain to transportation facilities as they relate to this project:

a. Access and Circulation: As was done for the dwellings in Phase 1, vehicular access to the proposed duplex lots will be from two alleys that will allow cars to enter rear-loaded garages behind each duplex unit. The proposed alleys will connect to Tango Way,¹ Annalise Street, and Whitehawk Drive as shown on the tentative plan at Exhibit

¹ The final plat for Willow Bend, Phase 1 identifies the street segment along the northern edge of the subject property as being named Hartgraves Way. This street name has been carried over to the proposed Willow Bend,

12 and the preliminary grading and utility plan at Exhibit 13.

Tango Way currently extends approximately 275 feet eastward from Gebhard Road, to a point where it intersects with the existing north-south segment of Annalise Street. These existing segments of Tango Way and Annalise Street were constructed as part of the White Hawk, Phase 1 subdivision, along with the southern half-plus of Cleo Street (named Denson Street on the final plat for Willow Bend, Phase 1 subdivision) which runs along the north edge of the Phase 1 subdivision between Gebhard Road and Annalise Street.

Tango Way is proposed to be extended to the northeast corner of the subject property where it will connect with Whitehawk Road which will be a new street constructed north-south between Beebe Road and Tango Way. Whitehawk Road will be built as a “half-plus” street with the easternmost half to be built when the abutting properties to the east develop in the future. Annalise Street will also be extended southward from its current terminus and then turn eastward to connect with Whitehawk Road in order to form a block around the multi-family apartment site (i.e., proposed Reserve Acreage Lot #48). The attached single-family dwellings to be built on the proposed Phase 2 subdivision lots will have rear loaded garages served by alleys that connect to Tango Way, Whitehawk Road, and Annalise Street. *See*, Applicant’s preliminary grading and utility plan at Exhibit 13.

- b. Proposed Improvements to Existing Streets:** Gebhard Road and Beebe Road are existing streets that run along the western and southern boundaries of the subject property, respectively. Both will be improved along the frontages of the subject property as shown on the Applicant’s preliminary grading and utility plan at Exhibit 13. Additionally, a triangular area of land at the south westernmost corner of the subject property will be vacated for the necessary improvements to Beebe Road.

* * * * *

Phase 2 tentative plan; however, the street sign at the site identifies this street as being named Tango Way, which is reflected on the Applicant’s preliminary grading and utility plan at Exhibit 13.



V

CONCLUSIONS OF LAW

Based upon the evidence enumerated in Section II and summarized in the Section IV Findings of Fact, the Planning Commission reaches the following Conclusions of Law with respect to these matters:

CITY OF CENTRAL POINT ZONING ORDINANCE

Chapter 17.66 Application Review Process for the TOD Overlay

17.66.050 Application Approval Criteria.

- 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:

Land Division Criterion 1

1. The provisions of Title 16, Subdivisions; and

Discussion/Conclusions of Law: As outlined herein below, the proposed land division complies with the applicable provisions of Title 16, Subdivisions, the conclusions of law for which are adopted as evidence of this Land Division Criterion 1 being met.

* * * * *

Land Division Criterion 2

2. The proposed land division complies with the approved TOD overlay master plan for the property, if required; and

Discussion/Conclusions of Law: An application to modify the approved Master Plan has been concurrently submitted with this application for a tentative plan subdivision, with the proposed modifications to the Master Plan specifically tailored to allow for this land division and the attached single-family dwellings and ADUs that will be developed on the newly created lots. Approval of the proposed Master Plan modifications will thus result in the proposed land division being in compliance with the modified Master Plan. As such, this Land Division Criterion 2 is met.

* * * * *

Land Division Criterion 3

3. Chapter 17.67, Design Standards -- TOD Overlay.

Discussion/Conclusions of Law: As evidenced by the findings of fact in Section IV and the Demonstration of Compliance with Applicable Development Standards at Applicant's Exhibit 3, the proposed land division meets the applicable design standards in Chapter 17.67, and therefore Land Division Criterion 3 is met.

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Land Division Criterion 4

CITY OF CENTRAL POINT MUNICIPAL CODE

Chapter 16.10 Tentative Plans

16.10.080 Tentative Plan Approval.

- A. Approval of the tentative plan shall not constitute final acceptance of the final plat of the proposed subdivision or partition for recording; however, approval of the tentative plan shall be binding upon city for the purpose of the approval of the final plat if the final plat is in substantial compliance with the tentative plan and any conditions of approval thereof. A tentative plan approval shall expire and become void one year from the date on which it was issued unless the final plat has been approved pursuant to Chapter 16.12 or an application for extension is filed and approved subject to the requirements of Section 16.10.100 and Chapter 17.05.

Discussion/Conclusions of Law: Applicant understands the provisions of this Land Division Criterion 4 which are not approval criteria, per se, but regulations governing the time limits that the City has established for obtaining approval of final plat.

* * * * *

Land Division Criterion 5

- B. When it is the intent to develop a tentative plan and record a final plat in phases, the city, at the time of tentative plat approval, may authorize a time schedule for platting the various phases in periods exceeding one year, but in no case shall the total time period for platting all phases be greater than five years without review of the tentative plan for compliance with the current code and comprehensive plan. Each phase so platted shall conform to the applicable requirements of this chapter. Phases platted after the passage of one year from approval of the tentative plan will be required to modify the tentative plan as necessary to avoid conflicts with changes in the comprehensive plan or this chapter.

Discussion/Conclusions of Law: The proposed tentative plan will be platted in a single phase. As such, a phasing plan is not necessary.

* * * * *

VI

AGREED TO STIPULATIONS

Applicant herewith agrees to stipulate to the following to which it agrees to comply if the same is made a condition attached to the approval of these land use applications:

1. Prior to any grading or construction permits, Applicant shall submit final grading and engineering plans to be reviewed by City of Central Point Public Works.
2. All public and private improvements shall be installed in a manner consistent with Section IV Findings of Fact and as illustrated on the Tentative Subdivision Plan.

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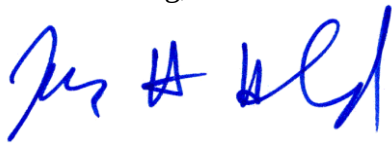
VII

ULTIMATE CONCLUSIONS

Based upon the evidence in Section II and the Findings of Fact in Section IV, the Planning Commission concludes that the proposed cases for a Land Division are consistent with all the relevant substantive approval criteria in the City of Central Point Zoning Ordinance and Municipal Code.

Respectfully submitted on behalf of Applicant White Hawk Properties, LLC:

CSA Planning, Ltd.



Jay Harland
President

Dated: April 16, 2025

APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS

TITLE 16 SUBDIVISIONS

CHAPTER 16.04 GENERAL PROVISIONS

16.04.010 Scope of regulations.

The provisions of this title shall apply to all subdivisions, partitions and planned unit developments, and all streets or other ways created thereby, unless otherwise specifically provided.

CHAPTER 16.20 STREETS AND OTHER WAYS – DESIGN STANDARDS

16.20.010 Creation of Streets.

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

Compliance with Standards: The proposed project will result in extensions of the following existing streets: Tango Way (named Hartgraves Way on final plat for Willow Bend, Phase 1 subdivision) and Annalise Street. A new street, Whitehawk Road, is proposed along the eastern boundary of the proposed subdivision. See, Applicant's proposed tentative plan and preliminary grading/utility/street plans at Exhibits 12 and 13. The necessary rights-of-way will be dedicated to the City by final plat recording. These streets and all appurtenant public facilities will be built to City local street specifications. Project complies.

16.20.020 Streets – Generally.

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

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

Compliance with Standards: The proposed extensions of Tango Way and Annalise Street, and the construction of Whitehawk Road will ensure that appropriate circulation and connectivity is provided for the subdivision. Applicant's intent is to construct the full length of Whitehawk Road that is shown on the preliminary grading/utility/street plans at Exhibit 13, with the segment along the east side of the Reserve Acreage Lot #48 to be dedicated in the future via deed. Likewise, the extended segment of Tango Way along the north side of the Reserve Acreage lot will be constructed and then dedicated via deed in the future. Project complies.



APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

16.20.070 Half streets.

Half streets while generally not acceptable may be approved where essential to the reasonable development of the subdivision when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

Compliance with Standards: Whitehawk Road is a new street that is proposed to be constructed at this time as a half-street along the eastern boundary of the proposed subdivision. The eastern half of Whitehawk Road will then be dedicated and constructed when the adjoining properties to the east are developed in the future.

16.20.090 Streets – Names.

No street name shall be used which will duplicate or be confused with the names of existing streets except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the city and the surrounding area and shall be subject to the approval of the city.

Compliance with Standards: The proposed subdivision includes one new street that is proposed to be named Whitehawk Road. Applicant is not aware of any existing streets in Central Point or the vicinity with this name.

16.20.120 Alleys.

- A. Location. Alleys may be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the city.
- B. Intersections. Alley intersections and sharp changes in alignment shall be avoided. The corners of necessary alley intersections shall have a radius of not less than twenty feet.

Compliance with Standards: The Willow Bend Master Plan was approved with a street network and circulation plan that includes the use of alleys for vehicular access to rear-loaded garages. The proposed subdivision includes a continuation of the alley design used for the attached single-family dwelling lots within the Willow Bend, Phase 1 subdivision, and the intersections of said alleys can and will have the minimum required radius as demonstrated on Applicant's preliminary improvement plans at Exhibit 13.

16.20.130 Sidewalks.

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

Compliance with Standards: As shown on Applicant's preliminary improvement plans at Exhibit 13, sidewalks are proposed to be constructed along both sides of the Tango Way and Annalise Street extensions, as well as along the east side of Gebhard Road, the north side of Beebe Road, and along the west side of Whitehawk Road. All sidewalks can and will be consistent with the City standards. Project complies.

CHAPTER 16.24 BLOCKS AND LOTS – DESIGN STANDARDS

16.24.010 Blocks – Length, width and shape.

The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type and use contemplated, needs for convenient access, circulation, control and safety of street traffic and limitations and opportunities of topography.



APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

Compliance with Standards: As demonstrated on Applicant's tentative plan at Exhibit 11 and the preliminary improvement plans at Exhibit 13, the proposed blocks surrounding the 47 proposed attached single-family dwelling lots and the approximately 4.11 acre multi-family apartment site (Lot #48) are of an adequate size and will provide convenient access and circulation for the proposed residential development. Project complies.

16.24.020 Blocks – Sizes.

Blocks shall not exceed twelve hundred feet in length except blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is three hundred feet.

Compliance with Standards: All proposed block lengths are less than 1,200 feet in length, and there are no adjacent arterial streets. There are no arterial streets abutting the subject property. Project complies.

16.24.030 Blocks – Easements.

A. Utility Lines. Easements for electric lines or other non-city-owned public utilities may be required, and shall be a minimum of ten feet in width located on the exterior portion of a single property. Easements for city utilities (i.e., water, storm drain and sanitary sewer mains) shall be a minimum of fifteen feet in width located on the exterior portion of a single property. Tie-back easements six feet wide by twenty feet long shall be provided for utility poles along lot lines at change of direction points of easements.

1. Structures Located within a City Utility Easement.

- a. Except for public utilities and for signs when developed in accordance with Chapter 15.24 (Sign Code), no person shall locate, construct, or continue to locate a structure (as defined in Chapter 16.08) within a city utility easement (as defined in Chapter 16.08), except as provided in subsections (A)(1)(b) and (A)(2) of this section.
- b. Notwithstanding the foregoing, the city may approve fencing, concrete block walls/fencing, retaining walls, and similar fencing/wall structures that are otherwise in compliance with the building code, and with the clearance provisions noted herein, over an easement subject to the following requirements:
 - i. Said fencing or wall structures that interfere with the installation, maintenance, access, or operation of a public utility or city utility may be removed by the utility provider or the city at the sole cost of owner.
 - ii. Any replacement or relocation of the fencing or wall structures shall be at the sole cost of the property owner or occupant.
 - iii. Owners and occupants of property shall not be entitled to compensation for damages related to removal of the fencing or wall structures.

Compliance with Standards: The necessary 10-foot public utility easements can and will be provided along the exterior boundaries of all proposed attached single-family dwelling lots as demonstrated on the tentative plan at Applicant's Exhibit 12. Public Utility easements also can and will be provided around the exterior of the ~4.11 acre Reserve Acreage lot in the future when it is developed with multi-family residential apartments. Applicant acknowledges that no structures may be located within any City utility easement areas. Project complies.

2. Grass, Asphalt, and Concrete Installed within a City Utility Easement.

- a. Subject to the limitations of the building code, lawful owners and occupants of property may install grass, asphalt and concrete within a city utility easement.
- b. In the course of installing, accessing, maintaining, or operating its facilities in a city utility easement, a public utility or the city, as the case may be, may move or remove any asphalt, concrete, or vegetation located within said easement. After the same are moved or removed and after completion of the necessary work, the grass, asphalt or concrete shall be repaired and replaced in a reasonable manner at the sole cost of the public utility or city.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

- c. Owners and occupants of property shall not be entitled to compensation related to damages to grass, asphalt, or concrete so long as the repairs and replacement are done in a reasonable manner and in a reasonable time frame.

Compliance with Standards: The proposed development is likely to result in some grass, concrete and/or asphalt being installed within the required City utility easements; however, the quantities and locations thereof are unknown at this tentative plan stage. The Applicant acknowledges the City's ability to install, access, maintain, and operate its utilities in accordance with the provisions and limitations of this subsection.

- B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there may be required a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose. Streets, parkways or access roads parallel to major watercourses may be required.

Compliance with Standards: This standard is not applicable as there are no watercourses, drainage ways, channels or streams that traverse the subject property.

- C. Pedestrian Ways. In any block over seven hundred fifty feet in length a pedestrian way may be required. The minimum width of the pedestrian right-of-way must be at least six feet in width which shall be hard surfaced through the block and curb to curb in order to provide easy access to schools, parks, shopping centers, mass transportation stops or other community services. If conditions require blocks longer than twelve hundred feet, two pedestrian ways may be required for combination pedestrian way and utility easement. When essential for public convenience, such ways may be required to connect to cul-de-sacs. Long blocks parallel to arterial streets may be approved without pedestrian ways if desirable in the interests of traffic safety.

Compliance with Standards: The proposed block length along the east side of Gebhard Road exceeds 750 feet in length and the Applicant's improvement plans include the provision of a 10 foot wide pedestrian way along the east side of the stormwater detention pond lot in order to connect the primary alley with Beebe Road on the south. Additionally, all streets within the subdivision and on its perimeter will be improved with sidewalks for pedestrian travel. Project complies.

16.24.040 Lots – Uses.

- A. The city may, in its discretion, deny approval for the creation of any lot by any manner if the effect of such creation of lot would be to facilitate perpetuation of a nonconforming use.
- B. No lot shall be created unless it is in compliance with all applicable provisions of this code.

Compliance with Standards: The subject property is proposed to be subdivided into 47 residential lots and one stormwater detention facility lot. The residential lots will be developed with attached single-family dwellings, each of which will also have an accessory dwelling unit (ADU). Additionally, the tentative plan includes a 4.11 acre Reserve Acreage lot will be developed in the future with multi-family apartments, all of which are permitted uses/housing types within the MMR zoning district and TOD Overlay. The proposed lots comply with all applicable provisions of this code as outlined herein, with said findings adopted in demonstration of compliance with this standard.

16.24.050 Lots – Size and determination.

Lot sizes shall conform with the zoning ordinance and shall be appropriate for the location of the subdivision and for the type of development and use contemplated. In the case of irregular lots, the width shall be measured along the front building line. In no case shall the average depth be more than two and one-half times the width. Corner lots for residential use shall have sufficient width to permit appropriate building setback from and orientation to both streets.

- A. In areas that cannot be connected to sewer lines, minimum lot sizes shall be sufficient to permit sewage disposal by an engineered system in accordance with Department of Environmental Quality, Jackson County environmental quality

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

section, and public works standards. Such lot sizes shall conform to the requirements of the Jackson County environmental quality section.

- B. Where property is zoned and planned for business or industrial use, other widths and areas may be required, at the discretion of the city. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

Compliance with Standards: The subject property is located within the MMR zoning district and TOD Overlay. All proposed lots meet or exceed the minimum standards for attached single-family dwellings within the MMR zone and TOD Overlay, as demonstrated on the Applicant's proposed tentative plan at Exhibit 12, and as also outlined in the Applicant's Finding of Fact #9 in Section IV of Exhibit 2. The subject property is located within an area that can and will be connected to existing sanitary sewer lines, and no business or industrial uses are proposed. Project complies.

16.24.060 Through lots.

Through lots shall be avoided except where essential to reduce access to primary or secondary arterial streets or streets of equivalent traffic volume, reduce access to adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten feet may be required along the line of lots abutting such adjacent street. There shall be no right of access across such planting screen easements.

Compliance with Standards: No through lots are proposed. Access to the attached single-family dwelling lots will be from alleys which are not considered to be streets for purposes of defining "through lots."

16.24.070 Lot side lines.

The side lines of lots shall run at right angles to the street upon which the lots face, as far as practicable, or on curbed streets they shall be radial to the curve.

Compliance with Standards: As demonstrated on the Applicant's tentative plan at Exhibit 12, the proposed lot side lines for each of the attached single-family dwelling lots run at right angles (or as far as practicable) to the streets and vehicular access alleys that each lot has street frontage upon and/or takes access from. Project complies.

16.24.080 Large lot subdivision.

In subdividing tracts into large lots which at some future time are likely to be resubdivided, the location of lot lines and other details of the layout shall be such that the resubdivisions may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets or other utilities. Restrictions of building locations in relationship to future rights-of-way shall be made a matter of record if the city considers it necessary.

Compliance with Standards: The proposed tentative subdivision plan includes an approximately 4.11 acre Reserve Acreage lot that is proposed for future development with multi-family apartments. There is currently no plan to further divide the Reserve Acreage lot, but when that future development is formally proposed the Reserve Acreage lot is rectangular in shape and of adequate size to allow for further division.

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APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Subdivision Tentative Plan

Applicant: White Hawk Properties, LLC

TITLE 17 ZONING

CHAPTER 17.05 APPLICATIONS AND DEVELOPMENT PERMIT REVIEW PROCEDURES

17.05.900 Traffic Impact Analysis.

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

This chapter establishes the standards for when a development proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the study.

- A. When a Traffic Impact Analysis Is Required. The city shall require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access in the following situations:
 - 1. If the application includes residential development, a TIA shall be required when the development application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment;
 - b. An increase in site traffic volume generation by two hundred fifty average daily trips or more;
 - c. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more; or
 - d. An increase in use of adjacent streets by vehicles exceeding the twenty thousand pounds gross vehicle weights by ten vehicles or more per day;
- B. Traffic Impact Analysis Preparation. A traffic impact analysis shall be prepared by a traffic engineer or civil engineer licensed to practice in the state of Oregon with special training and experience in traffic engineering. The TIA shall be prepared in accordance with the public works department's document entitled "Traffic Impact Analysis." If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.

Compliance with Standards: A traffic impact analysis consistent with City requirements was prepared in 2014 for the original application for the Willow Bend (formerly White Hawk) Master Plan, and the modifications that were approved to the Master Plan in 2021 were within the scope of the original TIA. For the Master Plan modifications being concurrently proposed to allow for the subject tentative subdivision plan, the Applicant's traffic engineer (who is the same engineer that prepared the original TIA in 2014) has prepared an updated trip generation analysis for the Willow Bend Master Plan that accounts for the existing development constructed following approval of the 2021 modifications, and this current proposal to develop the subject property with 47 attached single-family dwellings and 47 ADUs (as opposed to multi-family apartments as currently approved for). The trip generation analysis also examines the estimated trips that would be generated if the multi-family apartment site (Lot #48) within the subject property is developed with the minimum number of units necessary (47 apartments) to achieve the minimum density for the Master Plan area, as well as the maximum number of apartment units that can be built without exceeding the trip cap that was imposed by the Planning Commission in the original Master Plan approvals. The updated trip generation analysis concluded that the proposed 47 attached single-family dwellings and 47 ADUs can be developed before reaching the 96 p.m. peak hour threshold requiring traffic signal improvements at Beebe Road/Hamrick Road until the future development of 21 multi-family apartments within the proposed Reserve Acreage area. See, Applicant's Exhibit 16.

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Applicant: White Hawk Properties, LLC

CHAPTER 17.65 TOD OVERLAY

17.65.010 Purpose.

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

17.65.020 Area of application.

These regulations apply to the Central Point TOD overlay as shown on the official city comprehensive plan and zoning maps. A development application within the TOD overlay shall comply with the requirements of this chapter.

17.65.025 Special Conditions.

On occasion it may be necessary to impose interim development restrictions on certain TOD overlay areas. Special conditions will be identified in this section for each TOD overlay.

- A. Eastside Transit Oriented Development Overlay (ETOD) Agricultural Mitigation. All development shall acknowledge the presence of active farm uses within the ETOD area by recording a right-to-farm disclosure statement as a condition of final plat, transfer of property, or site plan and architectural review approval. The ETOD agricultural mitigation shall be removed at such time as the urban growth boundary is incorporated and completely builds out.
- B. Eastside Transit Oriented Development Overlay (ETOD) Shallow Wells. Prior to development within the ETOD, a water table analysis shall be conducted to determine the local water table depth. Any development impacting the water table will require further analysis to determine the effect on neighboring wells and the development shall be expected to mitigate that impact.

The ETOD agricultural and shallow wells mitigation shall be removed at such time as the urban growth boundary is incorporated and parcels within the ETOD are built to urban standards and connected to city water.

Compliance with Standards: The entirety of the Willow Bend Master Plan area is located within the TOD overlay and is also subject to the special conditions for the Eastside Transit Oriented Development Overlay (ETOD). Applicant acknowledges the agricultural mitigation conditions and will record any necessary right-to-farm disclosures prior to final plat. A water table analysis was conducted as part of the original approvals for the Master Plan between December 2015 and April 2016. Per the conditions of approval for the Master Plan modifications that were approved in 2021, Applicant was/is required to design all utility and infrastructure improvements in accordance with the shallow well mitigation measures that were identified in the water table analysis. Applicant acknowledges these requirements for the subject property and that all infrastructure plans will need to be reviewed and approved by the City Engineer prior to the start of any construction.

17.65.040 Land use.

Four special zone district categories are applied in the Central Point TOD overlay. The characteristics of these zoning districts are summarized in subsections A through D of this section, with specific uses further defined in Section 17.65.050, Table 1.

A. Residential (TOD).

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, such as zero lot line and attached single-family dwellings, and a variety of multifamily residences. Low impact commercial activities may also be allowed.

Compliance with Standards: The subject property is located within the MMR zoning district and the proposed subdivision will result in 47 attached single-family dwellings and 47 accessory dwelling units (ADUs), along with an approximately 4.11 acre Reserve Acreage lot that will be developed with multi-family apartments in the future. No commercial activities are proposed, and the project thus complies.

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Applicant: White Hawk Properties, LLC

17.65.050 Zoning regulations.

- 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
Residential							
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

P1--Permitted use, one unit per lot.

Compliance with Standards: The subject property is located within the MMR zoning district and the proposed subdivision will provide 47 lots for attached single-family dwellings, with each single-family dwelling also containing an accessory dwelling unit (ADU). The proposed lots and dwelling unit designs are substantially the same as those constructed during the first phase. A Reserve Acreage lot is also proposed for the future development of multi-family apartments. All three proposed residential use types are permitted per the above Table 1.

- 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 single-family unit;
 - b. An accessory unit shall have a maximum floor area of eight hundred square feet;

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- c. The applicable zoning standards in Table 2 shall be satisfied.
3. **Parking Standards.** The off-street parking and loading requirements in Chapter 17.64 shall apply to the TOD overlay.

TOD District Zoning Standards	
Table 2	
Standard	MMR Zoning District
Density – Units Per Net Acre (f)	
Maximum	32
Minimum	14
Dimensional Standards	
Minimum Lot or Land Area/Unit	
Attached row houses	1,500 SF
Average Minimum Lot or Land Area/Unit	
Attached row houses	2,000 SF
Minimum Lot Width	
Attached row houses	22'
Minimum Lot Depth	50'
Housing Mix	
Required housing types as listed under Residential in Table 1.	<16 units in development: 1 housing type. 14 – 40 units in development: 2 housing types >40 units in development: 3 or more housing types (plus approved master plan)

Notes:

(f) Net acre equals the area remaining after deducting environmental lands, exclusive employment areas, exclusive civic areas and right-of-way.

Compliance with Standards: The proposed subdivision is part of the Willow Bend Master Plan that was originally approved in 2015 and modified in 2021. The Master Plan provides for three housing types, those being single-family dwellings, accessory dwelling units (ADUs), and multi-family apartments. As outlined in Finding of Fact #9 in Section IV of Applicants Exhibit 2, all proposed lots meet or exceed the applicable standards listed in Table 2. Project complies.

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The overall Willow Bend Master Plan area has an allowed density range of 202 to 457 dwelling units, and with the 61 units that have been built in Phase 1 and the 94 units proposed to be developed within the proposed Phase 2 subdivision, the total number of units will stand at 155, meaning that a minimum of 47 apartment units will need to be developed within the proposed ~4.11 acre Reserve Acreage Lot #48 in order to achieve the minimum density for the Willow Bend Master Plan.

17.64.040 Off-street parking requirements.

A. Minimum and Maximum Vehicle Parking Requirements.

1. The minimum and maximum off-street vehicle parking space requirements are set forth in Table 17.64.02 and shall apply to all development unless modified in accordance with subsection C of this section.
2. Any parking provided to serve a building or use shall include parking spaces accessible to disabled persons in accordance with the Americans with Disabilities Act and subsection D of this section. Accessible spaces provided shall count toward the maximum number of permitted spaces in Table 17.64.02.
3. Land use categories and their associated uses are subject to the definitions in Section 17.08.410 unless otherwise noted. For purposes of this chapter, if there is a conflict between the definitions in Section 17.08.410 and a defined term elsewhere in the code, Section 17.08.410 takes precedence.

TABLE 17.64.02 MINIMUM AND MAXIMUM OFF-STREET PARKING STANDARDS

Land Use Category	Parking Standards (No. spaces per 1,000 square feet of gross floor area unless otherwise noted)	
	Minimum No. Required Spaces	Maximum No. Permitted Spaces
RESIDENTIAL USES		
Single-Family Residential	0 spaces	N/A
Duplex (attached or detached)	0 spaces	N/A
Triplex (attached or detached)	0 spaces	N/A
Quadplex (attached or detached)	0 spaces	N/A
Multifamily Apartments and Condominiums	0 spaces	N/A
Accessory Dwelling Unit (ADU)	0 spaces	N/A

Compliance with Standards: The proposed residential uses include attached single-family dwellings, ADUs, and multi-family apartments. Each attached single-family dwelling will have a two car garage as well as additional parking area within a driveway located between the alley and garages. No plans for the multi-family residential apartments are proposed at this time, but it is expected that on-site parking will be provided when that phase of the Willow Bend Master Plan is built in the future. As shown in Table 17.64.02 above, there are no minimum or maximum parking requirements for residential uses and thus project complies.

17.64.050 Bicycle parking.

- A. Purpose. The bicycle parking and storage provisions in this section are intended to provide bicycle parking facilities to accommodate and encourage bicycle travel.

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- B. **Bicycle Parking Standards.** Bicycle parking shall be provided in accordance with Table 17.64.043, Bicycle Parking Requirements.

TABLE 17.64.043 BICYCLE PARKING
REQUIREMENTS

Land Use	Minimum Required
Residential	
Single-Family Residential	N/A
Multifamily Residential, General	1 space per unit

Compliance with Standards: There are no bicycle parking requirements for single-family residential uses, and while the proposed tentative plan includes a Reserve Acreage lot for the future development of multi-family residential apartments, no such development is proposed at this time. As such, the proposed tentative plan complies.

CHAPTER 17.67 DESIGN STANDARDS – TOD OVERLAY

17.67.040 Circulation and access standards.

A. **Public Street Standards.**

1. Except for specific transportation facilities identified in a TOD overlay 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 overlay which is approved according to the provisions in Section 17.65.020 and Chapter 17.66.

Compliance with Standards: As shown on Applicant's plans at Exhibits 12 and 13, the proposal includes the extensions of Tango Way (a two lane collector street with a ROW width of 72 feet) and Annalise Street (a minor residential local street), and the construction of two alleys and a new street to be named Whitehawk Road that will be constructed as a half-street for the time being until the adjoining properties to the east development in the future. Whitehawk Road is proposed as a two lane collector street with a ROW width of 72 feet. All proposed streets and alleys are proposed at and will be constructed in accordance with the street dimensional standards set forth in the Standard Specifications and Uniform Standard Details for Public Works Construction, which will be verified through the public improvement plan review process prior to construction. Project complies.

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;

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- c. Railroads;
- d. Traffic safety concerns;
- e. Functional and operational needs to create a large building; or
- f. Protection of significant natural resources.

Compliance with Standards: The proposed subdivision tentative plan contains four blocks that are bound by public streets and alleys. All block perimeters measure less than 2,000 feet with the exception of the block that is located along the western and southern boundaries of the subject property, being bound by Gebhard Road on the west, Beebe Road on the south, Whitehawk Road on the east, and the primary alley that serves all the proposed attached single-family residential dwellings. This block perimeter measures ~2,400 feet. Similarly, all proposed blocks have lengths of 600 feet or less between through streets and/or a pedestrian pathway, with the exception of the block length along the east side of Gebhard Road between Tango Way and Beebe Road, which has a length of ~780 feet; however, the southern ~150 feet of the block length is the result of the presence of a large lot that will contain the stormwater detention facility for the subdivision.

While not all block perimeters and block lengths meet the maximum distances, Applicant proposes to provide a pedestrian pathway measuring 10 feet in width between the primary alley and Beebe Road near its intersection with Gebhard Road. The proposed street network in this subdivision is a logical extension of the streets built for Willow Bend, Phase 1, and it is limited by the need to reserve sufficient land area for the construction of multi-family apartments in the future. Furthermore, this development requires a sizable stormwater detention pond, and the proposed pedestrian pathway will cross the eastern edge of the lot containing the stormwater detention pond and swale in order to reduce out of direction travel for pedestrians seeking to go between the surrounding street network and the dwellings located internally to the subdivision.

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

Compliance with Standards: All necessary utility lines will be located underground.

7. Connections shall be provided between new streets in a TOD overlay and existing local and minor collector streets.

Compliance with Standards: The proposed streets within this phase will complete the street network serving those portions of the plan area designated for residential development. The one proposed new street, Whitehawk Road, is proposed as a two-lane collector that will connect to Beebe Road on the south, and a connection between Whitehawk Road and Gebhard Road will be provided through the extension of Tango Way which is a two-lane collector running east-west through the Master Plan area.

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

- a. Except for specific accessway facilities identified in a TOD overlay 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 overlay 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;

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- 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.

Compliance with Standards: The originally approved Master Plan proposed sidewalks along all street frontages. The sidewalks include landscaped park rows and street trees, and the proposed new street extensions and the new Whitehawk Road can and will demonstrate compliance with required street improvements per these Central Point street standards for pedestrian and bicycle amenities.

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.

Compliance with Standards: The proposed subdivision tentative plan includes a 10 foot wide pedestrian accessway across the east side of the stormwater detention facility lot and will connect the primary alley to Beebe Road at a point located just east of its intersection with Gebhard Road. This accessway can and will meet the applicable design standards, and with public sidewalks to be built along streets within the proposed subdivision and throughout the Master Plan area, no additional pedestrian pathways or trails are necessary.

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:



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- 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.

Compliance with Standards: There are no parking lots proposed or needed as part of this subdivision tentative plan as it will be exclusively single-family residential lots with a Reserve Acreage lot of ~4.11 acres that will be developed with multi-family apartments in the future. When those apartments are proposed for development, Applicant acknowledges that these standards for parking lot driveways will need to be met.

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

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

Compliance with Standards: Pedestrian sidewalks and accessways can and will be constructed within the multi-family apartment portion of the Master Plan, and public sidewalks are proposed within all public rights-of-way. Based upon the City's Public Works standards, bicycles share the road on local streets, but Gebhard Road, Beebe Road, Tango Way, and Whitehawk Road will be improved with bike lanes per City standards.

17.67.050 Site design standards.

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

A. Adjacent Off-Site Structures and Uses.

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 overlay 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.

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Compliance with Standards: The adjacent land use remains largely unchanged from the adjacent land use plan that was initially adopted in 2015. According to the Rogue Valley Sanitary Sewer Services (RVSS) information at that time, the area adjacent to the project site is served by sanitary sewer and there are no anticipated impacts to the two existing septic systems.

Additionally, well information provided by the Oregon Department of Water Resources and an engineering analysis were included in the original Master Plan to address shallow wells in the area. With appropriate mitigation as suggested in the engineering analysis, no detrimental impacts to the wells are anticipated.

B. Natural Features.

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

Compliance with Standards: There are no significant natural features or environmentally critical areas on the subject property.

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.

Compliance with Standards: The subject property and surrounding areas are generally level and there are no hillside areas.

D. Solar Orientation.

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

Compliance with Standards: According to the TOD design standards, buildings are required to front upon proposed public streets, and in the proposed subdivision there are ten lots that have a due south or close to due south orientation which will maximize solar exposure for those dwellings. For the majority of proposed lots that are oriented east-west, solar exposure will be provided to the front

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elevations and front yards of the dwellings in the morning and afternoon/evening depending upon orientation of each specific lot.

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.

Compliance with Standards: There are existing attached single-family dwellings with ADUs that have been constructed within the Phase 1 portion of the Master Plan directly north of the subject property, and the dwellings that will be constructed on the proposed lots will continue the architectural design theme of the existing dwellings in Phase 1. *See, Applicant's Exhibit 10.*

- 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.

Compliance with Standards: There are no existing or proposed public or civic buildings within the Master Plan area.

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

Compliance with Standards: The proposed subdivision is a continuation of the lots developed in Phase 1 and the proposed residential development will preserve views of the mountains surrounding the valley to the extent possible, which is the same reality for all similar single-family developments in the area.

H. Adjoining Uses and Adjacent Services.

1. When more intensive uses, such as neighborhood commercial or multifamily dwellings, are within or adjacent to existing single-family neighborhoods, care should be taken to minimize the impact of noise, lighting, and traffic on adjacent dwellings.
2. Activity or equipment areas should be strategically located to avoid disturbing adjacent residents.
3. All on-site service areas, loading zones and outdoor storage areas, waste storage, disposal facilities, transformer and utility vaults, and similar activities shall be located in an area not visible from a street or urban space.
4. Screening shall be provided for activities, areas and equipment that will create noise, such as loading and vehicle areas, air conditioning units, heat pumps, exhaust fans, and garbage compactors, to avoid disturbing adjacent residents.
5. Group mailboxes are limited to the number of houses on any given block of development. Only those boxes serving the units may be located on the block. Multiple units of mailboxes may be combined within a centrally located building of four walls that meets the design guidelines for materials, entrance, roof form, windows, etc. The structure must have lighting both inside and out.

Compliance with Standards: The proposed attached single-family dwellings will have access to an alley for their driveways and for trash services. All dwellings will front on public streets and mechanical equipment such as air conditioning units will be located in side yards between the

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dwellings. Mailboxes will be grouped and placed in locations convenient for and coordinated with the U.S. Postal Service.

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 overlay shall be mixed to encourage interaction among people of varying backgrounds and income levels.
6. Zoning changes should occur mid-block, 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.

Compliance with Standards: There is an approximately 4.11 Reserve Acreage lot proposed as part of the subject tentative plan, but there are no detailed development plans for the multi-family apartments at this time. Applicant acknowledges that building design of the future multi-family units will need to address these standards for massing and screening to minimize impacts on the attached single-family dwellings within the Master Plan area. There are no commercial buildings approved or proposed within the Master Plan area, and the residential unit mix includes attached single-family dwellings, ADUs, and future multi-family apartments in order to provide housing for people of varying backgrounds and income levels. The entirety of the subject property is zoned MMR and there are no surrounding neighborhoods other than the single-family dwellings and ADUs constructed in the Willow Bend, Phase 1 subdivision. The proposed multi-family apartment site is internal to the Master Plan area and will be surrounded by attached single-family dwellings to the west and south with a public park to the north and an existing church to the east.

J. Parking.

1. **Parking Lot Location.**
 - a. Off-street surface parking lots shall be located to the side or rear of buildings. Parking at midblock or behind buildings is preferred.
 - b. Off-street surface parking lots shall not be located between a front facade of a building and a public street.
 - c. If a building adjoins streets or accessways on two or more sides, off-street parking shall be allowed between the building and the pedestrian route in the following order of priority:
 - 1st. Accessways;



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2nd. Streets that are nontransit streets;

3rd. Streets that are transit streets.

d. Parking lots and garages should not be located within twenty feet of a street corner.

Compliance with Standards: There are no off-street parking lots proposed at this time although they will be required in the future for development of the multi-family apartment component of the Master Plan, and the Applicant acknowledges that these standards will be applied to said multi-family development. Each of the attached single-family dwellings will have a two car garage and none will be located within 20 feet of a street corner.

2. Design.

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

Compliance with Standards: The future multi-family apartment parking area(s) will be fully paved with curbing, walkways, and parking lot shade trees. All spaces and drive aisles can and will be striped and in conformance with the City's parking dimension standards. Extensive landscaping and tree planting can and will be proposed in the parking areas to minimize the impact of automobiles and to create a pedestrian friendly environment. A formal site plan review application for the multi-family apartment portion of the Master Plan will be submitted to the City in the future, at which time all applicable development standards will be analyzed.

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.

Compliance with Standards: Alleys are proposed to provide vehicular access to garages located at the rear of the attached single-family dwelling lots. The parking lot area(s) for the future multi-family apartments will be reviewed through a separate site plan review application in the future.

4. For parking structures, see Section 17.67.070(H).



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Compliance with Standards: No parking structures are proposed.

K. Landscaping.

1. Perimeter Screening and Planting.

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

Compliance with Standards: Landscaping planter strips will be provided along all public streets in accordance with City standards, and detailed landscape plans will be provided for review with a future site plan application for the multi-family apartment development.

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.
- b. Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street that meets one of the following standards:
 - i. A five-foot-wide planting strip between the right-of-way and the parking area. The planting strip may be interrupted by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six inches and no more than forty-eight inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles entering and exiting the parking lot;
 - ii. A solid decorative wall or fence a minimum of thirty-six inches and a maximum of forty-eight inches in height parallel to and not closer than two feet from the edge of right-of-way. The area between the wall or fence and the pedestrian accessway shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles entering and exiting the parking lot;
 - iii. A transparent screen or grille forty-eight inches in height parallel to the edge of right-of-way. A two-foot minimum planting strip shall be located either inside the screen or between the screen and the edge of right-of-way. The planting strip shall be planted with a hedge or other landscaping. Hedges shall be a minimum thirty-six inches and a maximum of forty inches in height at maturity.
- c. Gaps in a building's frontage on a pedestrian street that are adjacent to off-street parking areas and which exceed sixty-five feet in length shall be reduced to no more than sixty-five feet in length through use of a minimum eight-foot-high screen wall. The screen wall shall be solid, grille, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).
- 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.

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- (A) Standard 1. Interior landscaping must be provided at the rate of twenty square feet per stall. At least one tree must be planted for every two hundred square feet of landscaped area. Ground cover plants must completely cover the remainder of the landscaped area.
- (B) Standard 2. One tree must be provided for every four parking spaces. If surrounded by cement, the tree planting area must have a minimum dimension of four feet. If surrounded by asphalt, the tree planting area must have a minimum dimension of three feet.
- ii. Development Standards for Parking Area Interior Landscaping.
 - (A) All landscaping must comply with applicable standards. Trees and shrubs must be fully protected from potential damage by vehicles.
 - (B) Interior parking area landscaping must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.
 - (C) Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends four feet or more into the parking area from the perimeter landscape line.
 - (D) Parking areas that are thirty feet or less in width may locate their interior landscaping around the edges of the parking area. Interior landscaping placed along an edge is in addition to any required perimeter landscaping.
- 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.

Compliance with Standards: Plans for parking lot landscaping and screening will be provided with a future application for site plan review of the multi-family apartment development, and Applicant acknowledges that these standards will need to be addressed as part of said application.

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

Compliance with Standards: The attached single-family dwellings and ADUs in the proposed Phase 2 subdivision tentative plan will have individual trash and recycling collection, and the service area(s) and waste disposal areas for the multi-family apartments will be screened from public view in accordance with these standards, with review for conformance to occur in a future application for site plan review.

- 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.

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Compliance with Standards: Street trees will be planted along all public street frontages and tree species will be selected from the City's approved street tree list and planted in accordance with City standards.

L. Lighting.

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

Compliance with Standards: LED lighting is proposed for general exterior lighting on all residential structures for energy efficiency. Minimum and maximum lighting levels throughout the development will be as specified by City standards and all public streetlights will conform to Public Work standards and be reviewed as part of the public improvement plans for the subdivision.

M. Signs.

1. The provisions of this section are to be used in conjunction with the city sign regulations in Chapter 15.24. The sign requirements in Chapter 15.24 shall govern in the TOD overlay with the exception of the following:
 - a. The types of signs permitted shall be limited only to those signs described in this chapter.

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- 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 overlay shall comply with the standards in Table 17.67.050(1).
- 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.

Compliance with Standards: All proposed signs within the Willow Bend Master Plan area can and will comply with these City standards.

17.67.060 Public parks and open space design standards.

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

Compliance with Standards: A 4.10 acre public park site has been approved for the northeast quadrant of the Willow Bend Master Plan area and said land was platted as Lot 33 of the Willow Bend, Phase 1 subdivision. No changes are being proposed to the public park which is within a five minute walk of any location within the Master Plan area. The approved Master Plan includes public sidewalks on all street frontages within the development, including along two sides of the proposed park area. Cyclists and pedestrians will have access to the park via the public sidewalks and public streets within the Master Plan, and the park will be clearly visible from the residential areas.

17.67.070 Building design standards.

- A. General Design Requirements.



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1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:
 - a. Natural ventilation;
 - b. Passive heating and cooling;
 - c. Daylighting;
 - d. Sun-shading devices for solar control;
 - e. Water conservation;
 - f. Appropriate use of building mass and materials; and
 - g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, www.usgbc.org.)
2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.
3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.
4. Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.

Compliance with Standards: Consistent with the adopted Willow Bend Master Plan, all residential units will be designed to be energy efficient and may include such measures as quality windows, low-flow plumbing fixtures and shower flow restrictors, and low water use landscape materials, etc. All residential buildings will be simply composed for cost efficiency and to avoid excessive waste of materials. Earth Advantage, Energy Star, and LEED principles will be utilized to achieve an energy efficient and cost-effective result, including investing in better fixtures, windows, insulation and venting. All residential units will comply with the Oregon Residential Structural Specialty Code. Excepting fixed or transom windows, all units will have operable windows to provide ventilation depending on the orientation of the building and the time of year.

B. Architectural Character.

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

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- 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.

Compliance with Standards: The attached single-family dwellings and ADUs in the proposed Willow Bend, Phase 2 subdivision will continue the same architectural design theme used for the dwellings in Phase 1 that are nearing completion. All dwellings will feature articulated elevations on all sides and varying roof lines and color schemes to create an interesting and quality built environment.

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).

Compliance with Standards: All the attached single-family dwellings in the proposed Phase 2 subdivision will have their entries oriented to a public street with a pedestrian walkway from each entry to the sidewalk. All entries will be sheltered by at least a four-foot overhanging roof element.

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.



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- 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.

Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Willow Bend, Phase 2 subdivision will be similar to the units constructed in Phase 1. All single-family dwellings will have their main entry oriented to a public street and feature covered porches with pitched roofs for shelter from the elements. The front entrances will project out from the main body of the dwellings, and each unit will feature exterior articulation of building walls and rooflines for visual interest.

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 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 overlay shall be constructed with exterior building materials and finishes that are of high quality to convey permanence and durability.

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- 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.
 - 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.
 - 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.
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 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.

Compliance with Standards: The facades of the attached single-family dwellings and ADUs within the proposed Willow Bend, Phase 2 subdivision will be similar to the units constructed in Phase 1. All existing and proposed attached single-family dwellings are and will continue to be consistent with these standards for garages, articulation, fenestration, and architectural detailing.

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E. Roofs.

2. Residential.

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

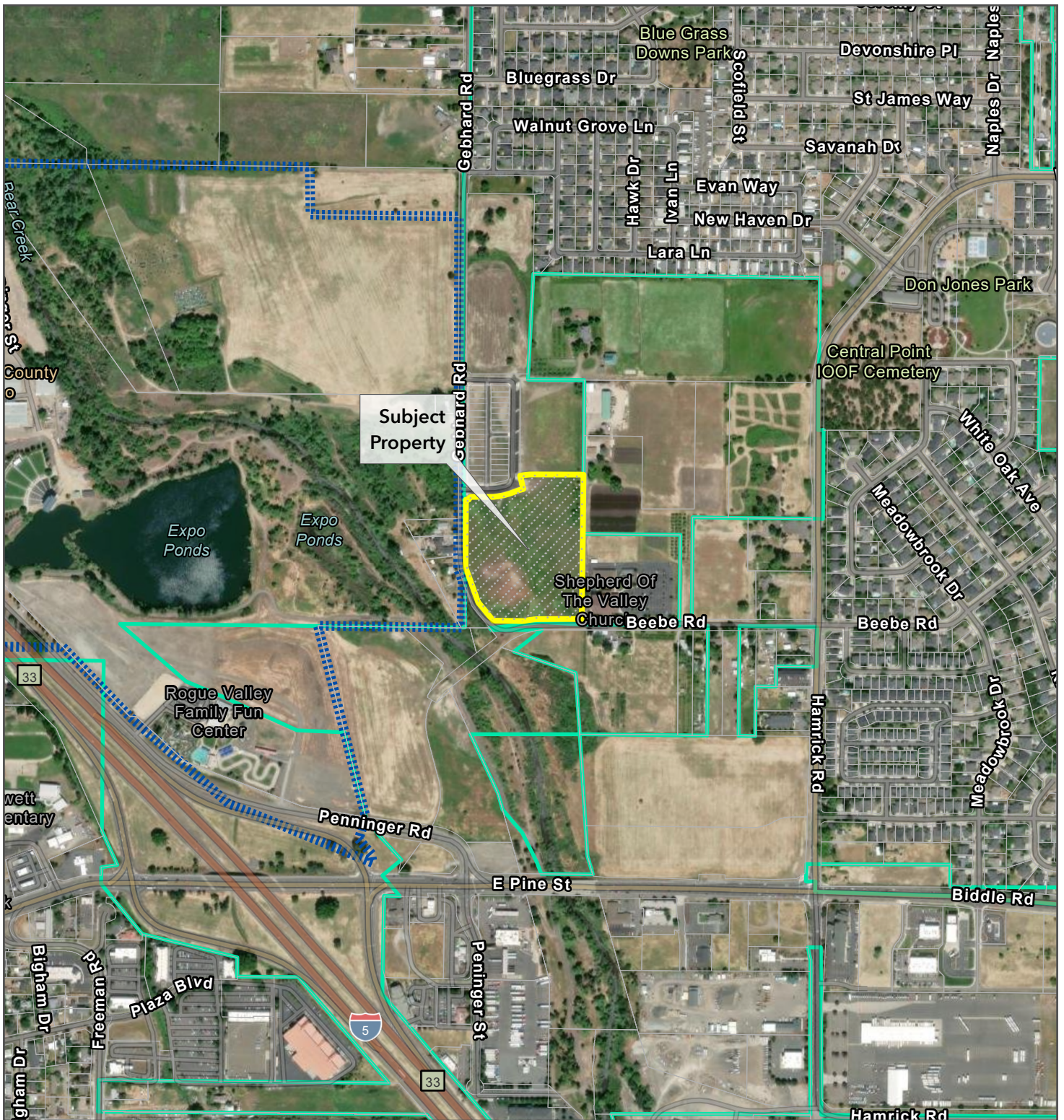
Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Phase 2 subdivision will have sloped roofs consistent with these standards and similar to the roof forms constructed on the dwellings within the Willow Bend, Phase 1 subdivision.

F. Exterior Building Lighting.

2. Residential.

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

Compliance with Standards: The attached single-family dwellings and ADUs within the proposed Phase 2 subdivision can and will have exterior lighting that complies with these standards.



Map Features

Subject Boundary

Urban Growth Boundary

City Limits

Tax Lots

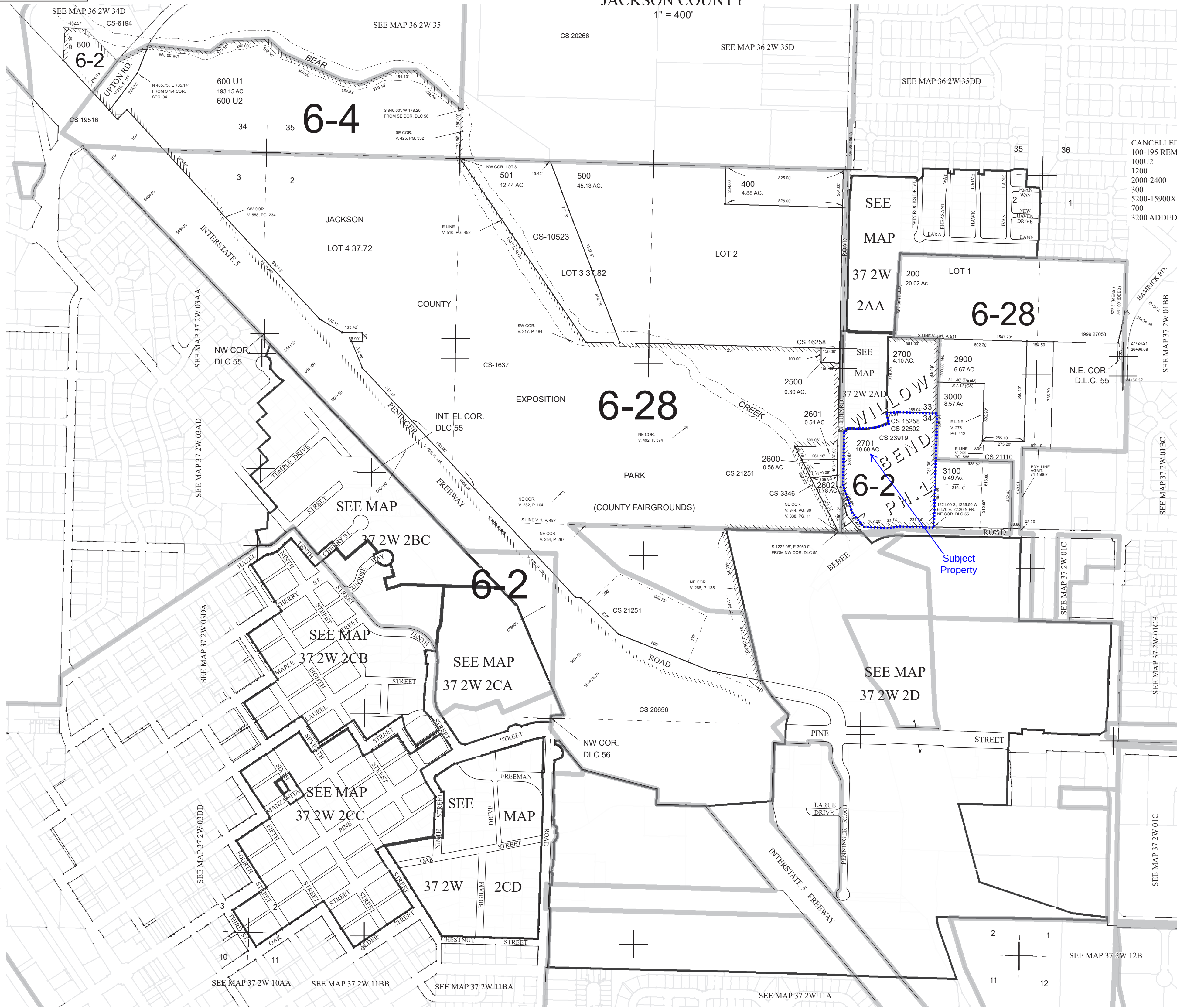
Aerial Map



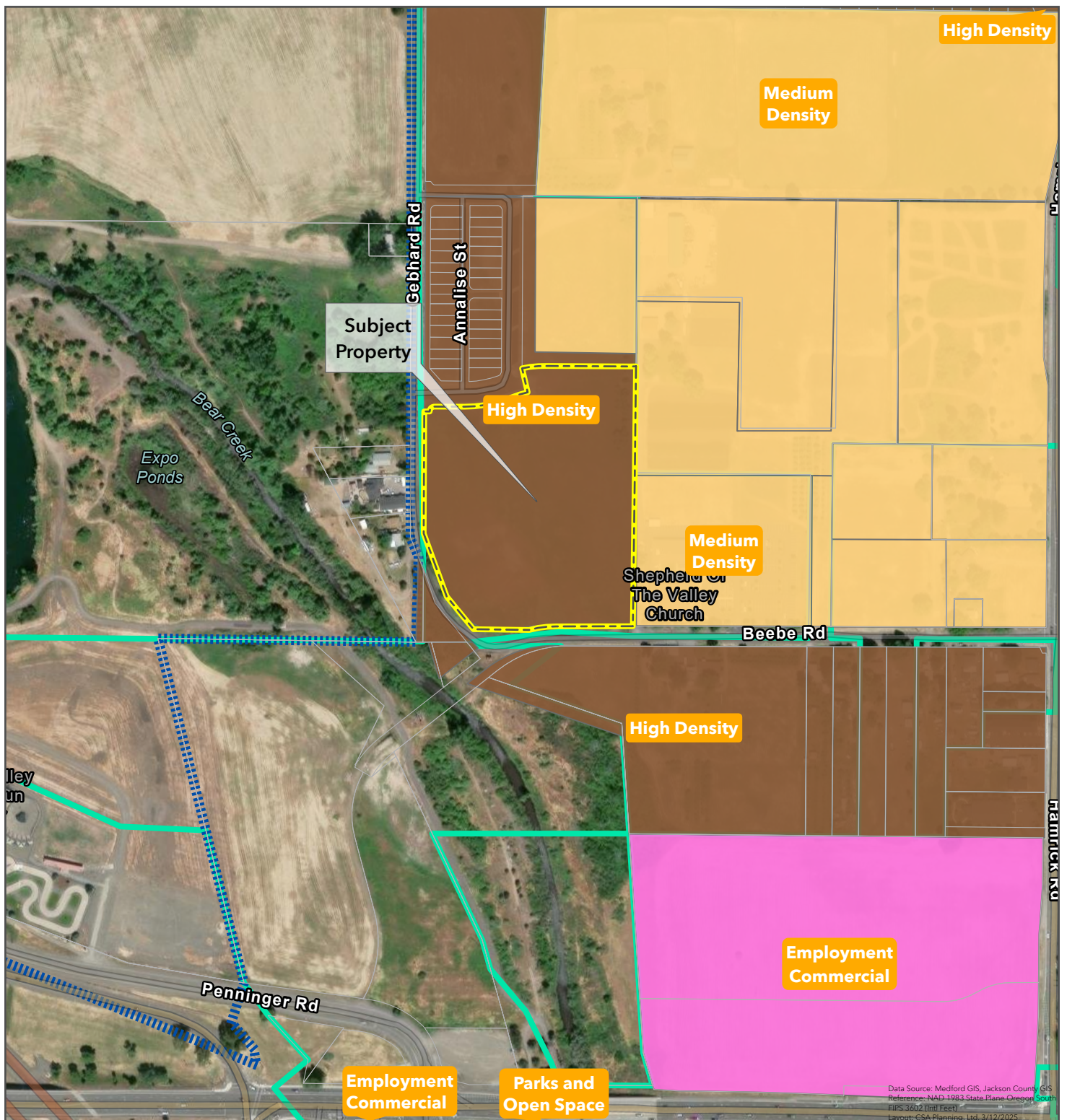
Willow Bend Phase - 2
Tentative Plan
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701

0 600 Feet





CANCELLED TAX LOT NUMBERS
100-195 REMAPPED TO 372W02AA & 362W35DD
100U2
1200
2000-2400
300
5200-15900X100'S REMAPPED TO 372W02AA & 362W35DD
700
3200 ADDED TO 3000



Map Features

- Subject Boundary
- Urban Growth Boundary
- City Limits
- Tax Lots

Central Point Comprehensive Plan

- Employment Commercial
- High Density Residential
- Medium Density Residential
- Parks and Open Space

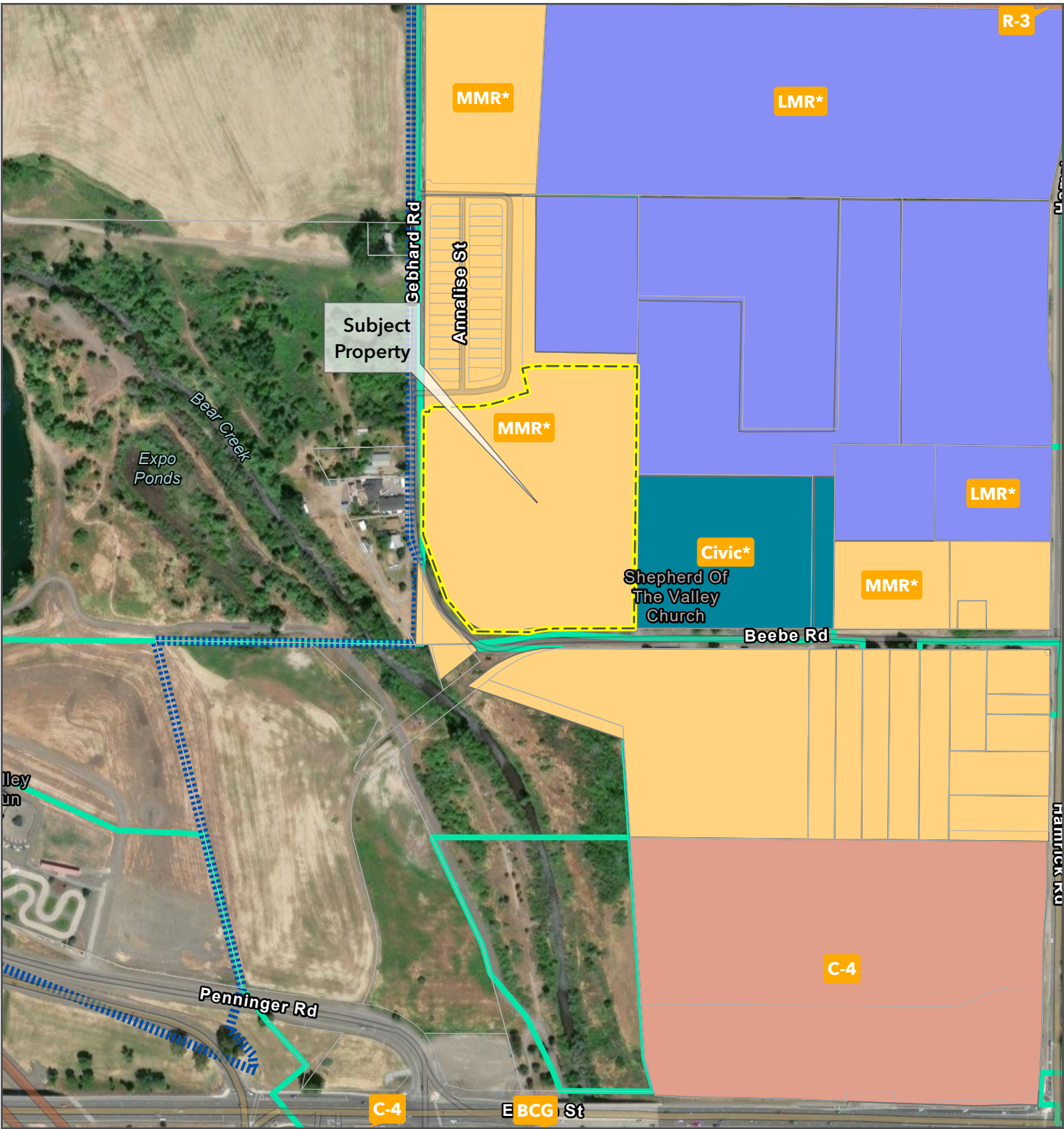
Comprehensive Plan

Willow Bend Phase - 2
Tentative Plan
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701



0 300 Feet





Map Features

- Subject Boundary
- Urban Growth Boundary
- City Limits
- Tax Lots

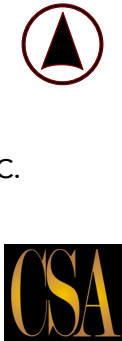
Central Point Zoning

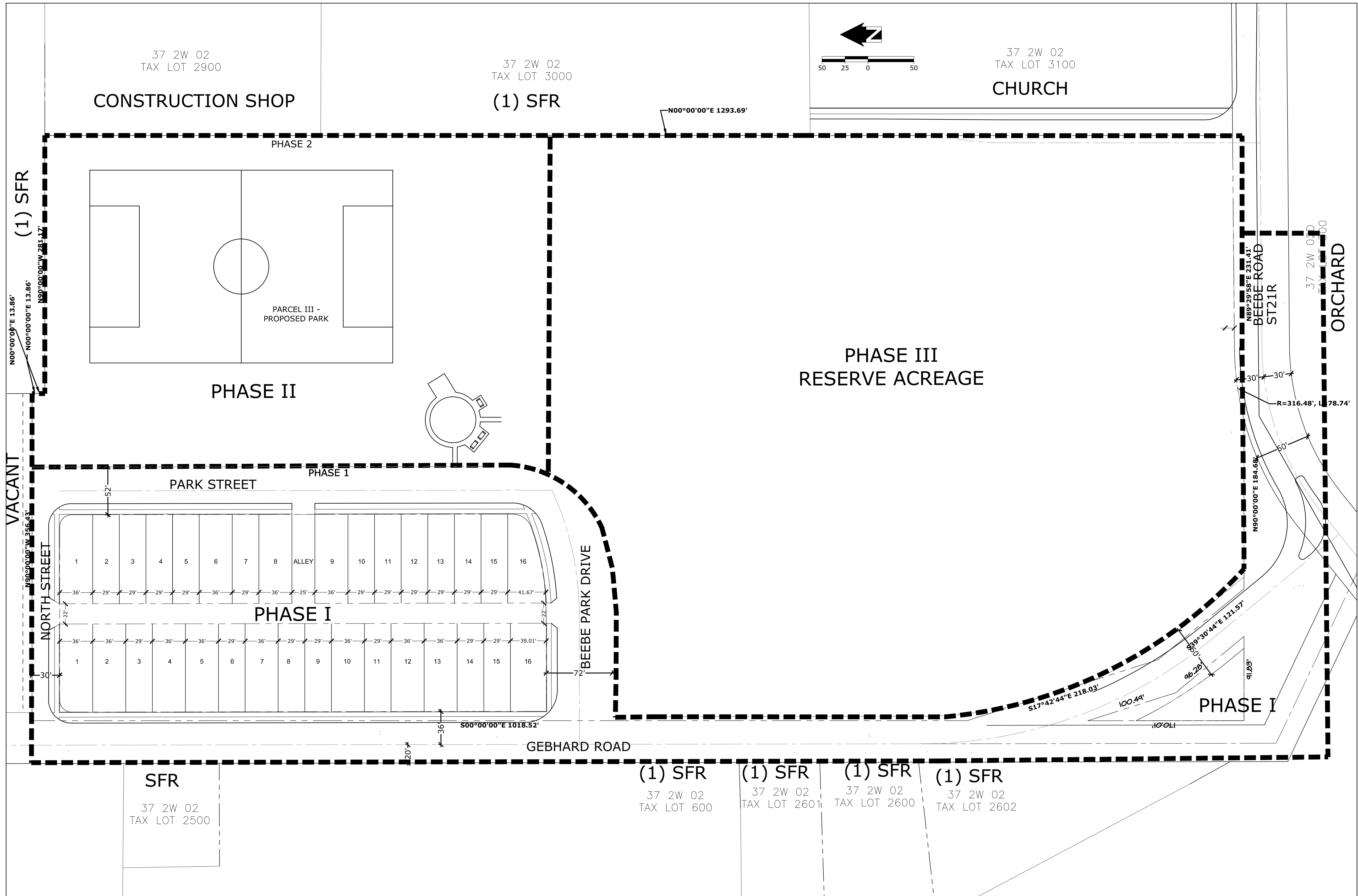
- BCG
- C-4
- Civic*
- LMR*
- MMR*
- R-3

Zoning Map

Willow Bend Phase - 2
Tentative Plan
White Hawk Properties LLC.
Map Lot: 37-2W-2-2701

0 300 Feet





WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS, that WHITE HAWK PROPERTIES, LLC., an Oregon limited liability company, hereinafter referred to as DECLARANT, is the owner in fee simple of the lands as described in the "Surveyor's Certificate" herewith. The Declarant has caused this tract of land to be surveyed and platted into street rights-of-way, lots and easements, and hereby designates this subdivision as WILLOW BEND, PHASE 1. Declarant hereby dedicates to the City of Central Point for public use, all street rights-of-way as depicted hereon. Declarant hereby dedicates, for public use, those areas designated as a Public Utility Easement. Declarant hereby creates that Temporary Sanitary Sewer Easement being over, under, through and across a portion of Lot 34, for the use and benefit of the Rogue Valley Sewer Services, which shall be extinguished upon the extension of Hartgraves Way.

IN WITNESS WHEREOF, signed this 6 day of June, 2023.

Robert Mayers
Robert Mayers, Member
WHITE HAWK PROPERTIES, LLC.

STATE OF OREGON }
County of Jackson } ss

Signed or attested before me on June 16th, 2023, by Robert Mayers as Member for WHITE HAWK PROPERTIES, LLC.

Notary Public
NOTARY PUBLIC - OREGON

COMMISSION NO: 1000922

MY COMMISSION EXPIRES: June 18, 2024

TITLE RELATED NOTES

Pursuant to a Public Records Report prepared by First American Title Insurance Company of Oregon, with an Order Number of 7169-4047779, the subject property may be subject to the following matters of record:

Taxes for the year 2022-2023

The herein described property has been disqualified from special assessment as farm use land and is currently assessed at true cash (market) value. ORS 308A.083 et seq. provides that if the property is converted to a use inconsistent with its return to farm purposes, potential tax in the amount of \$1,549.89 will become due and payable.

City liens, if any, of the City of Central Point.

Unrecorded leases or periodic tenancies, if any.

The premises herein described are within and subject to the statutory powers of Rogue Valley Sewer Services.

These premises are situated in the Rogue River Valley Irrigation District, and subject to the water and irrigation rights, easements for ditches and canals and regulations concerning the same. Per Instrument Number 2006-062042 of the Official Records of Jackson County, Oregon, the lands are no longer subject to the levies and assessments imposed by said District.

The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

Sewer Easement, including the terms and provisions thereof, per Instrument Number 70-11146 of the Official Records of Jackson County, Oregon. (Not within bounds of subject property)

Sewer Easement, including the terms and provisions thereof, per Instruments Numbered 84-05711 and 84-05712, both of the Official Records of Jackson County, Oregon. (Not located within bounds of the subject property)

Roadway Easement, including the terms and provisions thereof, per Instrument Number 97-29942 of the Official Records of Jackson County, Oregon. (shown)

Easement and Equitable Servitudes, including the terms and provisions thereof, originally recorded as Instrument Number 2019-012423, re-recorded as Instrument Number 2019-013907 and re-recorded as Instrument Number 2019-014482, all of the Official Records of Jackson County, Oregon. (Easement is blanket in nature)

Deed of Trust, including the terms and provisions thereof, per Instrument Number 2020-026601 of the Official Records of Jackson County, Oregon.

Deed of Trust, Line of Credit Instrument, including the terms and provisions thereof, per Instrument Number 2021-038004 of the Official Records of Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504

SURVEYOR'S CERTIFICATE

I, Cael E. Neathamer, a Registered Professional Land Surveyor of the State of Oregon, do hereby certify that I have correctly surveyed and marked with the proper monuments, as provided by law, the tract of land depicted hereon and that this plat is a correct representation of said tract and that the following is an accurate description of the boundary lines of the parent tract of land as set forth hereon:

That real property, being Parcel 1 and Parcel 2 per Instrument Number 2020-026600 of the Official Records of Jackson County, Oregon, being located in a portion of Donation Land Claim Number 55, in the Northeast One-quarter of Section 2, Township 37 South, Range 2 West of the Willamette Meridian, in the City of Central Point, Jackson County, Oregon, as now surveyed. The exterior boundary of which is more particularly described as follows:

Beginning at the northwest corner of said Parcel 1 per Instrument Number 2020-026600, being a point on the easterly right-of-way of Gebhard Road that bears North 00°26'04" West, 85.14 feet and South 89°33'56" West, 1913.83 feet from the Northeast Corner of Donation Land Claim Number 55 (DLC 55) of said township and range; thence North 89°33'56" East, along the boundary that is 85.14 feet (1.29 chains) northerly of, when measured at right angles to the north boundary of said DLC 55, 644.00 feet to the northeast corner of that tract of land per Volume 306 at Page 156 of the Deed Records of Jackson County, Oregon; thence South 00°18'42" East, along the easterly boundary of said volume and page, 1290.53 feet to intersect the northerly right-of-way of Beebe Road; thence South 89°12'37" West, along said northerly right-of-way, 231.64 feet to the beginning of a tangent curve to the left, having a radius of 316.48 feet, a central angle of 16°51'30" (the long chord of which bears South 80°46'52" West, 92.78 feet); thence 93.12 feet along the arc of said curve to intersect the southerly boundary of that tract per Volume 264 at Page 633 of said Deed Records; thence South 89°33'56" West, along said southerly boundary, 167.26 feet to intersect the easterly line of that tract per Volume 174 at Page 89 of said Deed Records; thence along said easterly tract line, the following two courses: North 39°48'02" West, 127.23 feet; thence North 18°00'02" West, 234.85 feet to intersect the aforesaid easterly right-of-way of Gebhard Road, being notated as Point A hereon; thence North 00°22'44" West, along said easterly right-of-way, 483.87 feet to the Point of Beginning. TOGETHER WITH: Commencing at said Point A, listed herein and above; thence South 00°22'44" East, along the projected line of said easterly right-of-way of Gebhard Road, 132.14 feet to intersect the westerly line of that tract per said Volume 174 at Page 89, and being the True Point of Beginning; thence along said westerly tract line, the following two courses: South 18°00'02" East, 116.61 feet; thence South 39°48'02" East, 102.12 feet to intersect the aforesaid southerly boundary of said Volume 264 at Page 633; thence South 89°33'56" West, 100.14 feet along said volume and page to the southwest corner thereof; thence North 00°22'44" West, along the westerly boundary of said volume and page, 190.12 feet to the Point of Beginning.

Cael E. Neathamer
Surveyor

AFFIDAVIT OF CONSENT TO DECLARATION

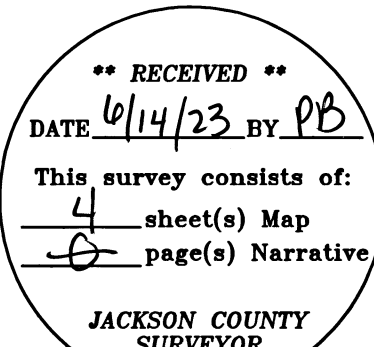
People's Bank of Commerce, as Beneficiary under that certain Deed of Trust and Line of Credit per Instrument recorded as Instruments Numbered 2020-026601 and 2021-038004, of the Official Records of Jackson County, Oregon, consents and agrees to this Plat and declaration of said Subdivision, accepts all terms and specifications hereof and does hereby release from the lien of said Deed of Trust and Line of Credit Instrument all property shown as dedicated to the public for public use, pursuant to Instrument Number 2023-010392, of the Official Records of Jackson County, Oregon.

I hereby certify that this is an exact copy of the original.

Cael E. Neathamer
Surveyor

- INDEX -

TITLE SHEET	SHEET 1
EXTERIOR BOUNDARIES	SHEET 2
PHASE I (LOTS 1 - 32)	SHEET 3
SURVEY NARRATIVE,	SHEET 4
LEGEND, LINE & CURVE TABLES	



APPROVALS:

CITY OF CENTRAL POINT PLANNING FILE NUMBER: SUB-20002

I certify that, pursuant to the authority granted in the City of Central Point Municipal Code, Chapter 16.12, that this plat is hereby approved:

Stephanie Hottel 6/6/2023
Community Development Director Date
Matt Samitar 6/6/2023
Public Works Director Date

Examined and approved this 7 day of June, 2023.

Scott Seir 23919
Jackson County Surveyor Jackson County Surveyor File Number

All taxes, fees, assessments, or other charges as required by O.R.S. 92.095 have been paid as of June 14th, 2023.

M. Mendenhall deputy
Tax Collector/Deputy Monissa Mendenhall

Examined and approved as required by O.R.S. 92.100 this 14 day of June, 2023.

Chad Hollister
and for Assessor/Agent

Examined and approved by Rogue Valley Sewer Services this 9th day of June, 2023.

General Manager/District Engineer

APPROVED FOR RECORDING: Danny Jordan 6/14/23
County Commissioner/Administrator Date

RECORDING

FILED FOR RECORD THIS THE 14th DAY OF June, 2023 AT 2:28 O'CLOCK P.M. AND RECORDED IN VOLUME 49 OF PLATS AT PAGE 13 OF THE RECORDS OF JACKSON COUNTY, OREGON.

Christine D. Walker County Clerk
Sonya L. Morgan Deputy

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 PROJECT NUMBER: 20074

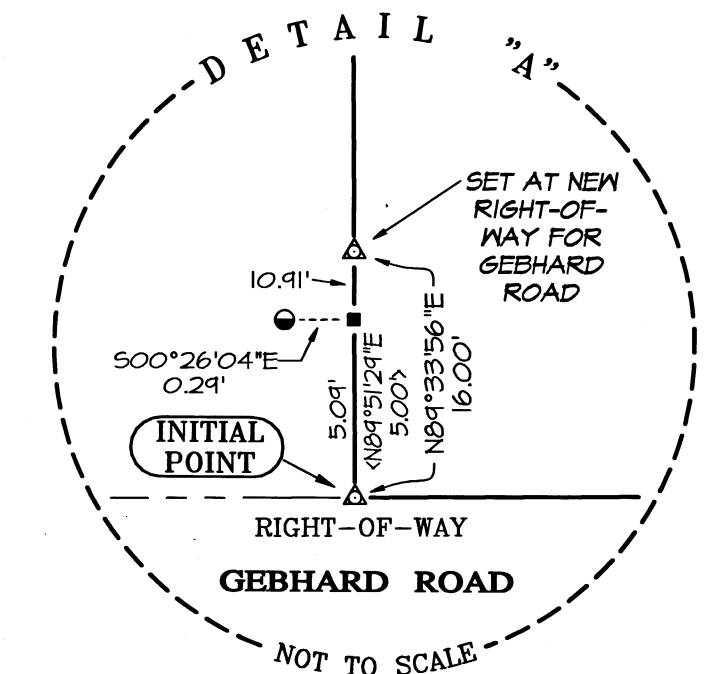
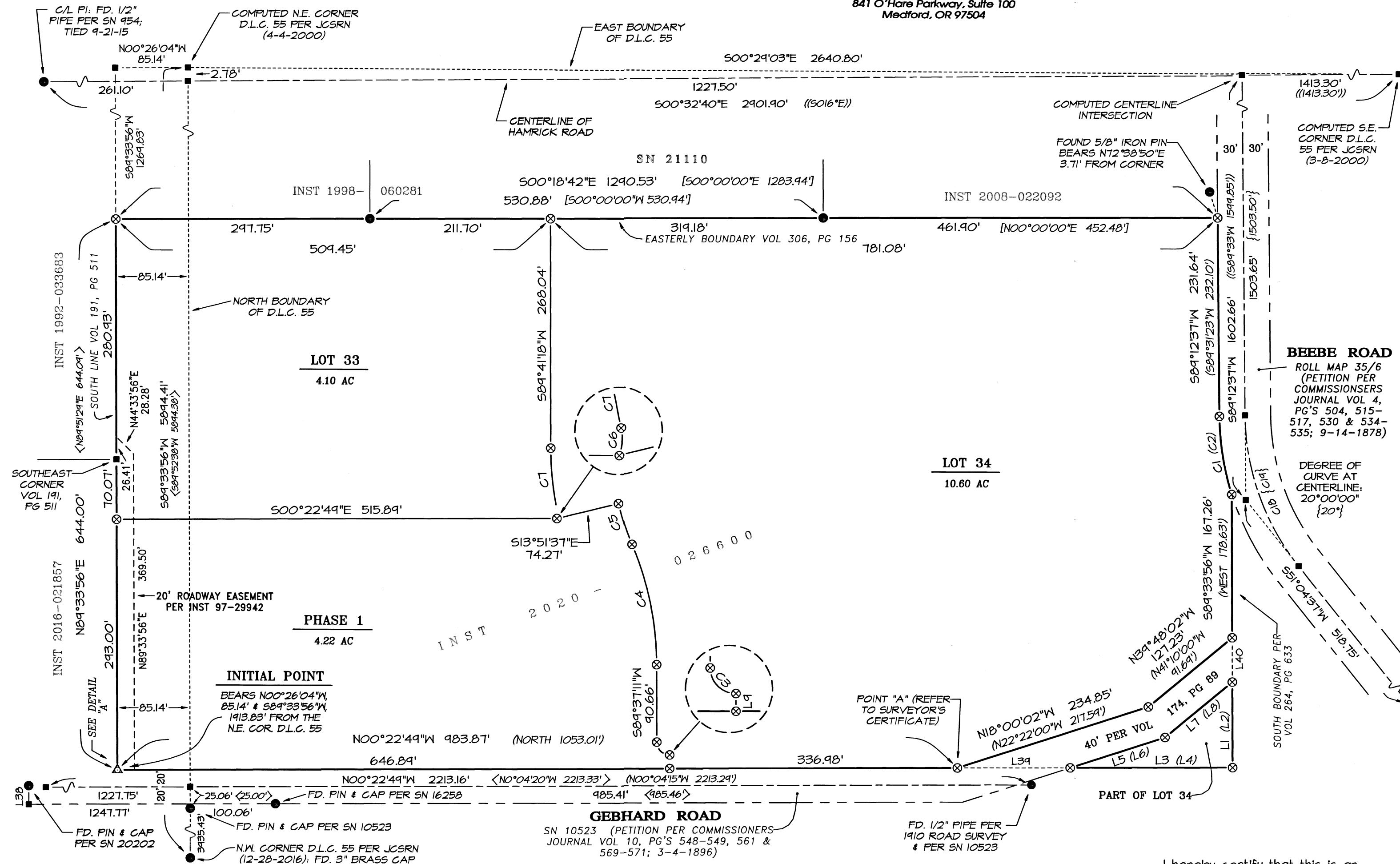
Sheet 1 of 4 © NR CN

WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504



I hereby certify that this is an
exact copy of the original.

Carl E. Neathamer
Surveyor

BASIS OF BEARINGS:

Geodetic North referenced to the NAD83 2011 (Epoch 2010.00)
datum. Refer to Survey Narrative for complete description.

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 **PROJECT NUMBER:** 20074

Sheet 2 of 4 © NR
CN

**** RECEIVED ****
DATE 6/14/23 BY PB
This survey consists of:
4 sheet(s) Map
0 page(s) Narrative
JACKSON COUNTY
SURVEYOR

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Carl E. Neathamer
OREGON
JULY 9, 2001
CAEL E. NEATHAMER
56545

Renewal Date 12/31/24

WILLOW BEND, PHASE 1

Located in a portion of Donation Land Claim No. 55
in the Northeast One-quarter of Section 2, Township
37 South, Range 2 West of the Willamette
Meridian, in the City of Central Point,
Jackson County, Oregon.

PREPARED FOR:

WHITE HAWK PROPERTIES, LLC
841 O'Hare Parkway, Suite 100
Medford, OR 97504

SURVEY NARRATIVE TO COMPLY WITH
PARAGRAPH 209.250, OREGON REVISED STATUTES

PURPOSE: Perform a boundary survey and prepare a Final Plat pursuant to the client's instructions and as approved by the City of Central Point Planning Commission (File Number: SUB-20002).

PROCEDURE: Equipment/Software utilized: Trimble SX10 Scanning Total Station, Trimble S7 Robotic Total Station, Trimble R10 GNSS equipment, Trimble TSC7 data collector with Trimble Access software; Trimble Business Center and Trimble Terramodel software.

Records utilized: Volume 88 at Page 579, Volume 174 at Page 89, Volume 191 at Page 511, Volume 264 at Page 633 and Volume 306 at Page 156, all of the Deed Records of Jackson County, Oregon; Instrument Number 2020-026600, of the Official Records of Jackson County, Oregon; and, Corner Re-establishment Notes, Roll Map 35/6, and Surveys Numbered 1026, 10526, 15256, 20202, 21110 and 22502, all on file in the office of the Jackson County Surveyor.

Linear unit (horizontal) is International Foot (ft); Linear unit (vertical) is U.S. Survey Foot (usft); Vertical datum is the North American Datum Vertical of 1988 (NAVD88); Geodetic Information: Datum is the North American Datum (NAD) of 1983 (2011) Epoch 2010.00; System is the Oregon Coordinate Reference System; Zone is the Grants Pass-Ashland ORS 93.312 (1)(c) and OAR 734.005)

All bearings and distances shown hereon are projected (grid) values based on the projection definition herein and above. This projection was utilized in order to minimize the difference between projected (grid) distances and horizontal (ground) distances at the topographic surface within the design area of this coordinate system.

The basis of bearings for this survey is Geodetic North. Note that the grid bearings shown or implied hereon do not equal Geodetic North due to meridian convergence.

The subject property is described per Parcel 1 (being that tract of land per said Volume 264 at Page 633, excepting therefrom said Volume 174 at Page 89) and Parcel 2 (being that tract of land per said Volume 306 at Page 156) per said Instrument Number 2020-026600. To resolve the exterior boundaries thereof, the following was performed:

Determined the location of the northerly boundary of Donation Land Claim Number 55 (DLC 55) per ties to references per county notes dated April 4, 2000, to determine the Northeast Corner thereof, and the found monument at the corner and the reference per county notes dated December 28, 2016, to determine the Northwest corner thereof. From which, computed an offset line at 85.14 feet (1.29 chains) northerly from said northerly boundary of DLC 55, to resolve the northerly boundaries of said Volume 264 at Page 633 and Volume 306 at Page 156, thereby resolving the northerly boundary of the subject tract; Held a distance of 1221.00 feet (18.50 chains) southerly from said Northeast Corner of DLC 55 and a bearing parallel with the resolved northerly boundary of said DLC 55 to determine the southerly boundary per said 264 at Page 633. Determined the centerline of Beebe Road by holding a distance of 1413.30 feet along the centerline of Hamrick Road, from the Southeast Corner of said DLC 55 (determined per ties to found references per county notes dated May 8, 2000) per said Survey Number 1026 to define the easterly end of its centerline, and a found monument (originally tied on 9-16-2000, but since destroyed by installation of a water valve) to the point of intersection at a curve per said Roll Map 35/6, to define the westerly end of said centerline. From which, offset 30.00 feet northerly to determine the northerly right-of-way of said Beebe Road. These last two determinations resolved the location of the southerly boundary of the subject tract; Utilized found monuments and record data per Surveys Numbered 10523 and 20202 to determine the centerline and rights-of-way of Gebhard Road. The calls to its beginning and termination per said Volume 174 at Page 89 from the Northeast Corner of said DLC 55 did not fit the southerly end of the existing Gebhard Road, therefore, determined its position by holding the angle point of its centerline at the average center of the existing roadway and rotating to a "best-fit" to said roadway alignment. From which, extended lines southerly to the resolved location of said Volume 264 at Page 633 to determine its southerly end, and extend northerly to intersect with the resolved rights-of-way of Gebhard Road, to determine its northerly end. These determinations resolved the location of the westerly boundary of said subject tract; Resolved the easterly boundary of said Volume 306 at Page 156 utilizing the Northeast Corner of said DLC 55 and two found monuments per said Survey Number 21110, thereby resolving the location of the easterly boundary of the subject tract.

Utilizing the resolved boundaries of the subject tract and the approvals per City of Central Point Planning File Number SUB-20002, computed the streets, alley ways, lots and easements, as depicted on Sheet 3 hereof.

Completed establishing monuments, as depicted on Sheets 2 and 3 hereof, on May 1, 2022.

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S89°33'56"W	100.14'	L21	S54°32'26"E	28.64'
L2	WEST	90.92'	L22	N43°43'44"E	16.57'
L3	N00°22'49"W	190.12'	L23	S43°43'44"W	26.53'
L4	NORTH	161.88'	L24	N45°25'42"W	26.28'
L5	S18°00'02"E	116.61'	L25	S45°25'42"E	13.85'
L6	N22°22'00"W	128.09'	L26	N40°48'16"E	21.31'
L7	S39°48'02"E	102.12'	L27	S40°48'16"W	16.33'
L8	N44°10'00"W	60.54'	L28	N38°26'28"W	17.43'
L9	S89°37'11"W	16.00'	L29	S38°26'28"E	21.65'
L10	S13°51'37"E	38.26'	L30	N00°25'52"W	10.94'
L11	S13°51'37"E	36.00'	L31	S00°25'52"E	11.12'
L12	N00°22'35"W	15.92'	L32	N44°22'29"E	25.72'
L13	S00°22'35"E	16.06'	L33	S44°22'29"W	25.99'
L14	N29°50'53"E	27.63'	L34	N44°23'27"W	25.25'
L15	S29°50'53"W	27.21'	L35	S44°23'27"E	25.48'
L16	N32°46'20"W	27.56'	L36	S44°49'39"E	22.79'
L17	S32°46'20"E	27.46'	L37	S44°03'06"W	23.00'
L18	N20°42'50"E	37.48'	L38	S89°37'00"W	21.84'
L19	S20°42'50"W	31.75'	L39	S00°22'49"E	132.14'
L20	N54°32'26"W	20.04'	L40	S89°33'56"W	51.74'

CURVE TABLE

CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD
C1	16°51'30"	316.48'	93.12'	S80°46'52"W	92.78'
C2	14°41'42"	316.48'	81.17'	S82°10'32"W	80.95'
C3	90°00'00"	15.00'	23.56'	S44°37'11"W	21.21'
C4	22°55'54"	361.00'	144.48'	S78°09'13"W	143.52'
C5	10°00'51"	289.00'	50.51'	S71°41'42"W	50.45'
C6	31°16'32"	15.00'	8.19'	N86°32'49"W	8.09'
C7	11°52'23"	361.00'	74.81'	S83°45'07"W	74.67'
C8	00°14'13"	325.00'	1.34'	N89°30'04"E	1.34'
C9	22°41'41"	325.00'	128.73'	N78°02'07"E	127.89'
C10	02°24'46"	325.00'	13.69'	N67°53'39"E	13.69'
C11	07°32'20"	325.00'	42.76'	N72°52'13"E	42.73'
C12	89°56'46"	15.00'	23.55'	N44°35'34"E	21.20'
C13	90°03'14"	15.00'	23.58'	S45°24'26"E	21.22'
C14	90°03'14"	15.00'	23.58'	N45°24'26"W	21.22'
C15	89°56'46"	15.00'	23.55'	N44°35'34"E	21.20'
C16	69°51'34"	15.00'	18.29'	S34°32'58"W	17.18'
C17	17°41'33"	289.00'	89.24'	S78°19'31"W	88.89'
C18	38°08'00"	286.48'	190.67'	S70°08'37"W	187.17'
C19	38°08'	-	190.70'	-	-
C20	90°03'14"	15.00'	23.58'	S45°24'26"E	21.22'

LEGEND:

- Indicates a set 5/8-inch diameter by 24 inches long iron pin with a plastic cap marked "NEATHAMER SURVEYING".
- ⊗ Indicates a set 5/8-inch diameter by 30 inches long iron pin with a plastic cap marked "NEATHAMER SURVEYING".
- △ Indicates a set 5/8-inch diameter by 30 inches long iron pin with an aluminum cap marked "NEATHAMER SURVEYING".
- Indicates a set 0.40 shell casing in concrete.
- Indicates a found 5/8-inch diameter iron pin with a plastic cap marked "FARBER PLS 2189" per SN 21110, or as noted hereon.
- Indicates a found 5/8-inch diameter iron pin with a plastic cap (illegible) per SN 15256.
- Indicates a computed position, nothing found or set.
- { } Indicates record data per Roll Map 35/6.
- (()) Indicates record data per SN 1026.
- < > Indicates record data per SN 10523.
- [] Indicates record data per SN 21110.
- () Indicates record data per SN 22502.

C/L PI Indicates a Centerline Point-of-Intersection.

INST Indicates an instrument recorded by number pursuant to the Official Records of Jackson County, Oregon.

PUE Indicates a Public Utility Easement.

SN Indicates a survey filed by number in the office of the Jackson County Surveyor.

BASIS OF BEARINGS:

Geodetic North referenced to the NAD83 2011 (Epoch 2010.00) datum. Refer to Survey Narrative for complete description.

PREPARED BY: Neathamer Surveying, Inc.
3126 State St, Suite 203
P.O. Box 1584
Medford, Oregon 97501
Phone (541) 732-2869
FAX (541) 732-1382

PLOT DATE: June 5, 2023 PROJECT NUMBER: 20074

Sheet 4 of 4 © NR CN

I hereby certify that this is an exact copy of the original.
Carl E. Neathamer
Surveyor

** RECEIVED **
DATE 6/14/23 BY PB
This survey consists of:
4 sheet(s) Map
0 page(s) Narrative

JACKSON COUNTY
SURVEYOR

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Carl E. Neathamer

OREGON
JULY 9, 2001
CARL E. NEATHAMER
56545

Renewal Date 12/31/24



View looking north from the southwest corner of Tango Way and Gebhard Road intersection.



View looking north across Tango Way at the main alleyway access to the Phase 1 development.



View looking north from Tango Way down Annalise Street.



View looking northeast from corner of Tango Way and Gebhard Road.

Site Photos

White Hawk Properties, LLC

MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



View looking southwest
from Cleo Street and
Annalise Street intersection.



View looking south from
Cleo Street along the main
alley through the
Phase 1 development.



View looking southwest
from northeast corner of
Cleo Street and
Annalise Street.



View looking southeast from
northwest corner of Cleo
Street and Gebhard Road,

Site Photos

White Hawk Properties, LLC

MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



Front view of a finished attached single-family dwelling
(two units).



Rear view of a finished attached single-family dwelling
(two units)

Site Photos

White Hawk Properties, LLC

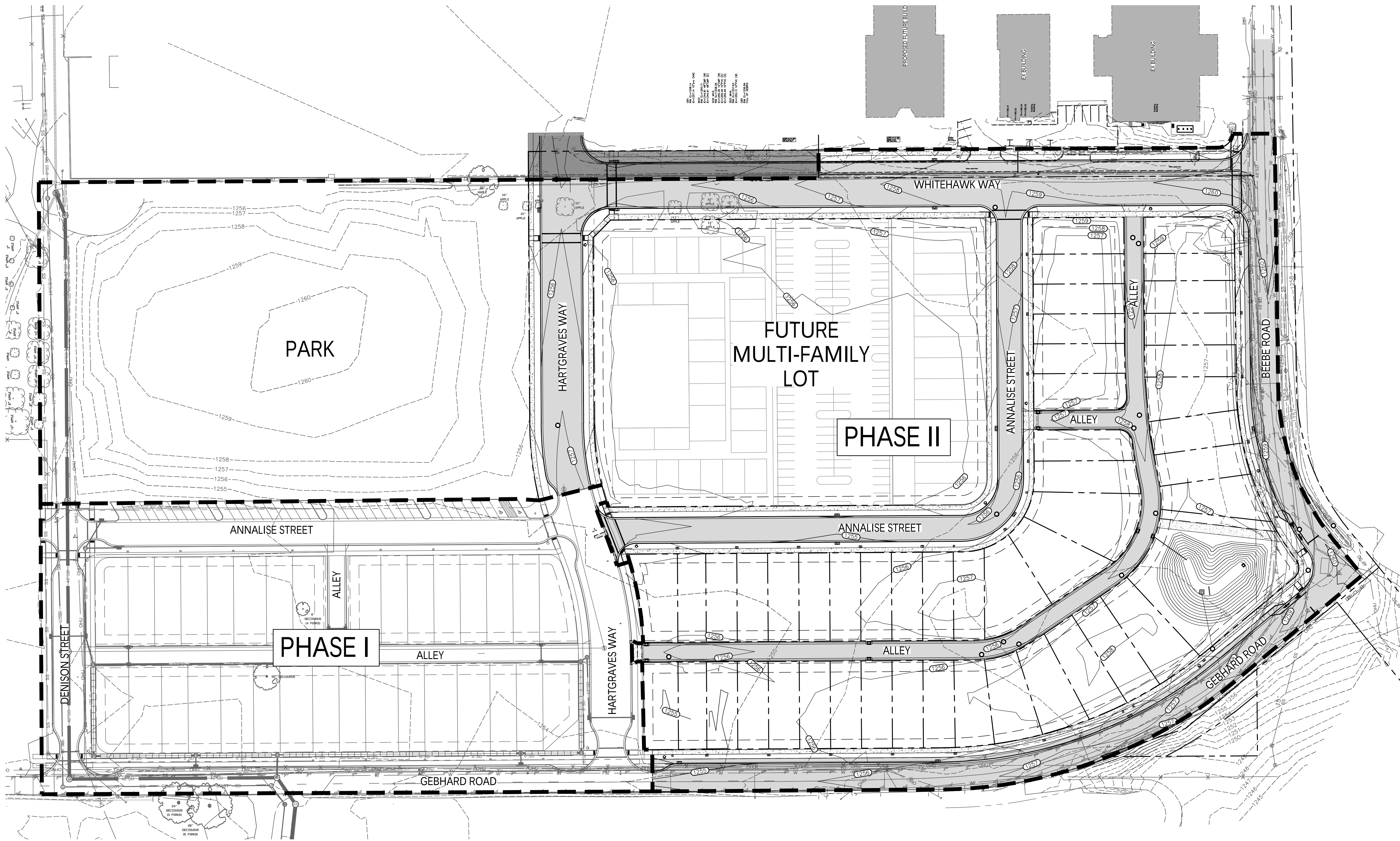
MAP 37-2W-02

TAX LOT 2701



CSA Planning, Ltd

March 13, 2025



PROPOSED FUTURE BUILDING
EXISTING BUILDING

CALL BEFORE YOU DIG
1-800-332-2344
48 HOURS BEFORE BEGINNING EXCAVATION
OREGON LAW REQUIRES YOU TO FOLLOW RULES
ADOPTED BY THE OREGON UTILITY NOTIFICATION
CENTER. THOSE RULES ARE SET FORTH IN OAR
95C-001-0010 THROUGH OAR 95C-001-0090. YOU MAY
OBTAIN COPIES OF THE RULES BY CALLING THE CENTER
AT 503-232-1987.

REGISTERED PROFESSIONAL
ENGINEER
72868PE
OREGON
PRELIMINARY
MARCH 11, 2025
ROBERT SCOTT GUNTER
RENEWALS: JUNE 30, 2025

MARQUESS & ASSOCIATES
YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
STRUCTURAL | MECHANICAL | ELECTRICAL
CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING
P 541-772-7115
F 541-779-4079
1200 EAST JACKSON
TO BOX 490
MEDFORD, OR 97501
WEB: www.marquess.com

**WILLOW BEND
MASTER PLAN**
GERHARD RD. & BEEBE RD.
CENTRAL POINT OREGON

MASTERPLAN LAYOUT		REVISIONS	
MAI JOB NO.	24-1053	FILE NAME	CSITE 24-1053
ISSUE DATE	04-14-2025	DRAWN	ST
CHECKED	JEH		

SHEET
1
OF SHEETS

This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Marquess & Associates, Inc. and is not to be used, in whole or in part, for any other project without the written authorization of Marquess & Associates, Inc.

A Tentative Plan for
Willow Bend, Phase 2

Located at:

NE 1/4 Section 2, Township 37 South, Range 2 West, W.M.,
City of Central Point, Jackson County, Oregon

SURVEYOR'S NOTES:

Basin of Bearing is the west line of with an applied bearing of North 00°18'42" East, per Lot 34, Willow Bend, Phase 1, filed as survey 23919 Jackson County Surveyor office.

The intent of the plan is to subdivide said existing Lot 34, into 48 lots and 1 detention basin with roadway, alleys and easements as shown hereon Lot 48 is reserved for future phases of this development..

This property is abutted by Gebhard Road to the west, Beebe Road to the south and Hartgraves Way to the north. The land is cleared with no developments hereon.

Zoning: MMR (ETOD), the property to the southeast is zoned Civic (ETOD). The property to the north and north east is zoned MMR (ETOD)

Existing ground contours were provided to me by my client and are reference to NAVD88 vertical datum.

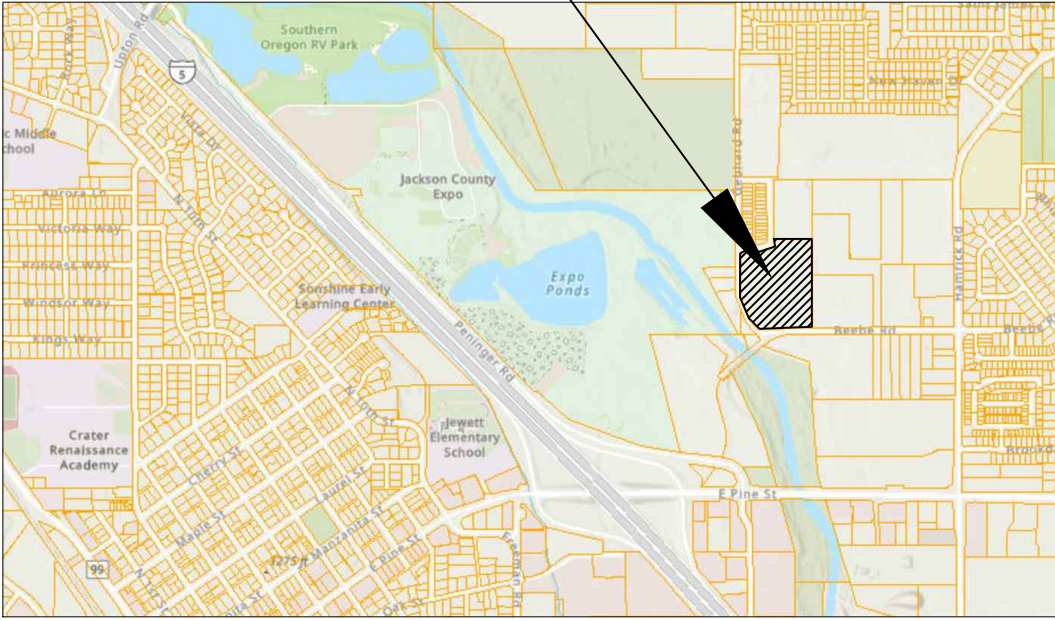
Ownership of this property, including the remnant parcel lying southwest of the Gebhard Road, Beebe Road intersection is per Statutory Special Warranty Deed to White Hawk Properties, LLC and recorded on July 29, 2020 as instrument number 2020-026600 Jackson County Official Records.

Area Information:

Area of property prior to development: 4.11± Acres

Number of Lots proposed: 48 lots, plus 1 Detention Pond, right of way dedications and vacation as denoted on this tentative plan.

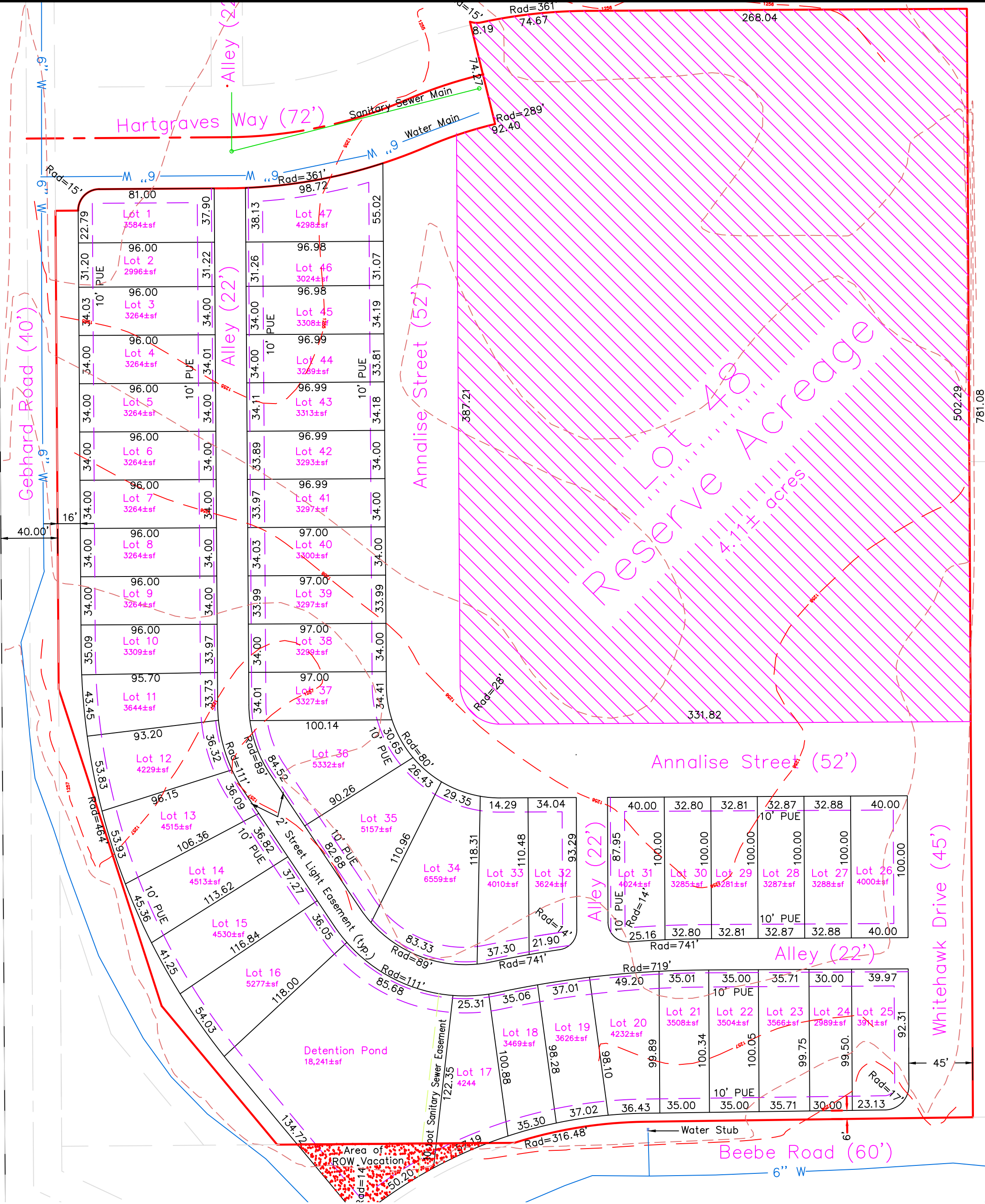
Project Location:



Prepared For/Owner:
White Hawk Properties, LLC
2870 Nansen Drive
Medford, OR 97504

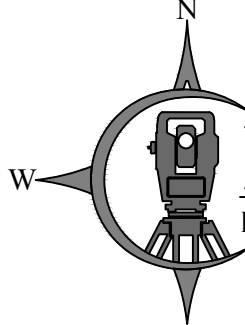
Prepared By:
Pariani Land Surveying
17 South Platt Avenue, Suite C
Eagle Point, Oregon 97524

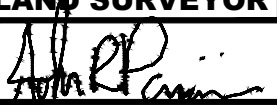
372W2 tax lot 2701



322W02 TL 3000
Piccolo Family Trust
Zoned LMR (ETOD)

322W02 TL 3100
Shepard of the Valley
Zoned Civic (ETOD)

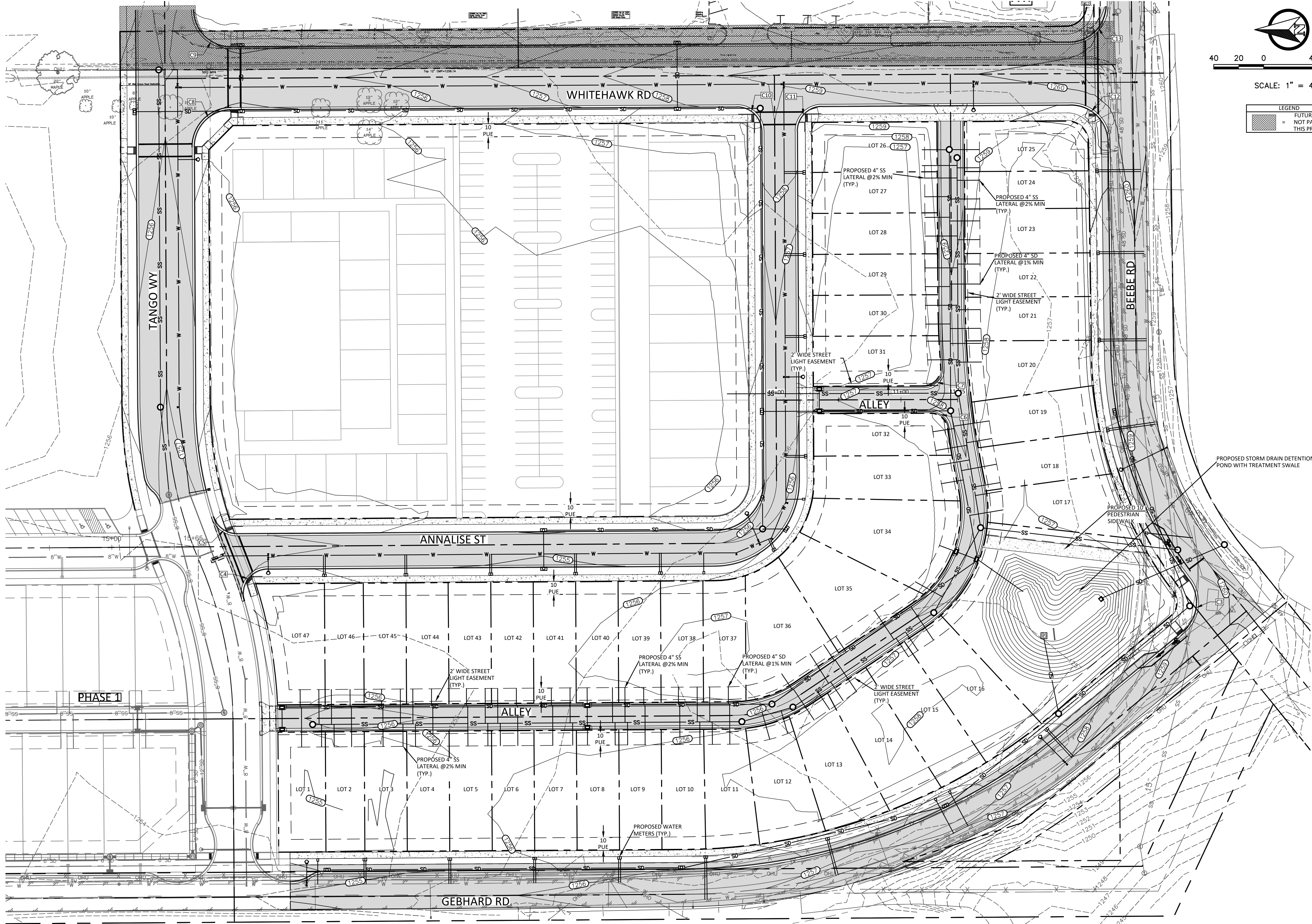
 **Pariani Land Surveying**
PHONE: (541) 890-1131 EMAIL: JOHN@PARIANILS.COM

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
July 13, 1999
JOHN R. PARIANI
#51382
Renews: December 31, 2026

Township 37 South, Range 2 West
NE 1/4 Section 2
Tentative Plan for Willow Bend, Phase 2

White Hawk Properties
2870 Nansen Drive
Medford, OR 97504

PROJECT NO.	2025-927	SHEET
DATE:	March 3, 2025	1 of 1
DRAWN BY:	JRP	DRAWING NO.
REVIEWED BY:	CJP/MB/JH	TP-1
APPROVED BY:	JRP	REV. NO.
HORZ SCALE: 1" = 60'	VERT SCALE:	



LEGEND
FUTURE R/W
= NOT PART OF
THIS PROJECT

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	17.21	30.00	32.87	N16° 48' 21"W	16.98
C2	11.47	20.00	32.86	N16° 48' 37"W	11.31
C3	45.78	30.00	87.44	N83° 31' 06"W	41.47
C4	37.00	20.00	105.99	S53° 22' 24"E	31.94
C5	25.37	20.00	72.69	N35° 58' 00"E	23.71
C6	21.47	15.00	81.99	N40° 46' 13"E	19.68
C7	24.68	15.00	94.27	N47° 21' 30"W	21.99
C8	47.12	30.00	90.00	S45° 18' 42"E	42.43
C9	47.12	30.00	90.00	S44° 41' 18"W	42.43
C10	31.42	20.00	90.00	S44° 41' 18"W	28.28
C11	31.42	20.00	90.00	S45° 18' 42"E	28.28
C12	46.87	30.00	89.52	S44° 26' 59"W	42.25
C13	45.40	30.00	86.70	S43° 39' 46"E	41.19

NOTE:
CONTRACTOR SHALL COORDINATE THE
RELOCATION OF THE EXISTING UTILITY
POLES AND OVERHEAD UTILITIES ALONG
GEBHARD ROAD AND BEEBE ROAD INTO
THE PUE WITH THE RESPECTIVE UTILITY
COMPANIES IN.

CALL BEFORE YOU DIG
1-800-332-2344
48 HOURS BEFORE BEGINNING EXCAVATION
OREGON LAW REQUIRES YOU TO FOLLOW RULES
ADOPTED BY THE OREGON UTILITY NOTIFICATION
CENTER. THOSE RULES ARE SET FORTH IN OAR
952-001-0010 THROUGH OAR 952-001-0090. YOU MAY
OBTAIN COPIES OF THE RULES BY CALLING THE CENTER
AT 503-232-1987.

WILLOW BEND PHASE II

GEBHARD RD. & BEEBE RD.

CENTRAL POINT OREGON

GRADING & UTILITY PLAN

MAJ JOB NO. 24-1033		REVISIONS	
FILE NAME	CSITE 24-1033	DATE	
ISSUE DATE	01/29/2025	DRAWN	DAW
CHECKED	JEH		

SHEET

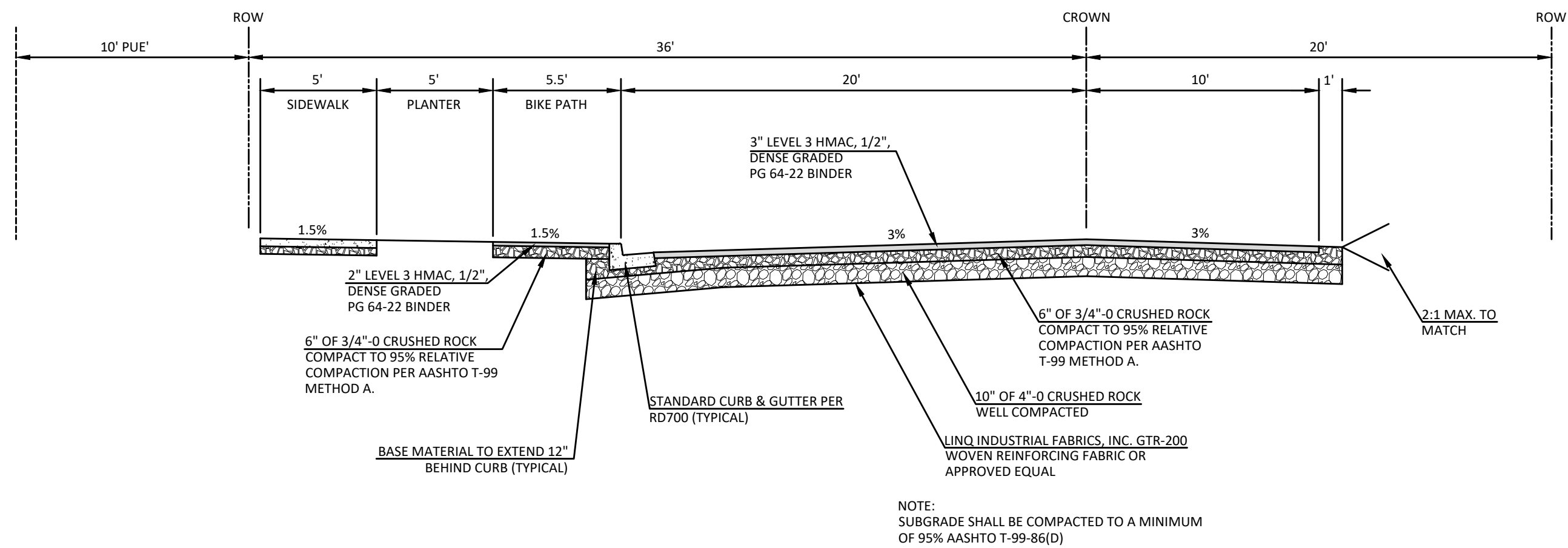
CP0.02

OF SHEETS

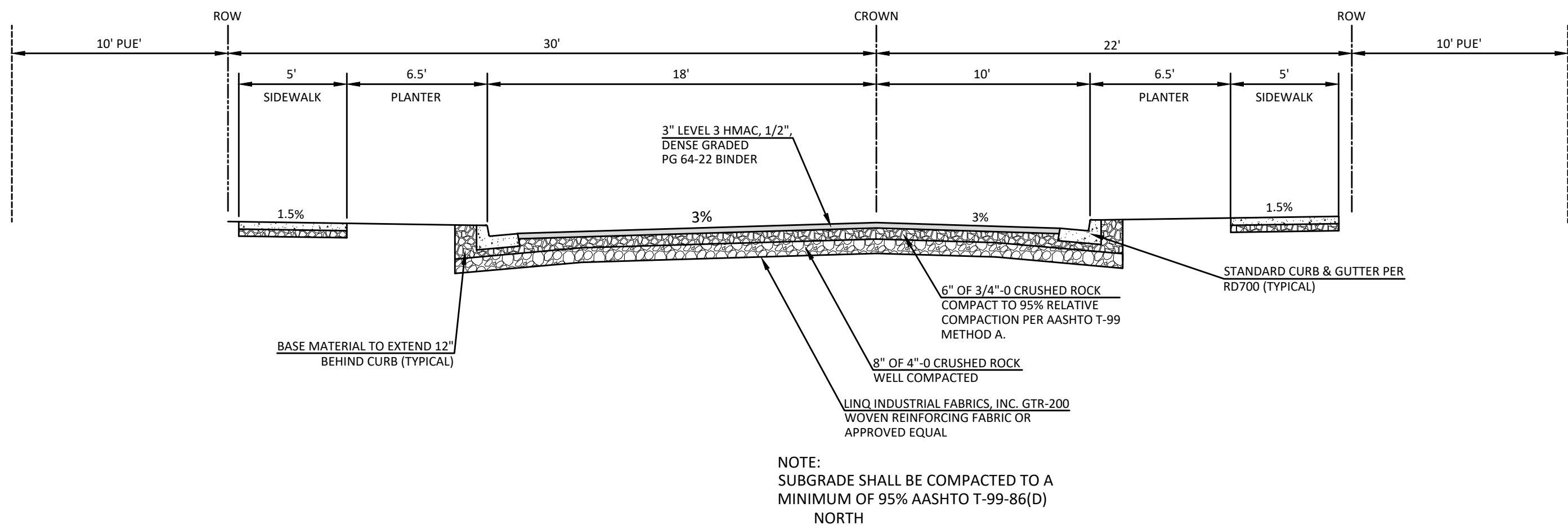
This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Marquess & Associates, Inc. and is not to be used, in whole or in part, for any other project without the written authorization of Marquess & Associates, Inc.

REGISTERED PROFESSIONAL ENGINEER
72868PE
OREGON
PRELIMINARY
MARCH 11, 2025
ROBERT SCOTT GUNTER
RENEWS: JUNE 30, 2025

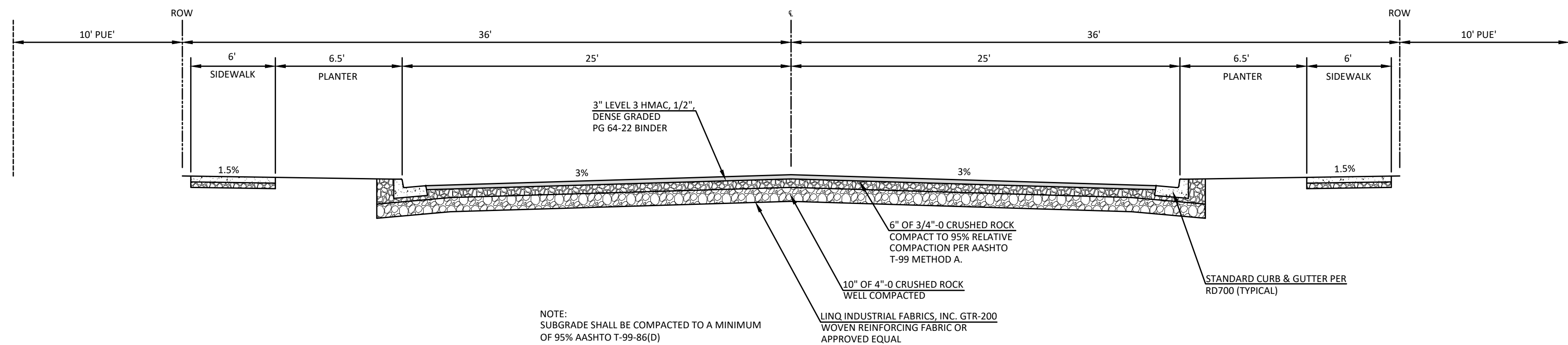
Marquess & Associates
YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
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CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING
P 541-772-7115
F 541-779-4079
1200 EAST JACKSON
TO BOX 490
MIDFORD, OR 97501
WEB: www.marquess.com



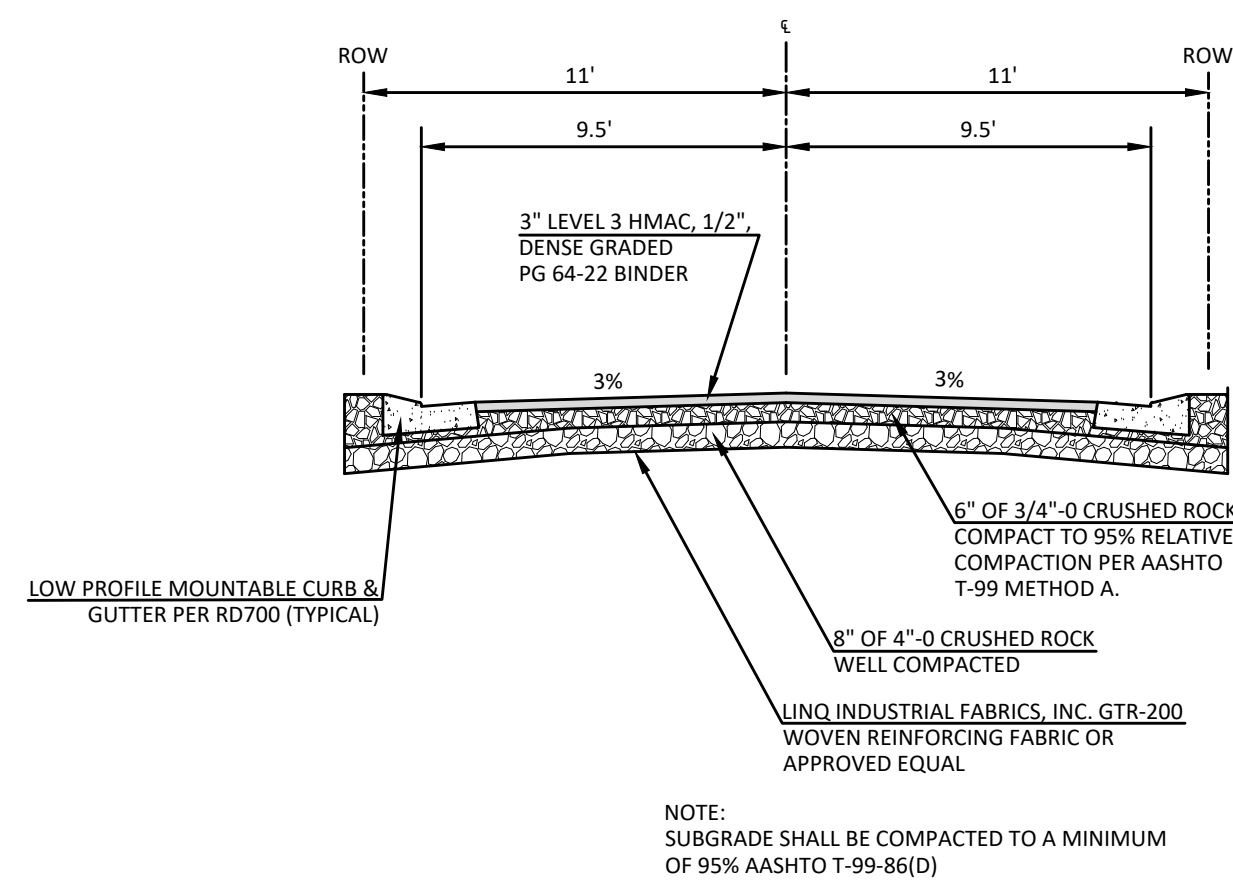
GEBHARD & BEEBE TYP. SECTION FROM STA: 16+41.01 TO STA:24+74.44
SCALE: NONE



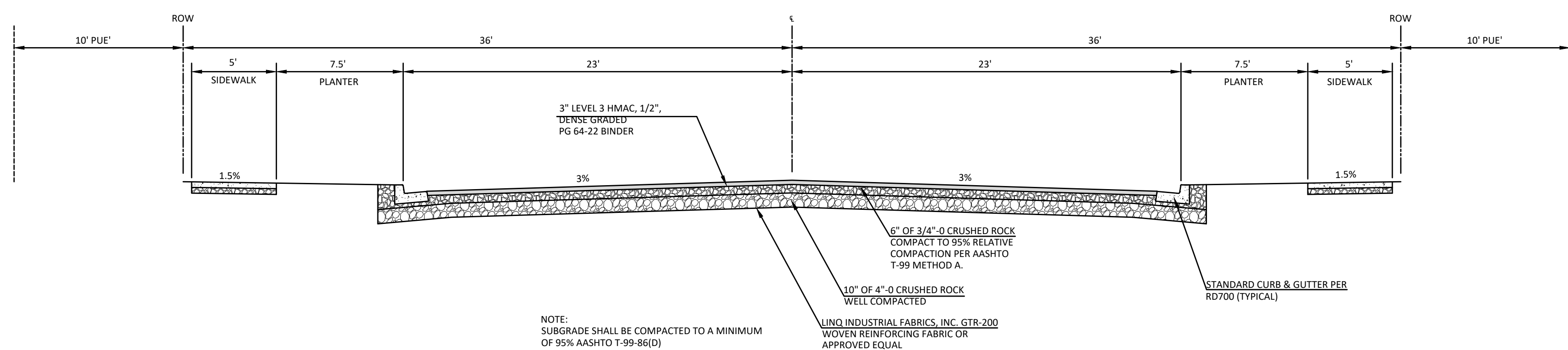
ANNALISE TYP. SECTION FROM STA:15+88.46 TO STA:23+41.32
SCALE: NONE



WHITEHAWK TYP. SECTION FROM STA:10+00 TO STA:17+75.18
SCALE: NONE



ALLEY TYP. SECTION FROM STA:16+30.50 TO STA:25+81.44 AND STA:10+29.50 TO STA:11+45.35
SCALE: NONE



TANGO TYP. SECTION FROM STA:13+24.89 TO STA:16+70.24
SCALE: NONE

CALL BEFORE YOU DIG
1-800-332-2344
48 HOURS BEFORE BEGINNING EXCAVATION
OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OUR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER AT 503-232-1987.

WILLOW BEND PHASE II

GEBHARD RD. & BEEBE RD.

CENTRAL POINT

OREGON

TYP SECTIONS

REV	DATE	BY	CHECKED	REVISIONS
1	01/29/2025	DAW	JEH	FILE NAME CSITE 24-1033
2	01/29/2025	DAW	JEH	ISSUE DATE
3	01/29/2025	DAW	JEH	DRAWN
4	01/29/2025	DAW	JEH	CHECKED

SHEET

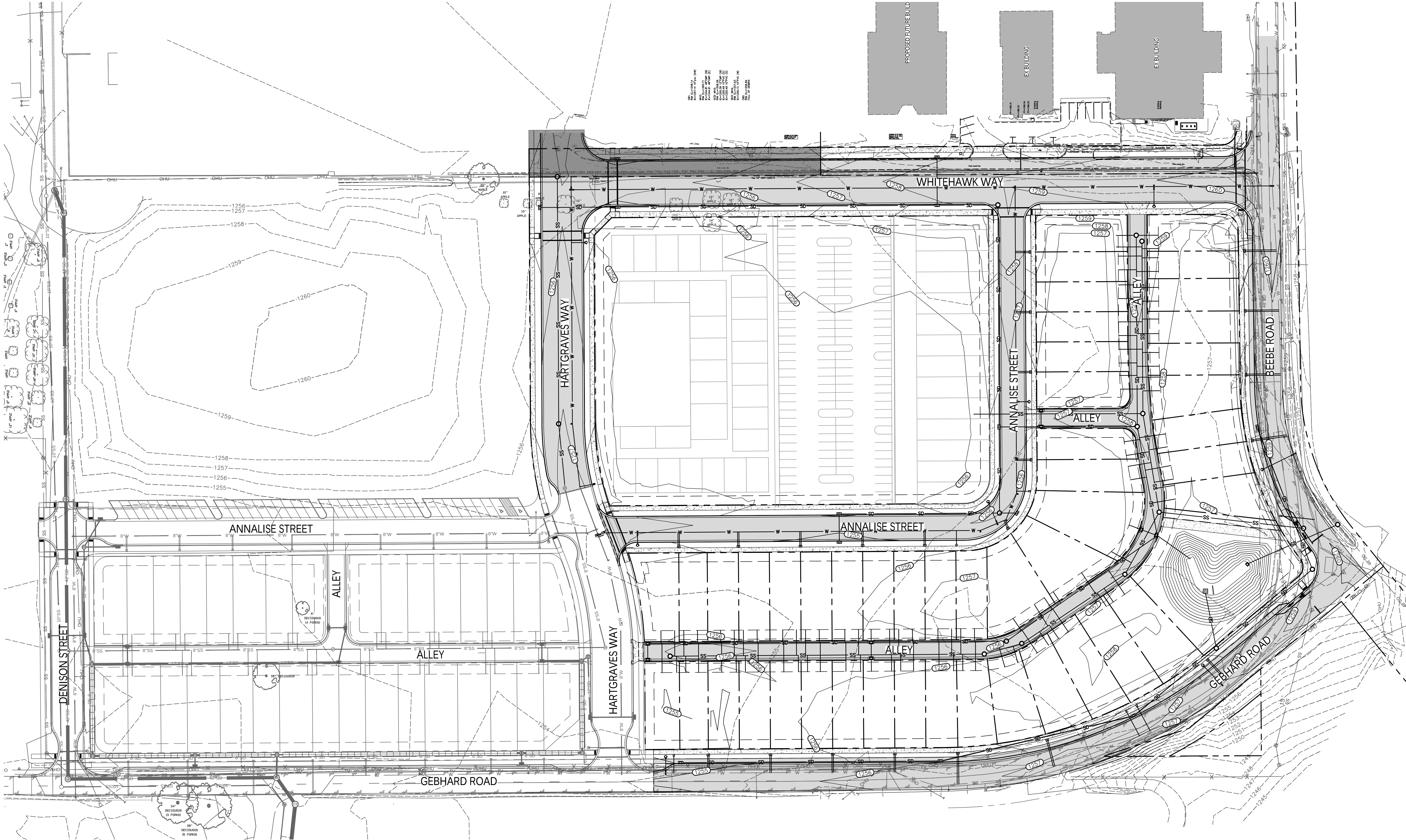
CP0.03

OF SHEETS

REGISTERED PROFESSIONAL ENGINEER
72868PE
OREGON
PRELIMINARY
MARCH 11, 2023
ROBERT SCOTT GUNTER
RENEWS: JUNE 30, 2025

P 941-772-7115
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1200 EAST JACKSON
TO BOX 490
MIDFORD, OR 97501
WWW.MARQUESS-AND-ASSOCIATES.COM

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EMAIL: info@marquess.com WEB: www.marquess.com

**WILLOW BEND PHASE 2
GEBHARD ROAD
CENTRAL POINT, OREGON
STORMWATER DETENTION AND WATER QUALITY
CALCULATIONS
MAI JOB NO. 24-1053**

January 9, 2025



RENEWS: JUNE 30, 2025

**Marquess & Associates, Inc.
1120 East Jackson Street
Medford, Oregon 97504
541-772-7115**

DRAINAGE NARRATIVE

The Willow Bend Phase 2 development will create 43 lots for townhome construction and 1 lot for commercial construction along with improvements to Gebhard Road and construction of new on-site roads and alleys. To provide the required detention and water quality treatment a stormwater detention pond with a treatment swale in the bottom will be utilized to capture stormwater runoff before releasing the runoff into a city storm drain system.

The existing Phase 2 site is vacant and generally slopes to the north.

The proposed improvements will create 3.98 acres of impervious surface draining to the proposed detention system. The area covered by the 43 single family residential lots have been considered as 65% impervious. The predeveloped flow from the remaining commercial lot will be considered for the system, as this lot will have its own treatment and detention facility. The overall area that will drain to the pond is 10.45 acres.

The proposed pond system will be located on it's own lot next to the intersection between Gebhard Road and Beebe Road. The pond will have an 8-foot-wide swale in the bottom running at 0.5% grade for 92 linear feet.

DETENTION CALCULATIONS

For the pre-developed condition, a Time of Concentration (Tc) of 48.22 minutes and a Curve Number (CN) of 80 was used. Per the attached Hydrology Studio Hydrograph calculation the pre-developed flow for a 10-year storm event (3.0" of rainfall in 24 hours) was 2.094 cfs.

For the post-developed condition, a Time of Concentration (Tc) of 15 minutes and a Curve Number (CN) of 91 was used. Per the attached Hydrology Studio Hydrograph calculation the post-developed flow for a 10-year storm event (3.0" of rainfall in 24 hours) was 5.379 cfs.

The system had been designed to release at a rate of 2.046 cfs through a 6.25" diameter orifice. During a 10-year storm event the system will pond water to an elevation of 1250.02. The top of bank for the proposed pond is 1256.50 which will provide 6.48 feet of freeboard. The proposed pond will provide 9,970 cubic feet of storage volume during a 10-year storm event.

BYPASS ROUTING

The outlet structure for the detention pond has been designed as a modified ditch inlet with the flowline grate acting as an overflow weir. The weir elevation has been set at 1250.15 to accommodate the 25-year storm.

WATER QUALITY

The bottom of the vegetated detention pond will have a swale graded to provide the required treatment for the Water Quality design storm. The scope of the project will create a Water Quality flow of 0.44 cfs.

The proposed swale in the bottom of the pond has been designed to treat the Full Build-out of the site. The proposed swale will be 8' wide with 3:1 side slopes and a longitudinal slope of 0.50%. The length of the swale (measured at centerline of swale) is 92'. The swale will run at a depth of

0.29' with a flow velocity of 0.17 fps. This will equate to a flow time of approximately 9.02 minutes which meets the required time of 9 minutes.

$$\frac{\text{length (ft)}}{1} \times \frac{1 \text{ (s)}}{v \text{ (ft)}} \times \frac{1 \text{ (min)}}{60 \text{ s}} = \text{time (min)}$$

HYDROLOGY STUDIO HYDROGRAPH CALCULATIONS

Hydrograph Report

Project Name:

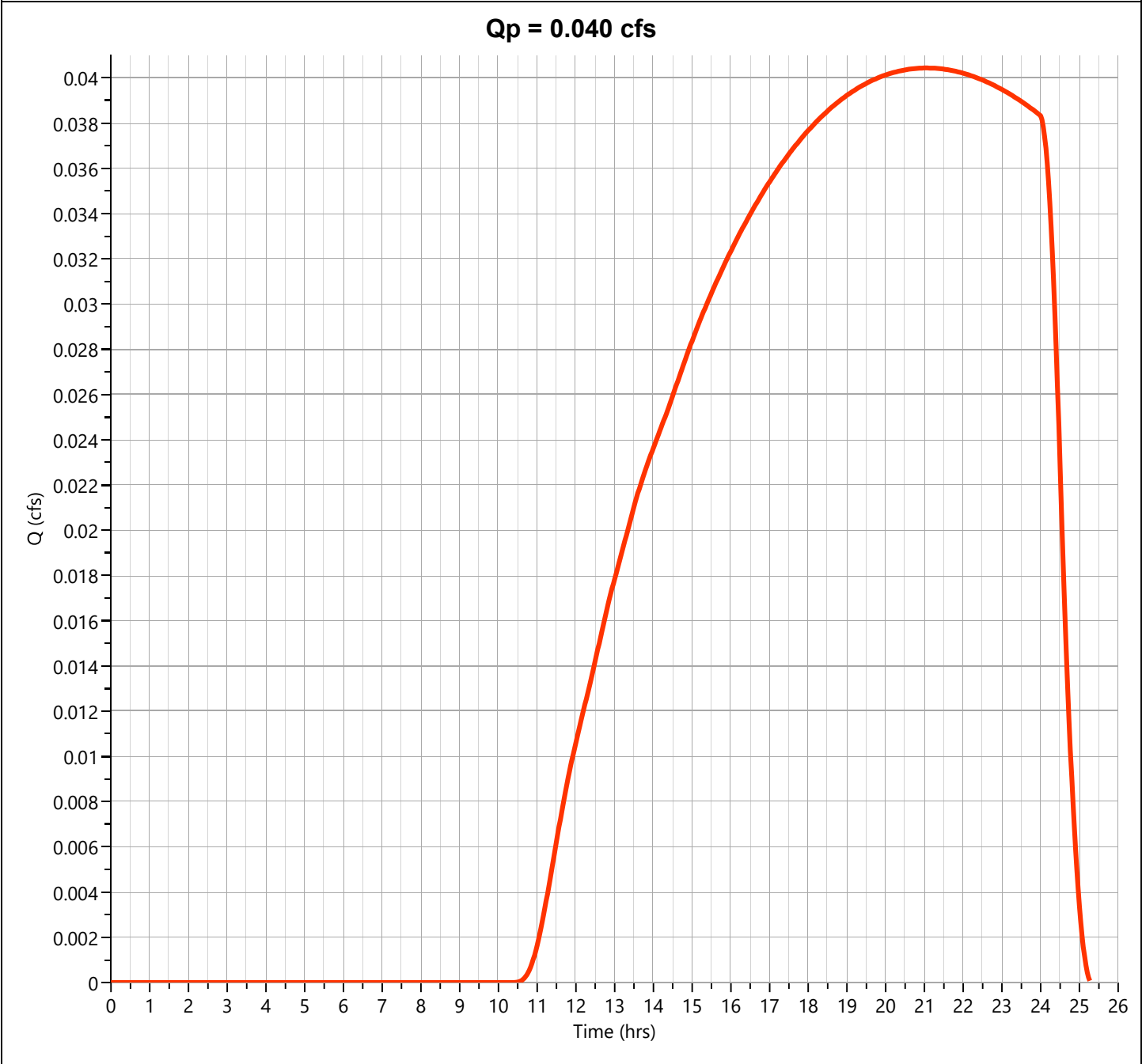
Hydrology Studio v 3.0.0.34

01-09-2025

Pre Developed

Hyd. No. 1

Hydrograph Type	= NRCS Runoff	Peak Flow	= 0.040 cfs
Storm Frequency	= 1-yr	Time to Peak	= 21.07 hrs
Time Interval	= 2 min	Runoff Volume	= 1,544 cuft
Drainage Area	= 10.45 ac	Curve Number	= 80
Tc Method	= TR55 (See Worksheet)	Time of Conc. (Tc)	= 48.22 min
Total Rainfall	= 0.84 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484



Tc by TR55 Worksheet

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

Developed NRCS Runoff

Hyd. No. 1

Description	Segments			Tc (min)
	A	B	C	
Sheet Flow				
Description				
Manning's n	0.240	0.013	0.013	
Flow Length (ft)	100			
2-yr, 24-hr Precip. (in)	2.00	2.28	2.28	
Land Slope (%)	.66			
Travel Time (min)	28.12	0.00	0.00	28.12
Shallow Concentrated Flow				
Flow Length (ft)	870			
Watercourse Slope (%)	0.20	0.00	0.00	
Surface Description	Unpaved	Paved	Paved	
Average Velocity (ft/s)	.72			
Travel Time (min)	20.09	0.00	0.00	20.09
Channel Flow				
X-sectional Flow Area (sqft)				
Wetted Perimeter (ft)				
Channel Slope (%)				
Manning's n	0.013	0.013	0.013	
Velocity (ft/s)				
Flow Length (ft)				
Travel Time (min)	0.00	0.00	0.00	0.00
Total Travel Time				48.22 min

Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

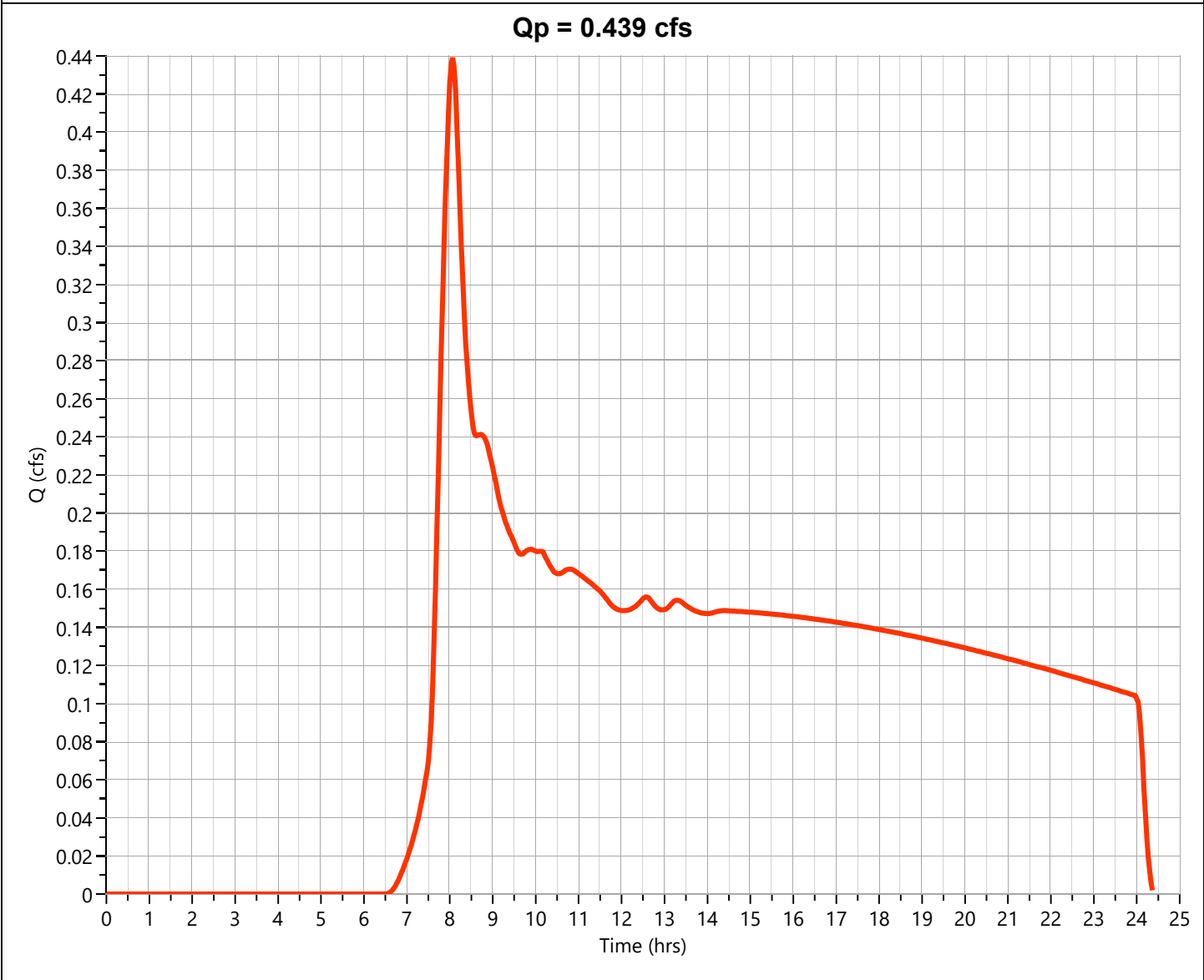
01-09-2025

Post Developed

Hyd. No. 2

Hydrograph Type	= NRCS Runoff	Peak Flow	= 0.439 cfs
Storm Frequency	= 1-yr	Time to Peak	= 8.07 hrs
Time Interval	= 2 min	Runoff Volume	= 9,351 cuft
Drainage Area	= 10.45 ac	Curve Number	= 91*
Tc Method	= User	Time of Conc. (Tc)	= 15.0 min
Total Rainfall	= 0.84 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484

* Composite CN Worksheet		
AREA (ac)	CN	DESCRIPTION
3.98	98	Impervious
3.1	80	Landscape
3.37	92	SFR
10.45	91	Weighted CN Method Employed



Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

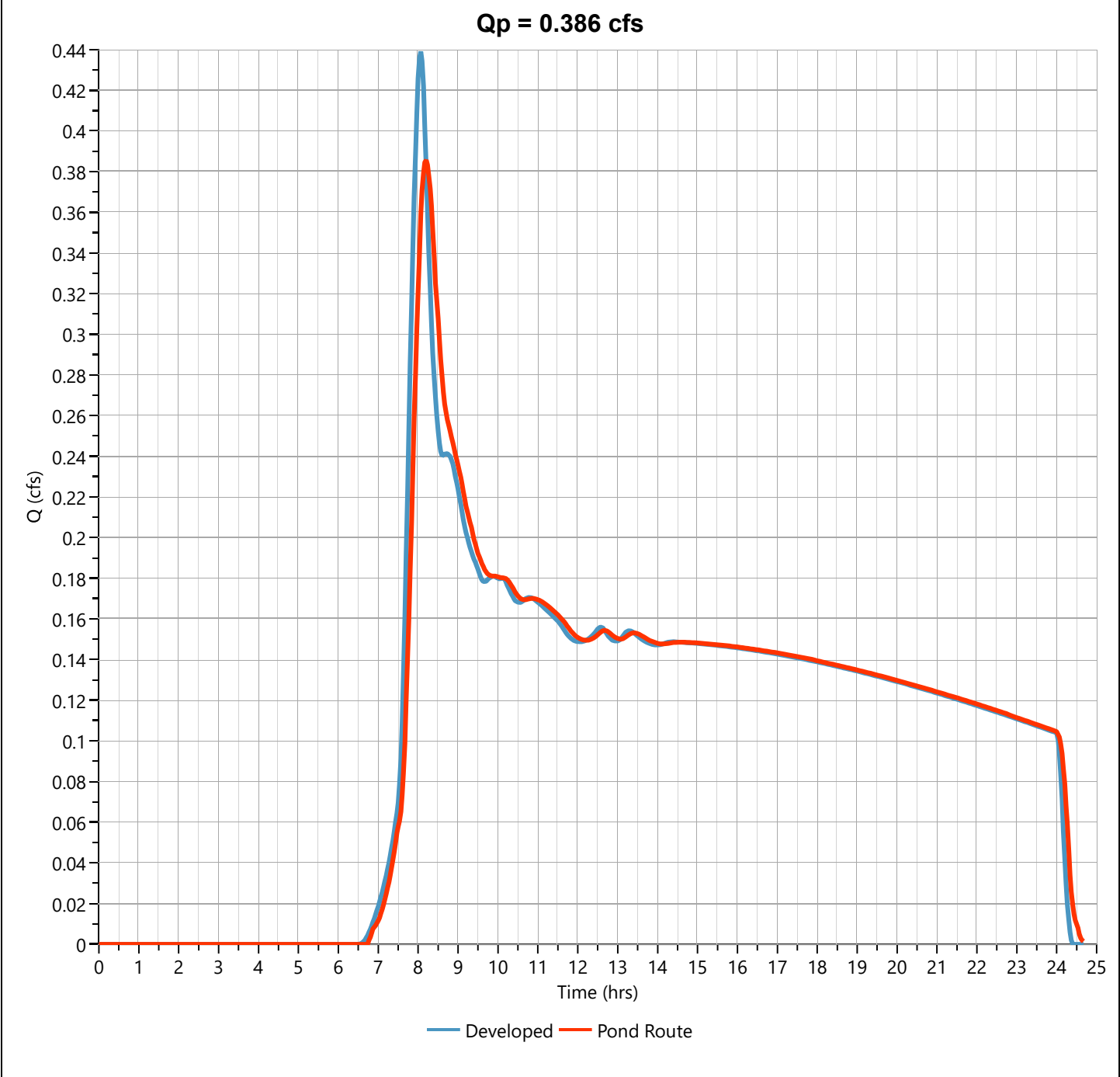
Pond Route

Hyd. No. 3

Hydrograph Type	= Pond Route	Peak Flow	= 0.386 cfs
Storm Frequency	= 1-yr	Time to Peak	= 8.20 hrs
Time Interval	= 2 min	Hydrograph Volume	= 9,350 cuft
Inflow Hydrograph	= 2 - Developed	Max. Elevation	= 1245.71 ft
Pond Name	= POND	Max. Storage	= 201 cuft

Pond Routing by Storage Indication Method

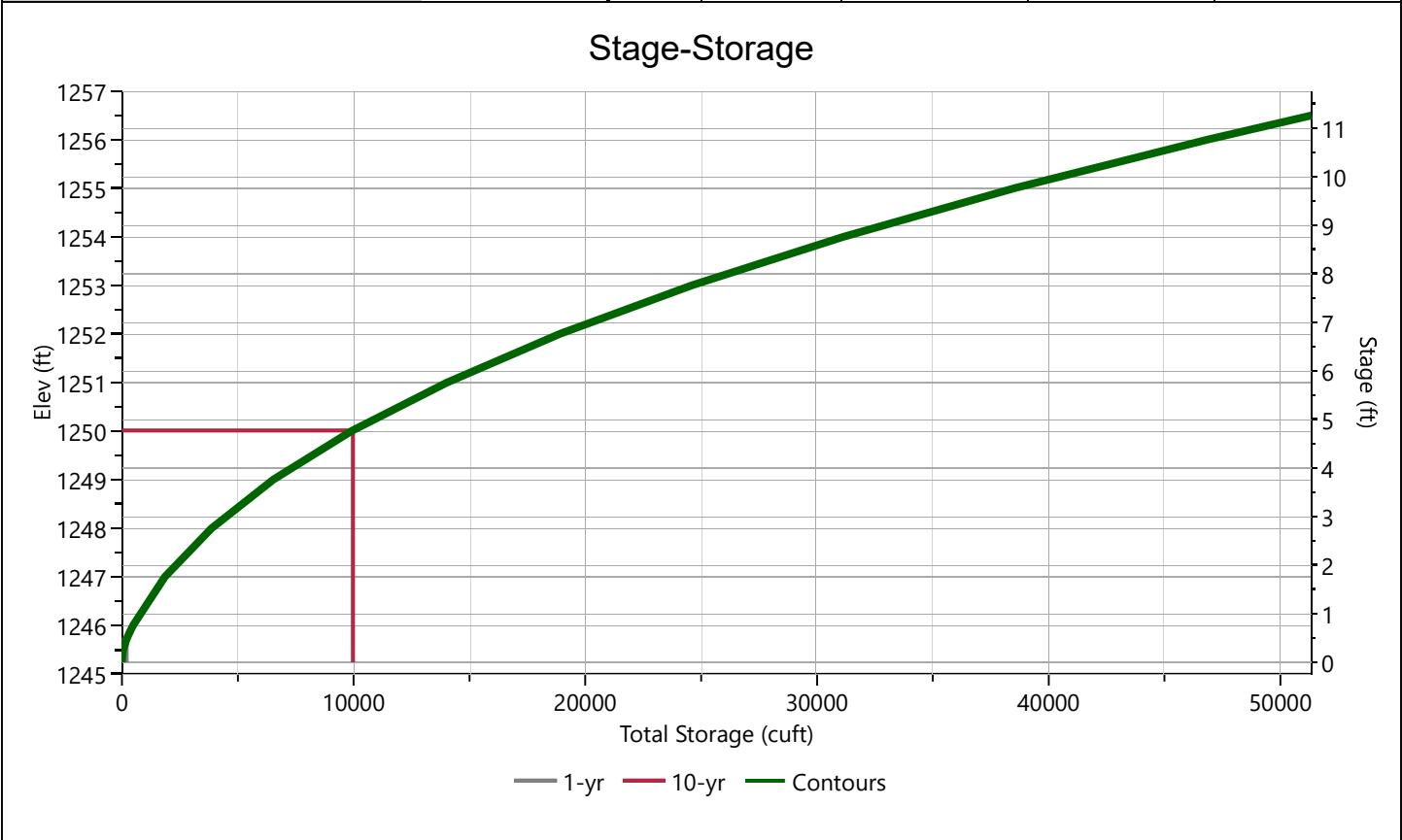
Center of mass detention time = 7 min



POND

Stage-Storage

User Defined Contours		Stage / Storage Table				
Description	Input	Stage (ft)	Elevation (ft)	Contour Area (sqft)	Incr. Storage (cuft)	Total Storage (cuft)
Bottom Elevation, ft	1245.24	0.00	1245.24	1	0.000	0.000
Voids (%)	100.00	0.06	1245.30	97	2.93	2.93
Volume Calc	None	0.16	1245.40	267	18.2	21.1
		0.26	1245.50	471	36.9	58.0
		0.36	1245.60	681	57.6	116
		0.46	1245.70	879	78.0	194
		0.56	1245.80	940	90.9	284
		0.66	1245.90	1,000	97.0	381
		0.76	1246.00	1,060	103	484
		1.76	1247.00	1,678	1,369	1,853
		2.76	1248.00	2,330	2,004	3,858
		3.76	1249.00	3,016	2,673	6,531
		4.76	1250.00	3,737	3,377	9,908
		5.76	1251.00	4,492	4,115	14,023
		6.76	1252.00	5,280	4,886	18,909
		7.76	1253.00	6,103	5,692	24,602
		8.76	1254.00	6,960	6,532	31,134
		9.76	1255.00	7,850	7,406	38,540
		10.76	1256.00	8,775	8,314	46,854
		11.26	1256.50	9,251	4,497	51,350

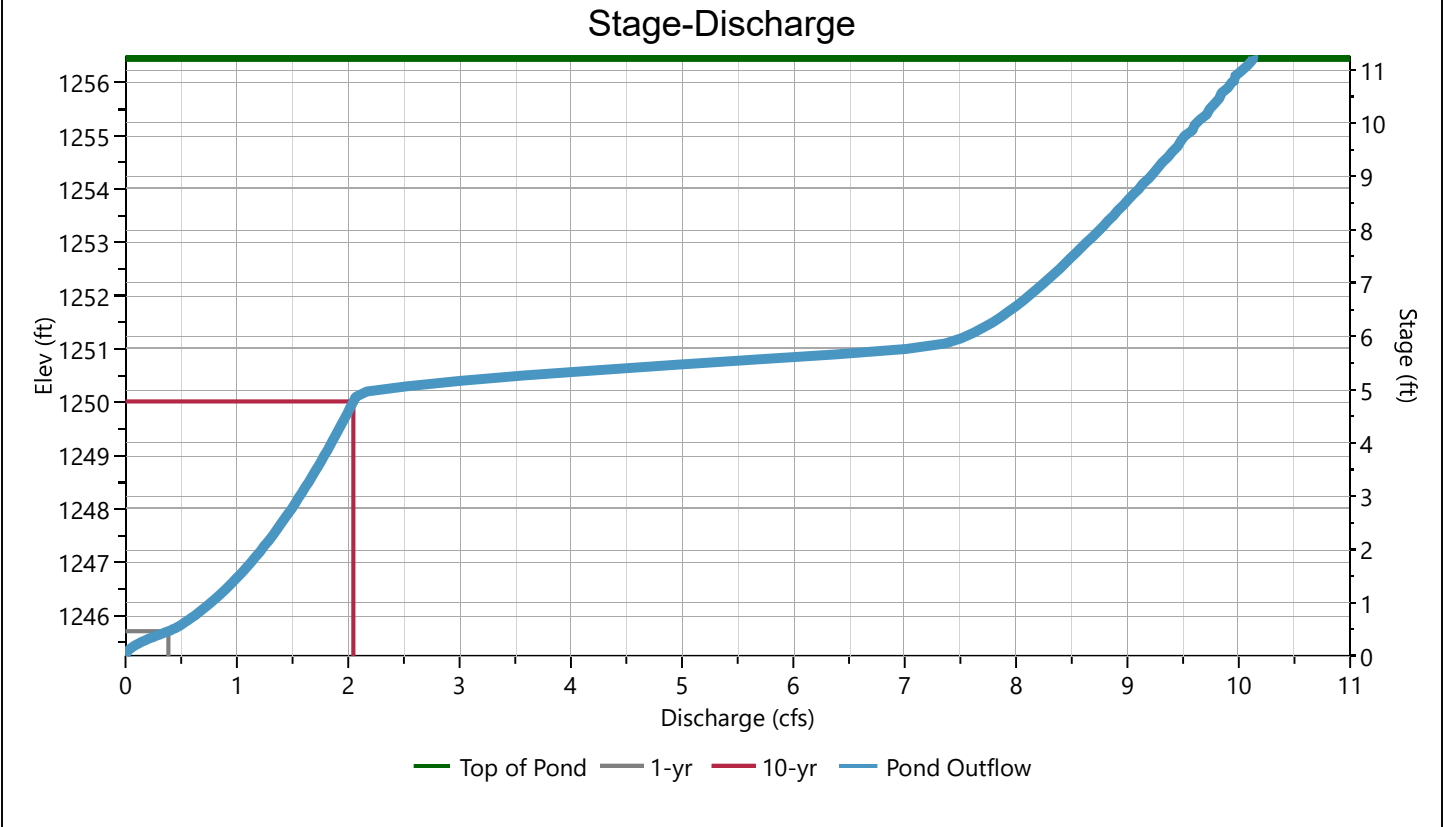


POND

Stage-Discharge

Culvert / Orifices	Culvert	Orifice			Perforated Riser
		1 (m)	2	3	
Rise, in	12	6.25			Hole Diameter, in
Span, in	12	6.25			No. holes
No. Barrels	1	1			Invert Elevation, ft
Invert Elevation, ft	1245.24	1245.25			Height, ft
Orifice Coefficient, Co	0.60	0.60			Orifice Coefficient, Co
Length, ft	110				
Barrel Slope, %	2.28				
N-Value, n	0.013				
Weirs	Riser	Weir			Ancillary
		1 (m)	2	3	
Shape / Type		Rectangular			Exfiltration, in/hr
Crest Elevation, ft		1250.15			
Crest Length, ft		2.28			
Angle, deg					
Weir Coefficient, Cw		3.3			

m = Flows through Culvert, i = Independent



Pond Report

Project Name:

Hydrology Studio v 3.0.0.34

01-09-2025

POND

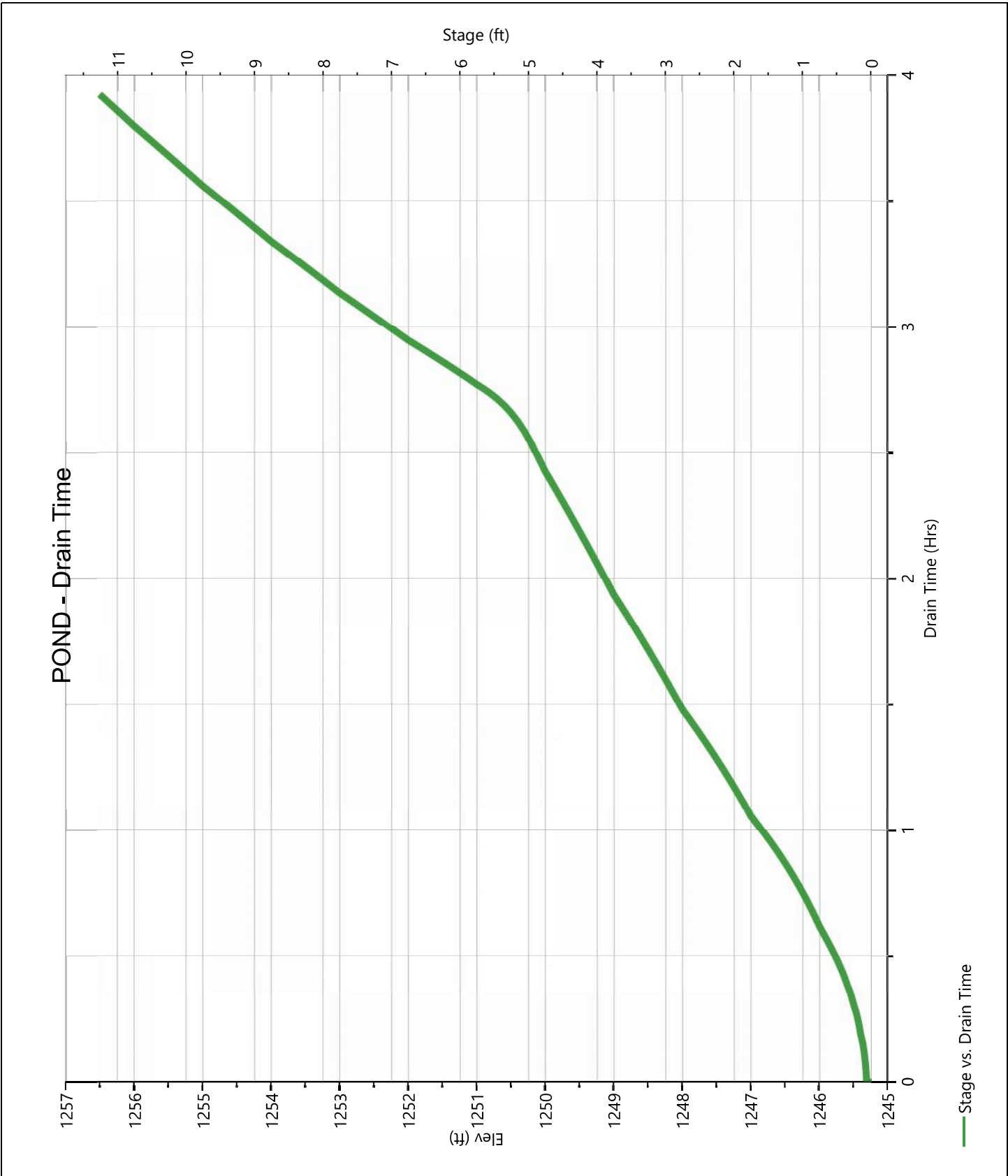
Stage-Storage-Discharge Summary

[illegible]

Suffix key: ic = inlet control, oc = outlet control, s = submerged weir

POND

Pond Drawdown



Hydrograph Report

Project Name:

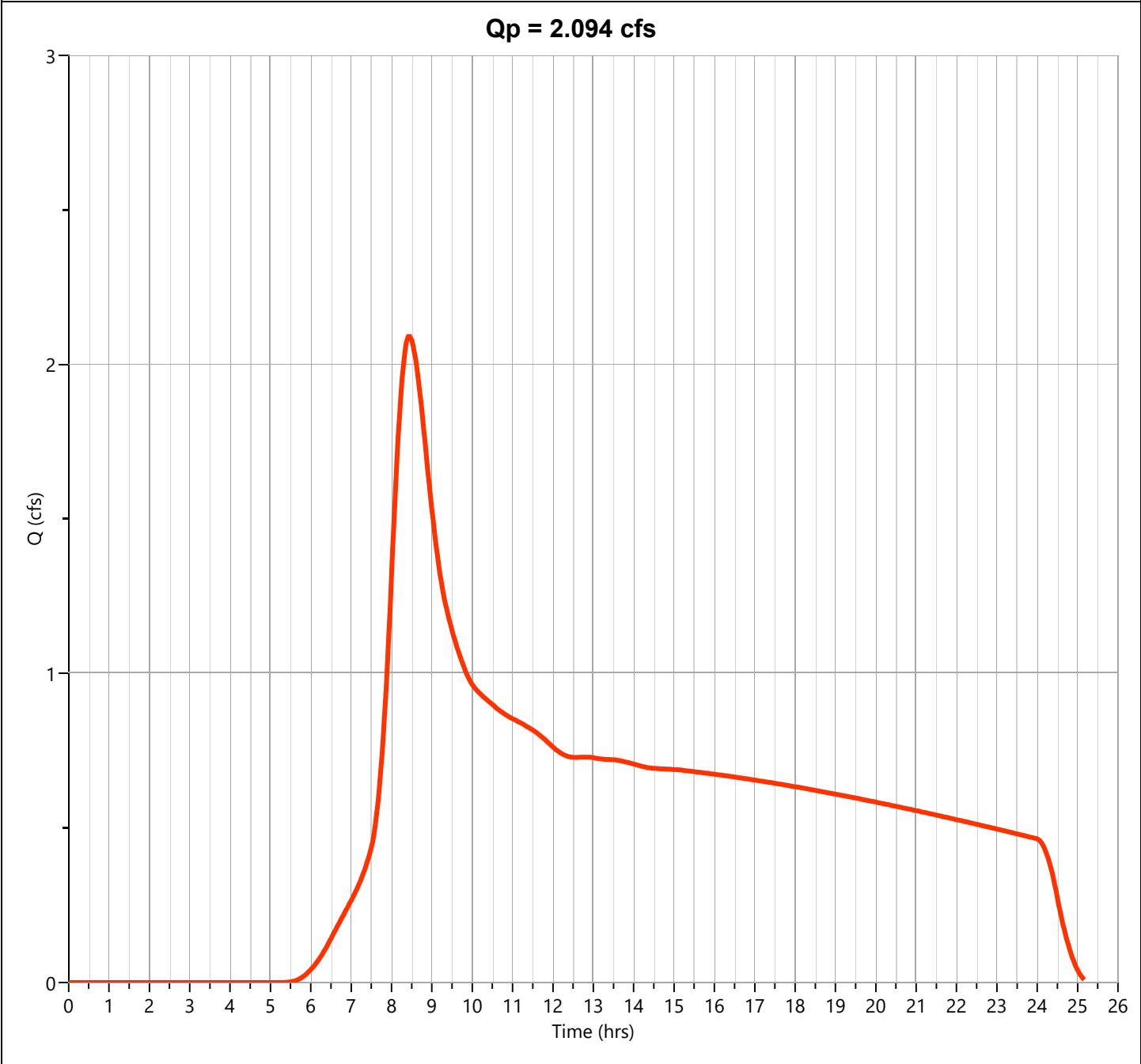
Hydrology Studio v 3.0.0.34

01-09-2025

Pre Developed

Hyd. No. 1

Hydrograph Type	= NRCS Runoff	Peak Flow	= 2.094 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.43 hrs
Time Interval	= 2 min	Runoff Volume	= 47,417 cuft
Drainage Area	= 10.45 ac	Curve Number	= 80
Tc Method	= TR55 (See Worksheet)	Time of Conc. (Tc)	= 48.22 min
Total Rainfall	= 3.00 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484



Hydrograph Report

Project Name:

Hydrology Studio v 3.0.0.34

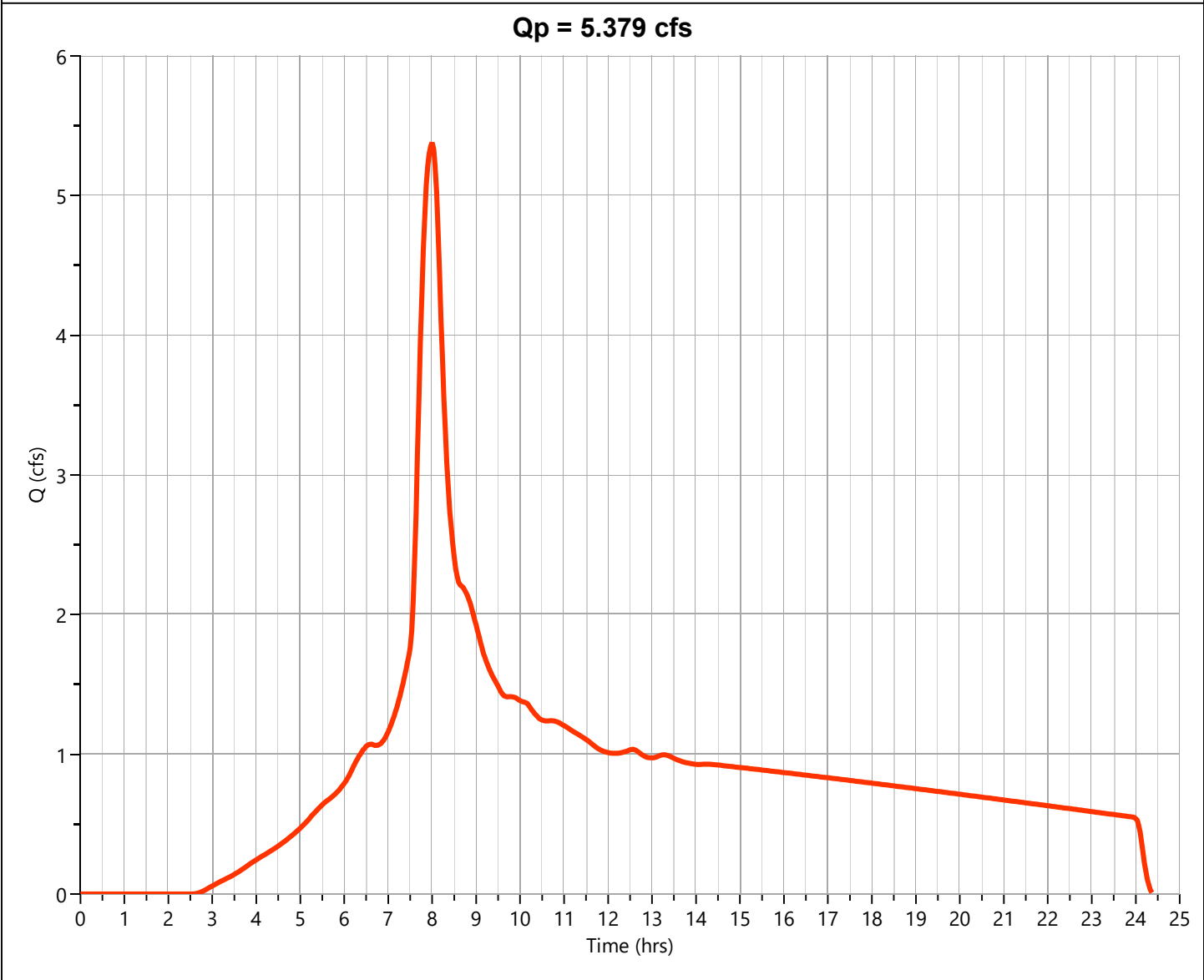
01-09-2025

Post Developed

Hyd. No. 2

Hydrograph Type	= NRCS Runoff	Peak Flow	= 5.379 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.00 hrs
Time Interval	= 2 min	Runoff Volume	= 76,603 cuft
Drainage Area	= 10.45 ac	Curve Number	= 91*
Tc Method	= User	Time of Conc. (Tc)	= 15.0 min
Total Rainfall	= 3.00 in	Design Storm	= Type IA
Storm Duration	= 24 hrs	Shape Factor	= 484

* Composite CN Worksheet		
AREA (ac)	CN	DESCRIPTION
3.98	98	Impervious
3.1	80	Landscape
3.37	92	SFR
10.45	91	Weighted CN Method Employed



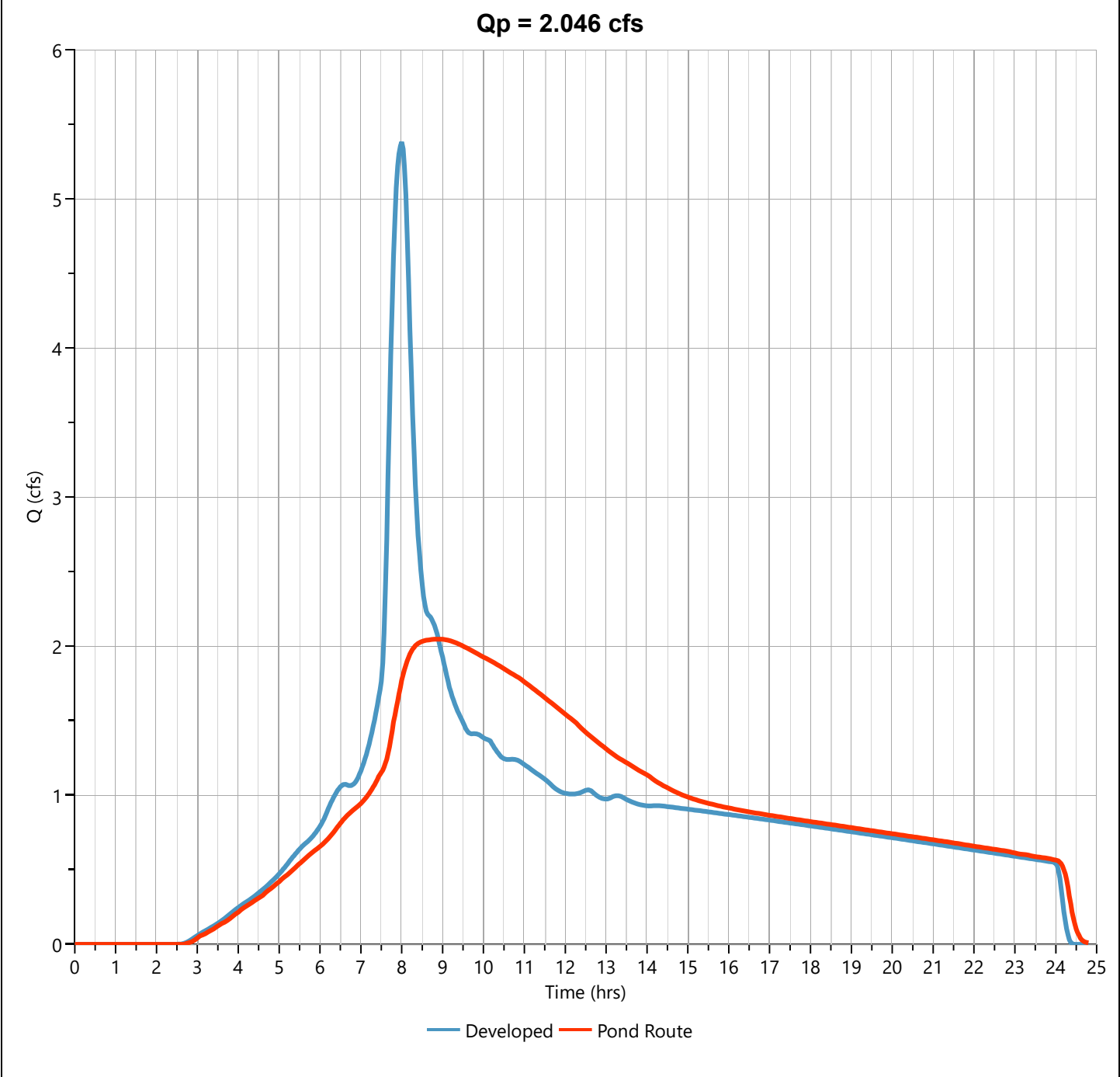
Pond Route

Hyd. No. 3

Hydrograph Type	= Pond Route	Peak Flow	= 2.046 cfs
Storm Frequency	= 10-yr	Time to Peak	= 8.90 hrs
Time Interval	= 2 min	Hydrograph Volume	= 76,602 cuft
Inflow Hydrograph	= 2 - Developed	Max. Elevation	= 1250.02 ft
Pond Name	= POND	Max. Storage	= 9,970 cuft

Pond Routing by Storage Indication Method

Center of mass detention time = 39 min



Channel 1

Channel 1

TRAPEZOIDAL

Bottom Width = 8.00 ft

Side Slope Left, z:1 = 3.00

Side Slope Right, z:1 = 3.00

Total Depth = 3.00 ft

Invert Elevation = 100.00 ft

Channel Slope = 0.500 %

Manning's n = 0.240

DISCHARGE

Method = Known Q

Known Q = 0.44 cfs

CALCULATION SAMPLE

Flow	Depth	Area	Velocity	WP	n-value	Crit Depth	HGL	EGL	Max Shear	Top Width
(cfs)	(ft)	(sqft)	(ft/s)	(ft)		(ft)	(ft)	(ft)	(lb/sqft)	(ft)
0.44	0.29	2.57	0.17	9.83	0.240	0.05	100.29	100.29	0.09	9.74

Channel 1 - Section

X (ft)	Elev (ft)	Depth (ft)
-2	103.00	3.00
0	103.00	3.00
8	100.29	0.29
16	100.29	0.29
26	103.00	3.00
28	103.00	3.00

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

319 Eastwood Drive | Medford, Or. 97504 | 541. 941.4148 | Kim.parducci@gmail.com

March 5, 2025

Justin Gindlesperger, Community Planner III
City of Central Point / Community Development
130 S Third Street
Central Point, Oregon 97502

RE: Willow Bend Subdivision – Updated Trip Generation

Dear Justin,

Southern Oregon Transportation Engineering has been retained to prepare an updated trip generation assessment for Willow Bend Subdivision, previously known as White Hawk Subdivision. This is being done to address proposed changes to the approved Master Plan. The White Hawk Subdivision was approved in 2014 with the following conditions:

1. 11% proportional share contribution required (based on 218 p.m. peak hour trips) toward traffic signal improvements at Beebe Road / Hamrick Road.
2. Trip cap stipulation of 96 p.m. peak hour trips prior to signalization occurring.

Proposed changes to the approved Master Plan include:

Master Plan Phase 1: 36 single family attached and 16 ADUs

Updated Phase 1: 32 single family attached and 29 ADUs

Master Plan Phase 2: 276 multifamily apartments

Updated Phase 2: 47 single family attached and 47 ADUs, 47-260 apartments

Trip generations for updated units are provided in Tables 1 and 2. Generations are estimated using the Institute of Transportation Engineers *Trip Generation, 11th Edition*.

Table 1 – Willow Bend Subdivision Development - Trip Generations with minimum MFR

ITE LUC	Unit	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
Phase 1				Total	(In)	(Out)	Total	(In)	(Out)
215 – Single Family Attached	DU	61	414	26	8	18	33	19	14
Phase 2									
215 – Single Family Attached	DU	94	666	43	13	30	52	30	22
220 – Multifamily Housing	DU	47	377	19	5	14	41	26	15
Total Trips			1457	88	26	62	126	75	51

DU = dwelling unit

Table 2 – Willow Bend Subdivision Development - Trip Generations with maximum MFR									
ITE LUC	Unit	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
Phase 1				Total	(In)	(Out)	Total	(In)	(Out)
215 – Single Family Attached	DU	61	414	26	8	18	33	19	14
Phase 2									
215 – Single Family Attached	DU	94	666	43	13	30	52	30	22
220 – Multifamily Housing	DU	260	1742	104	25	79	133	84	49
Total Trips			2822	173	46	127	218	133	85

DU = dwelling unit

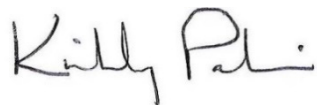
The range of multifamily units (apartments) in Tables 1 and 2 represent the minimum number of units to meet density requirements (47) on Lot 48 of Phase 2 and the maximum number of units (260) on Lot 48 of Phase 2 that result in no change to the original analysis (218 p.m. peak hour trips). A range was considered because the number of units at this time is undetermined.

To summarize trip generations from Tables 1 and 2, Phase 1 and 47 single family attached units and 47 ADUs of Phase 2 can develop before meeting the 96 p.m. peak hour trip cap stipulation. After development of the single family attached units and ADUs, a traffic signal would be required after development of 21 multifamily units (apartments).

The 11% proportional share impact at the intersection of Beebe Road / Hamrick Road remains the same with the updated number of single family attached units (155 total including ADUs in Phases 1 and 2) and up to 260 apartments on Lot 48 of Phase 2.

This concludes the updated trip generation assessment for Willow Bend Subdivision. Please feel free to contact us if you have any questions or require additional information.

Sincerely,



Kimberly Parducci PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Cc: Matt Samitore, Central Point Parks and Public Works Director
Stephanie Powers, Central Point Planning Director
Client



First American Title™

First American Title Insurance Company

1225 Crater Lake Avenue, Suite 101
Medford, OR 97504
Phn - (541)779-7250
Fax - (866)400-2250

**PUBLIC RECORD REPORT
FOR NEW SUBDIVISION OR LAND PARTITION**

GARY LANEY
TITLE OFFICER
glaney@firstam.com

THIS REPORT IS ISSUED BY THE ABOVE-NAMED COMPANY ("THE COMPANY") FOR THE EXCLUSIVE USE OF:

White Hawk Properties
2870 Nansen Drive
Medford, OR 97504
Phone:
Fax:

Date Prepared : March 06, 2025
Effective Date : 8:00 A.M on February 18, 2025
Order No. : 7169-4246081
Subdivision :

THIS IS NOT a title report since no examination has been made of the title to the above-described property. Our search for apparent encumbrances was limited to our tract Indices and therefore does not include additional matters which might have been disclosed by an examination of the record title, such as pending litigation. The charge for this service will not include supplemental reports, rechecks or other services.

REPORT

- A. The Land referred to in this report is located in the County of Jackson, State of Oregon, and is described as follows:

As fully set forth on Exhibit "A" attached hereto and by this reference made a part hereof.

- B. As of the Effective Date, the tax account and map references pertinent to the Land are as follows:

As fully set forth on Exhibit "A" attached hereto and by this reference made a part hereof.

- C. As of the Effective Date and according to the Public Records, we find title to the land apparently vested in:

As fully set forth on Exhibit "B" attached hereto and by this reference made a part hereof

- D. As of the Effective Date and according to the Public Records, the Land is subject to the following liens and encumbrances, which are not necessarily shown in the order of priority:

As fully set forth on Exhibit "C" attached hereto and by this reference made a part hereof.

EXHIBIT "A"
(Land Description Map Tax and Account)

Lot 34, of WILLOW BEND, PHASE 1, in the City of Central Point, Jackson County, Oregon, according to the Official Plat thereof, recorded in [Volume 49, Page 13](#) of plat records.

Map No.: [372W02 2701](#)

Tax Account No.: 1-057564-1

EXHIBIT "B"
(Vesting)

White Hawk Properties, LLC, an Oregon limited liability company

EXHIBIT "C"
(Liens and Encumbrances)

1. City liens, if any, of the City of Central Point.
2. The premises herein described are within and subject to the statutory powers of the Rogue Valley Sewer Services.
3. These premises are situated in the Rogue River Valley Irrigation District, and subject to the levies and assessments thereof, water and irrigation rights, easements for ditches and canals and regulations concerning the same.

NOTE: Pursuant to an instrument recorded December 12, 2006 as Document No. [2006-062042](#) the herein described land is no longer subject to levies and assessments imposed by said District.
4. Rights of the public and of governmental bodies in and to that portion of the premises herein described lying below the high water mark of Bear Creek.
5. Any adverse claim based upon the assertion that some portion of said land has been removed from or brought within the boundaries thereof by an avulsive movement of the Bear Creek or has been formed by the process of accretion or reliction or has been created by artificial means or has accreted to such portion so created.
6. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
7. Easement, including terms and provisions contained therein:
Recording Information: November 06, 1970 as Document No. [70-11196](#)
In Favor of: Bear Creek Valley Sanitary Authority
For: Sewer line, 30 feet in width
8. Easement, including terms and provisions contained therein:
Recording Information: April 12, 1984 as Document No's. [84-05711](#) and [84-05712](#)
In Favor of: Bear Creek Valley Sanitary Authority
For: Sewer line, 15 feet in width
9. Grant of Roadway Easement along a portion of the north line, including terms and provisions thereof.
Recorded: August 11, 1997 as Document No. [97-29942](#)
10. Easement and Equitable Servitudes, including terms and provisions thereof.
Recorded: May 09, 2019 as Document No. [2019-012423](#) and re-recorded
May 23, 2019 as Document No. [2019-013907](#) and re-recorded
May 29, 2019 as Document No. [2019-014482](#)
11. Easement on the recorded plat/partition as follows: Roadway
12. Easement for public utilities as delineated on said plat.
13. Easement on the recorded plat/partition as follows: Temporary Sanitary Sewer over Lot 34

14. Deed of Trust and the terms and conditions thereof.
Grantor/Trustor: White Hawk Properties LLC, an Oregon Limited Liability Company
Grantee/Beneficiary: People's Bank of Commerce
Trustee: First American Title Insurance Company of Oregon
Amount: \$1,912,600.00
Recorded: July 29, 2020
Recording Information: Document No. [2020-026601](#)
(Affects said land and other property)

Affidavit of Consent to Declaration recorded May 31, 2023 as Document No. [2023-010392](#).

15. Deed of Trust and the terms and conditions thereof.
Grantor/Trustor: White Hawk Properties LLC, an Oregon Limited Liability Company
Grantee/Beneficiary: People's Bank of Commerce
Trustee: First American Title Insurance Company of Oregon
Amount: \$1,531,289.00
Recorded: September 03, 2021
Recording Information: Document No. [2021-038004](#)
(Affects said land and other property)

Note: This Deed of Trust contains Line of Credit privileges. If the current balance owing on said obligation is to be paid in full in the forthcoming transaction, confirmation should be made that the beneficiary will issue a proper request for full reconveyance.

Affidavit of Consent to Declaration recorded May 31, 2023 as Document No. [2023-010392](#).

Modification and/or amendment by instrument:
Recording Information: August 30, 2023 as Document No. [2023-018401](#)

Modification and/or amendment by instrument:
Recording Information: September 29, 2023 as Document No. [2023-020682](#)

Modification and/or amendment by instrument:
Recording Information: February 27, 2024 as Document No. [2024-003825](#)

16. Covenants, conditions, restrictions and/or easements; but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, family status, or national origin to the extent such covenants, conditions or restrictions violate Title 42, Section 3604(c), of the United States Codes:
Recording Information: May 08, 2024 as Document No. [2024-008827](#)
17. Regulations and Assessments of Willow Bend Homeowners Association, Inc., as set forth in Declaration recorded May 08, 2024 as Document No. [2024-008827](#).
18. The By-Laws, including the terms and provisions thereof of Willow Bend Homeowners Association, Inc.
Recorded: May 08, 2024 as Document No. [2024-008827](#)

NOTE: Taxes for the year 2024-2025 PAID IN FULL

Tax Amount: \$16,660.60
Map No.: [372W02 2701](#)
Property ID: 1-057564-1

Tax Code No.: 0602

NOTE: An easement appurtenant to the herein described property for pump and pumpline for irrigation water from Bear Creek, including the terms and provisions thereof, as set forth in instrument recorded Document No. [81-20457](#), Official Records of Jackson County, Oregon.

NOTE: An easement appurtenant to the herein described property for reciprocal road easement along the north line (across TL 200), including the terms and provisions thereof, as set forth in instrument recorded Document No. [97-29941](#), Official Records of Jackson County, Oregon.

DEFINITIONS, CONDITIONS AND STIPULATIONS

1. **Definitions.** The following terms have the stated meaning when used in this report:
 - (a) "Customer": The person or persons named or shown as the addressee of this report.
 - (b) "Effective Date": The effective date stated in this report.
 - (c) "Land": The land specifically described in this report and improvements affixed thereto which by law constitute real property.
 - (d) "Public Records": Those records which by the laws of the state of Oregon impart constructive notice of matters relating to the Land.
2. **Liability of the Company.**
 - (a) THIS REPORT IS NOT AN INSURED PRODUCT OR SERVICE OR A REPRESENTATION OF THE CONDITION OF TITLE TO REAL PROPERTY. IT IS NOT AN ABSTRACT, LEGAL OPINION, OPINION OF TITLE, TITLE INSURANCE COMMITMENT OR PRELIMINARY REPORT, OR ANY FORM OF TITLE INSURANCE OR GUARANTY. THIS REPORT IS ISSUED EXCLUSIVELY FOR THE BENEFIT OF THE APPLICANT THEREFOR, AND MAY NOT BE USED OR RELIED UPON BY ANY OTHER PERSON. THIS REPORT MAY NOT BE REPRODUCED IN ANY MANNER WITHOUT FIRST AMERICAN'S PRIOR WRITTEN CONSENT. FIRST AMERICAN DOES NOT REPRESENT OR WARRANT THAT THE INFORMATION HEREIN IS COMPLETE OR FREE FROM ERROR, AND THE INFORMATION HEREIN IS PROVIDED WITHOUT ANY WARRANTIES OF ANY KIND, AS-IS, AND WITH ALL FAULTS. AS A MATERIAL PART OF THE CONSIDERATION GIVEN IN EXCHANGE FOR THE ISSUANCE OF THIS REPORT, RECIPIENT AGREES THAT FIRST AMERICAN'S SOLE LIABILITY FOR ANY LOSS OR DAMAGE CAUSED BY AN ERROR OR OMISSION DUE TO INACCURATE INFORMATION OR NEGLIGENCE IN PREPARING THIS REPORT SHALL BE LIMITED TO THE FEE CHARGED FOR THE REPORT. RECIPIENT ACCEPTS THIS REPORT WITH THIS LIMITATION AND AGREES THAT FIRST AMERICAN WOULD NOT HAVE ISSUED THIS REPORT BUT FOR THE LIMITATION OF LIABILITY DESCRIBED ABOVE. FIRST AMERICAN MAKES NO REPRESENTATION OR WARRANTY AS TO THE LEGALITY OR PROPRIETY OF RECIPIENT'S USE OF THE INFORMATION HEREIN.
 - (b) No costs (including, without limitation attorney fees and other expenses) of defense, or prosecution of any action, is afforded to the Customer.
 - (c) In any event, the Company assumes no liability for loss or damage by reason of the following:
 - (1) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records.
 - (2) Any facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
 - (3) Easements, liens or encumbrances, or claims thereof, which are not shown by the Public Records.
 - (4) Discrepancies, encroachments, shortage in area, conflicts in boundary lines or any other facts which a survey would disclose.
 - (5) (i) Unpatented mining claims; (ii) reservations or exceptions in patents or in Acts authorizing the issuance thereof, (iii) water rights or claims or title to water.
 - (6) Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in this report, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
 - (7) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use or enjoyment on the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (8) Any governmental police power not excluded by 2(d)(7) above, except to the extent that notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (9) Defects, liens, encumbrances, adverse claims or other matters created, suffered, assumed, agreed to or actually known by the Customer.
3. **Charge.** The charge for this report does not include supplemental reports, updates or other additional services of the Company.



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First American Title Insurance Company
1225 Crater Lake Avenue, Suite 101
Medford, OR 97504

Illegal Restrictive Covenants

Please be advised that any provision contained in this document, or in a document that is attached, linked, or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.



ROGUE VALLEY
SEWER SERVICES
CLEAN WATER - HEALTHY COMMUNITIES

ATTACHMENT 2

April 21, 2025

City of Central Point Planning Department
155 South Second Street
Central Point, Oregon 97502

Re: MOD-25002 & SUB-25002 – Willow Bend, Map 37 2W 02AA, Tax Lot 2701 & 2702

There is an existing 8 inch sewer to the north and a 15 inch sewer to the south along Gebhard Road. Sewer service for the proposed development can be had by sewer main extensions as generally shown on the submitted plans.

Rogue Valley Sewer Services requests that approval of this development be subject to the following conditions:

1. The applicant must submit sewer construction plans to RVSS for review and approval prior to construction, sign a project sewer agreement, and pay all related inspection fees.

Feel free to call me if you have any questions.

Sincerely,

Nicholas R Bakke, PE
District Engineer

Stephanie Powers

From: Mark Northrop <MarkN@jcf3.com>
Sent: Wednesday, April 23, 2025 7:39 AM
To: Stephanie Powers
Subject: Re: Action Needed: Request for Agency Comments

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.



My previous comments stand.

The proposed hydrant on the corner of Gebhard and Tango can be moved to the south between the two existing hydrants on Gebhard.

The proposed hydrant on the corner of Annalise and Tango can be eliminated.

The alley shall be marked fire lane no parking both sides of the street.

Gebhard shall be marked no parking on one side.

Beebe shall be marked one side no parking.

Annalise shall be marked one side no parking.

DFM Mark Northrop, IAAI, CFI

Jackson County Fire District 3

8383 Agate Rd, White City, OR 97503

Markn@jcf3.com

Office: 541.831.2776

Cell 541.660.7689

<http://www.jcf3or.gov/>





Together We're Better

From: Stephanie Powers <stephanie.powers@centralpointoregon.gov>

Sent: Friday, April 18, 2025 2:58 PM

To: Mark Northrop <MarkN@jcf3.com>; nbakke@rvss-or.gov <nbakke@rvss-or.gov>; Matt Samitore <Matt.Samitore@centralpointoregon.gov>; Derek Zwagerman <Derek.Zwagerman@centralpointoregon.gov>; Greg Graves <Greg.Graves@centralpointoregon.gov>

Cc: Justin P. Gindlesperger <Justin.Gindlesperger@centralpointoregon.gov>; Karin Skelton <Karin.Skelton@centralpointoregon.gov>

Subject: Action Needed: Request for Agency Comments

I'm using Mimecast to share large files with you. Please see the attached instructions.

Good Afternoon,

The City has received two land use/development applications for Willow Bend (formerly known as White Hawk) located at the intersection of Beebe and Gebhard Road. These include:

1. Major Modification to the Willow Bend Master Plan (MOD-25002), including changes to the development phasing, street layout, water utility plan, and stormwater management plan to increase single-family attached housing and accessory dwelling units; and,
2. Tentative Subdivision Plan (SUB-25002) to plat the remaining portion of Willow Bend into 49 lots, including the park, future multifamily lot and 47 lots planned for single-family attached and accessory dwelling unit housing pursuant to the master plan.

Please send any comments or recommended conditions of approval no later than the **end of the day on April 25, 2025** for consideration by the Planning Commission.

Stephanie Powers, CHPC
Planning Director
Community Development
City of Central Point
140 South Third Street
Central Point, OR 97502
Desk: 541-664-3321 (x244)
Fax: 541-664-6384

<https://link.edgepilot.com/s/ff66b84a/50YbBD9N50aTA8rmhXANMg?u=http://www.centralpointoregon.gov/>

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***PUBLIC WORKS STAFF REPORT***

April 24, 2025

AGENDA ITEM: Willow Bend 2 (SUB-25002)

A proposed 48-unit subdivision, including a multifamily lot for future development, and 47 lots for single-family attached and 47 accessory dwelling unit housing along the Gebhard Road and Beebe Road frontage. The 10.60-acre site (37S 2W 02, Tax Lot 2701) is within the Medium Mixed Residential (MMR) zone and is within the Transit Oriented Development (TOD) Overlay.

Applicant: White Hawk Properties, LLC

Traffic:

The Applicant is proposing a 48-lot subdivision. The updated TIA, by Southern Oregon Transportation Engineering, for this proposed development estimates this will generate 94 Peak Hour Trips (PHT). The TIA assumes that there will be a minimum 47 apartments as needed to meeting minimum density. Access to Phase 2 is proposed on Gebhard Road at the existing intersection with Hartgraves Way and the new secondary arterial street, Whitehawk Drive. Annalise Street will extend south through Willow Bend 2 to the terminus at White Hawk Drive.

White Hawk Street will eventually extend south to East Pine Street pursuant to the Transportation System Plan (TSP) Gebhard Road Realignment project.

A supplemental letter from Southern Oregon Transportation Engineering states that the proposed development impact at the time of development will be 11% of traffic under design year 2027 build conditions. Accordingly, this will be the proportional share of the cost of constructing new traffic signals at the Beebe Road/Hamrick Road intersection. This condition is unchanged from the original development.

The TIA concludes that Phase 1 of Willow Bend, 47 single-family attached units, and 47 ADUs of Phase 2 can develop before meeting the 96-p.m. peak hour trip cap stipulation. A traffic signal would be required after developing the single-family attached units, ADUs, and 21 multifamily units (apartments).

City staff concurs with the TIA findings.

Existing Infrastructure:

Water:	There is an 16-inch ductile iron water line, in Gebhard Road. There is an 8-inch ductile iron water line in Hartgraves Way.
Streets:	Gebhard Road and Beebe Road are unimproved Collector Streets. Hartgraves Way is a new local Street.
Stormwater:	There is an existing 48-inch Storm Drain line, within Beebe Road. Flow is east to west.

Issues:

Stormwater Management

Onsite stormwater runoff must be treated onsite before it enters the existing storm drain system to comply with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit issued by the Department of Quality. The Rogue Valley Stormwater Quality Design Manual (RVSQDM) establishes the methodology and standards for stormwater management that are addressed in the preliminary stormwater report ("Report"). The City's engineer reviewed the Report and found that the following revisions to meet the RVSQDM:

1. The Applicant must address the question of meeting the retention requirement or technical infeasibility criteria, address where the system outfalls, and ensure that this system has capacity. Flow calculations for the 25-year storm event are needed to show that bypass conveyance is sufficient.

Public Utility Easement

Existing overhead utilities shall be relocated out of the right of way of Gebhard Road and into a Public Utility Easement.

Beebe/Hamrick Road Signal Improvement

The Signal Improvement at Beebe/Hamrick Road estimated cost is \$1,000,000. The Applicant's portion will be \$110,000.

Conditions of Approval:

Prior to the start of construction, the Applicant shall comply with the following conditions:

1. Erosion and Sediment Control – The proposed development will disturb greater than 5 acres and requires an erosion and sediment control permit (NPDES 1200-C) from DEQ. The Applicant shall obtain a 1200-C license from DEQ.
2. Stormwater Report - The Applicant shall revise the Stormwater Management Report and address the question of meeting the retention requirement or technical infeasibility criteria, address where the system outfalls, and ensure that this system has capacity. Flow calculations for the 25-year storm event are needed to show that bypass conveyance is sufficient.
3. Civil Improvement Plan Review – The Applicant shall submit civil improvement plans for all public facility and utility construction including but not limited to: streets, water and stormwater infrastructure construction consistent with the Public Works Standards and Specifications and the approved Stormwater Management Plan.
4. System Development Charge Credits – The upsizing of Gebhard Road and Whitehawk Street are Street SDC eligible. The Applicant shall document the total square footage of the right-of-way dedicated for

Street System Development Charge (SDC) credit.

Prior to final plat approval, the Applicant shall comply with the following conditions of approval:

1. Right of Way – The City of Central Transportation System Plan identifies Gebhard Road as a Collector. Applicant must dedicate 16' to comply with the existing street configuration established as the Willow Bend subdivision.
2. Public Utility Easement – The Applicant shall establish a 10-ft Public Utility Easement (PUE) along all street frontages for use by the City of Central Point and other public utilities.
3. Existing Overhead Utilities – Applicant shall move the existing overhead utilities to a newly created PUE along Gebhard Road. If they cannot be moved to the PUE, they must be moved to the back of the dedicated right of way for Gebhard Road to ensure street trees can be planted.
4. Public Street Construction - Applicant shall construct the proposed public streets to City Street Standards pursuant to the Public Works Standard Specifications and Uniform Details for Construction.
5. Street Names – The City does permit use of the “Road” to designate new streets. The Applicant must change the name of “Whitehawk Road” to Whitehawk Street, Whitehawk Way, Whitehawk Drive, or Whitehawk Avenue.
6. PW Standards and Specifications – Applicant shall demonstrate that all Public Works infrastructure construction complies with the Standards Specifications and Uniform Details for Construction.
7. Stormwater Quality Operations & Maintenance – The Applicant shall record and submit to the Public Works Department an Operations and Maintenance Manual and Declaration of Covenants for Operation and Maintenance of the Stormwater Quality Features as required by the Rogue Valley Stormwater Quality Manual.
8. Public Works As-Builts – Provide an accurate and stamped set of as-built drawings to the Public Works Department in a PDF format that is to scale (i.e. not scanned).
9. Intersection Mitigation - The Applicant shall pay the proportional share development impact toward the cost of a traffic signal at Beebe Road / Hamrick Road equaling \$110,000. This is based on the total entering volume, or 11% of traffic, at the time of proposed development pursuant to the Applicant's supplemental TIA.