TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

Central Point, Oregon

Final
Master Plan

December 14, 2000

Acknowledgements

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A Note About the Drawings in this Document:
Drawings included in this Master Plan Application are for planning purposes only.

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LIST OF EXHIBITS

PART I
INTRODUCTION

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

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

View of Pine Street, Downtown Central Point, Oregon

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

Philip Langdon
A Better Place to Live

THE TWIN CREEKS STORY

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

Building a Community

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

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

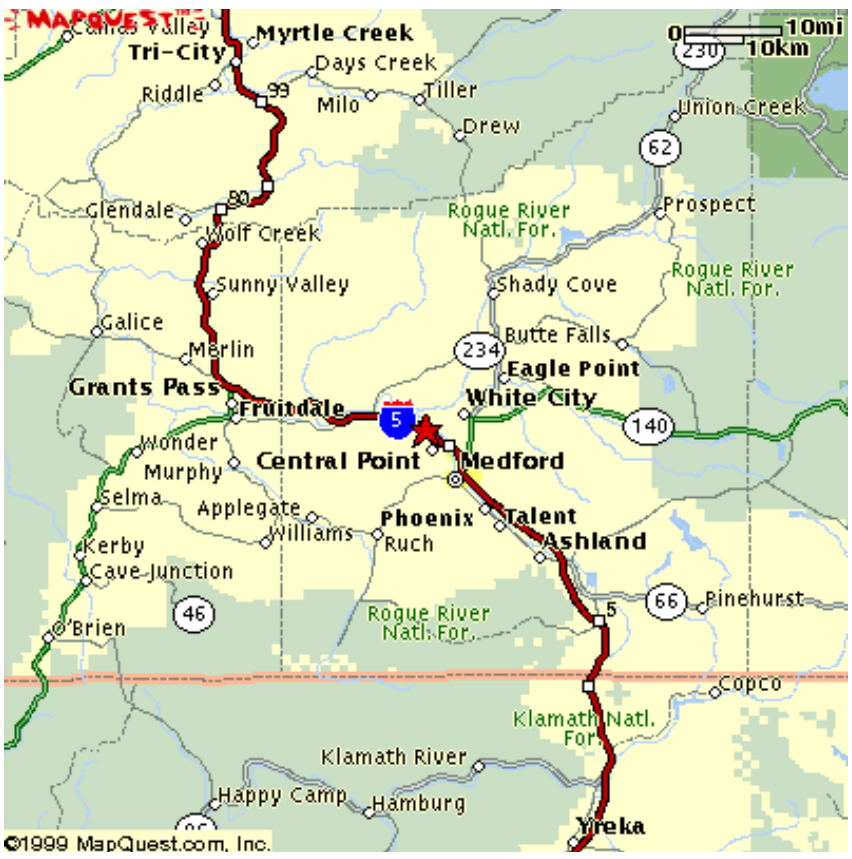
- *Use land efficiently;*
- *Provide a diversity of housing types;*
- *Provide a complementary mix of housing, service and civic uses;*
- *Encourage transit, walking and bicycling;*
- *Retain and enhance environmentally sensitive areas; and*
- *Provide open space.*

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

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

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

Aerial View of Project Site and Surrounding Area



Regional Context Map

Safe streets for pedestrians, bicyclists and motorists

At Home in Southern Oregon

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

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

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

Creating Quality of Life

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

Attractive streetscape designed for the comfort and enjoyment of residents

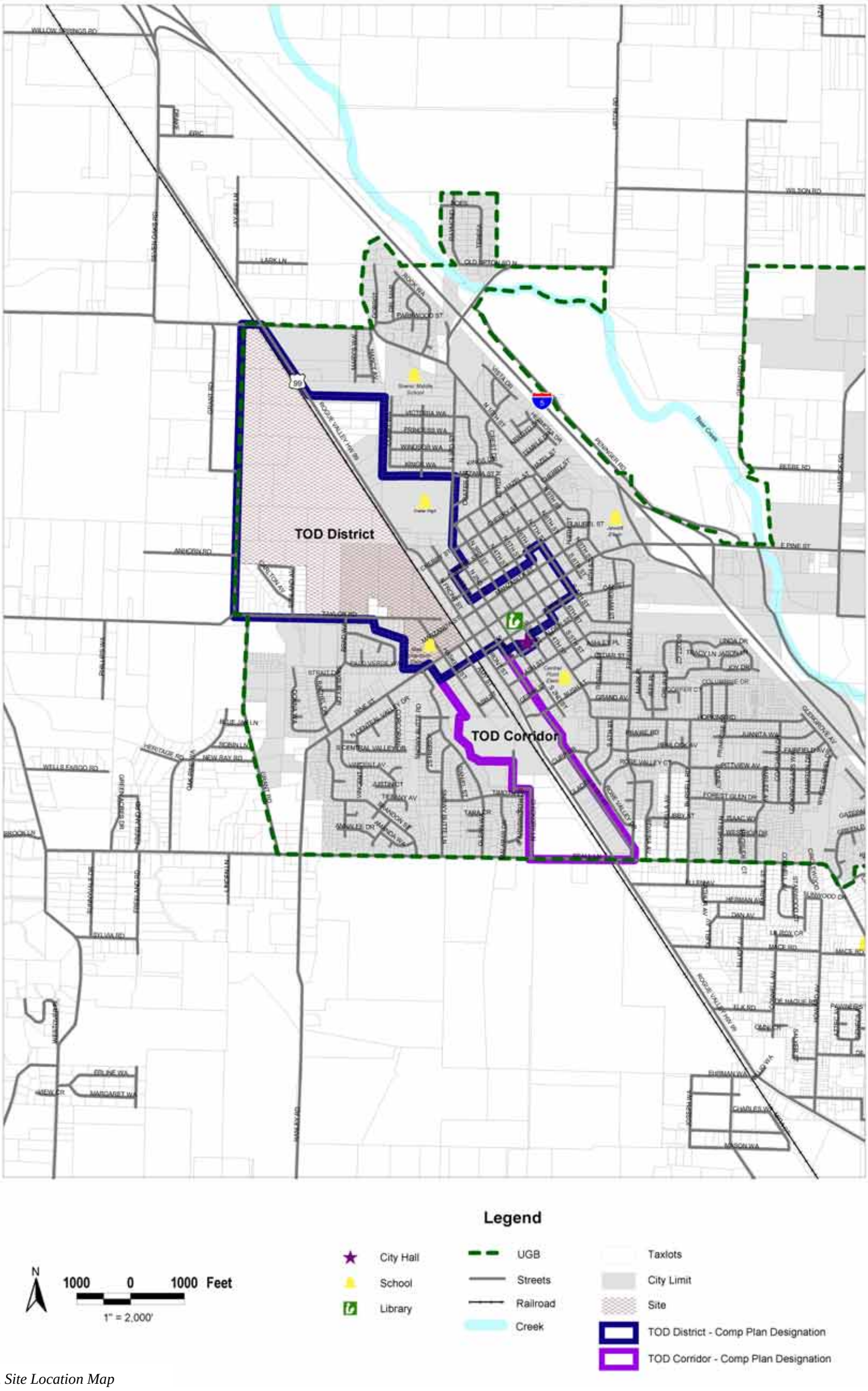


Exhibit 1, Site Location Map

PART II
THE PROCESS

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

Public Involvement

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

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

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

Public meetings gathered input from residents and agency staff

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

Site Analysis & Context

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

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

Looking northwest across the project site towards the western foothills

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

Principal Twenty-Four
Charter of the New Urbanism

View of project site looking northwest from Taylor Road

Looking west on Taylor Road, south of project site

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

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

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

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

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

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

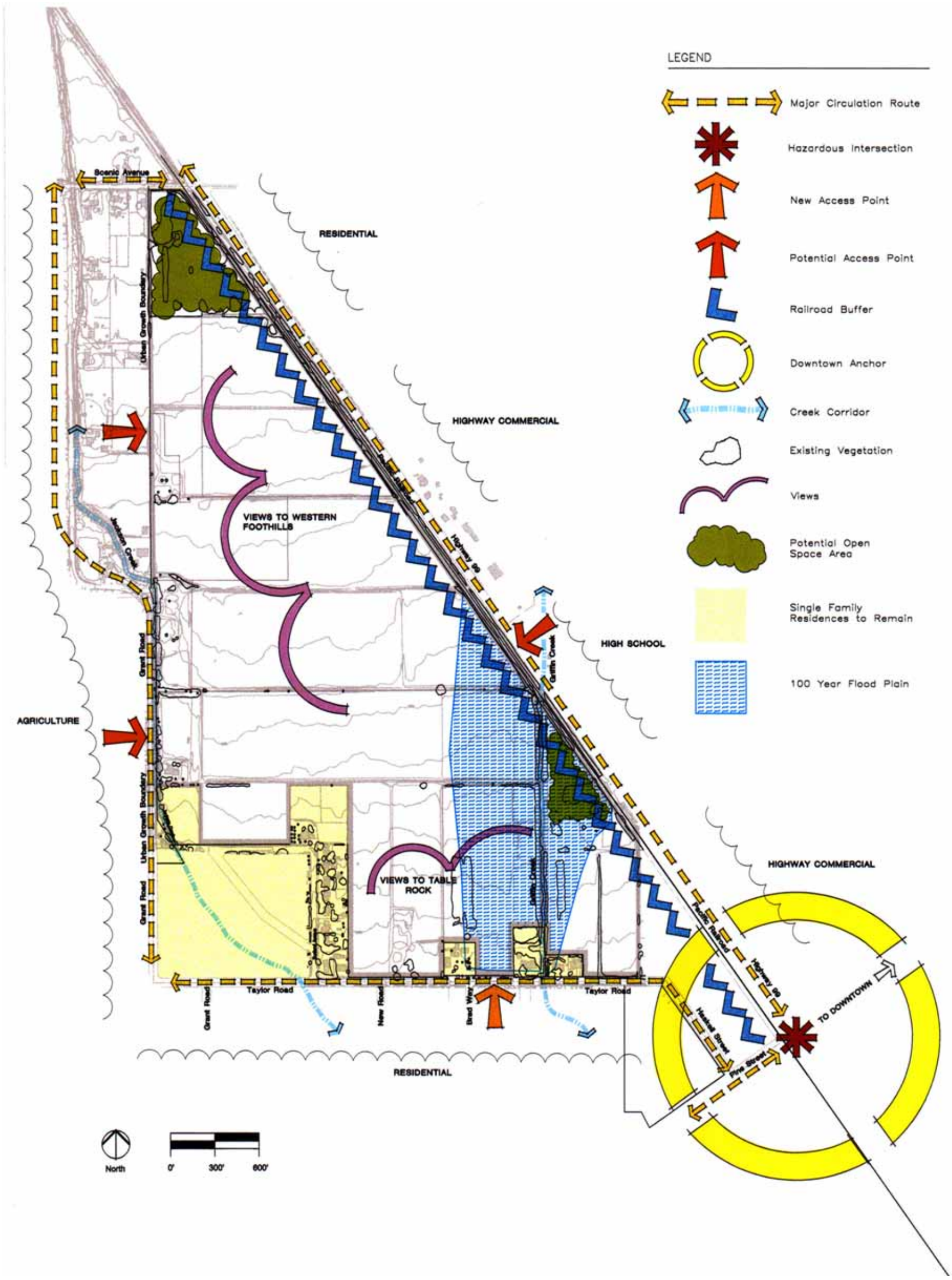


Exhibit 2, Site Analysis Map

Illustration of Proposed Twin Creeks TOD Looking East

PART III
THE PLAN

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

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

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

Proposed street grid within community context

> "There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to go there. The best are as joyful as they are utilitarian."
>
> Allan B. Jacobs
> *Great Streets*

View of pedestrian-friendly neighborhood street

Framework

1. Infrastructure

a. Transportation

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

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

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

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

View of pedestrian-friendly commercial street

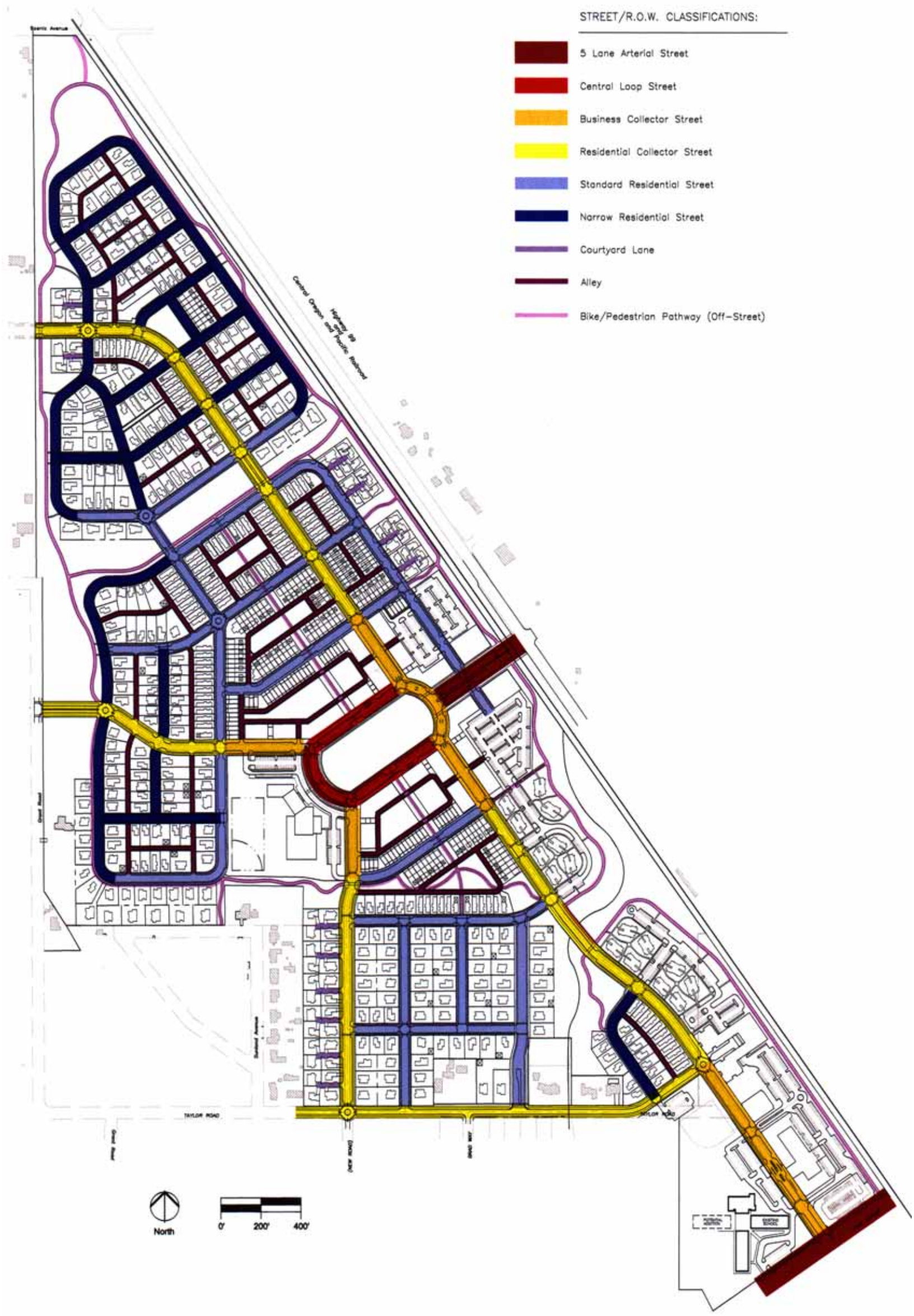


Exhibit 3, Circulation Plan

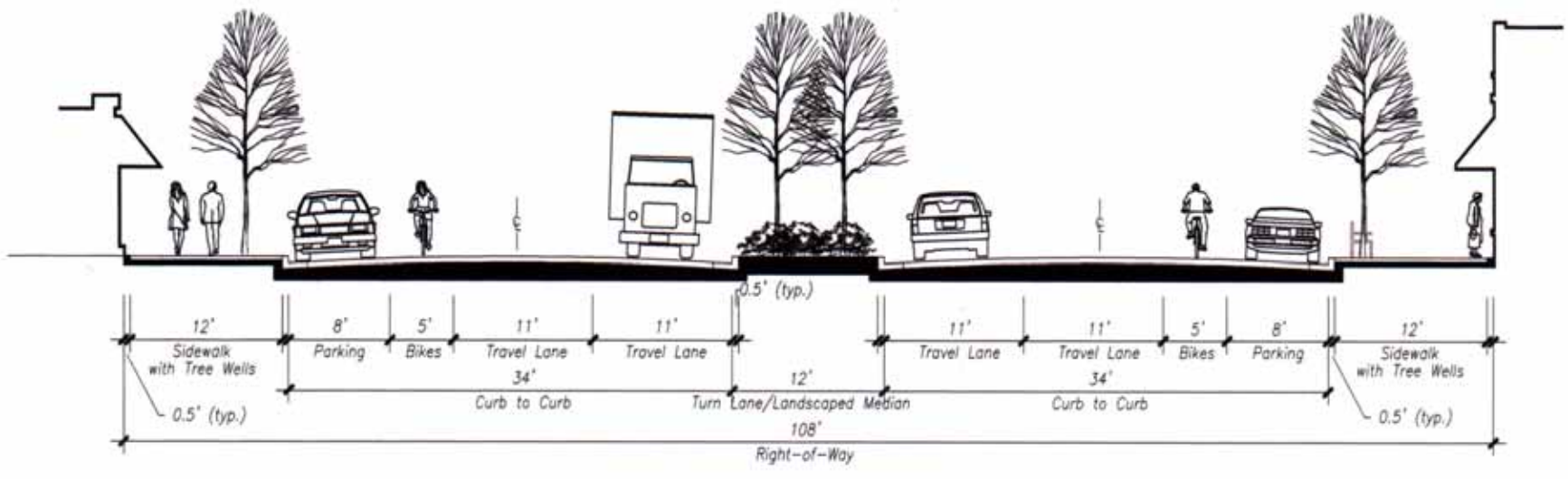


Exhibit 4, 5-Lane Arterial Street Section

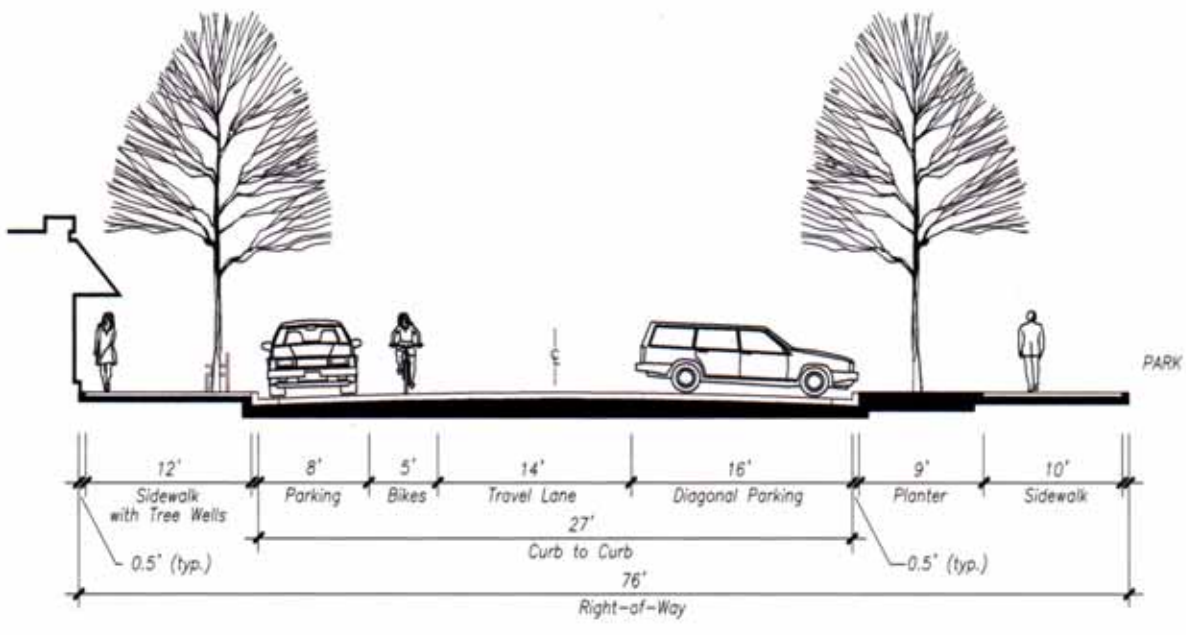


Exhibit 5, Central Loop Street Section

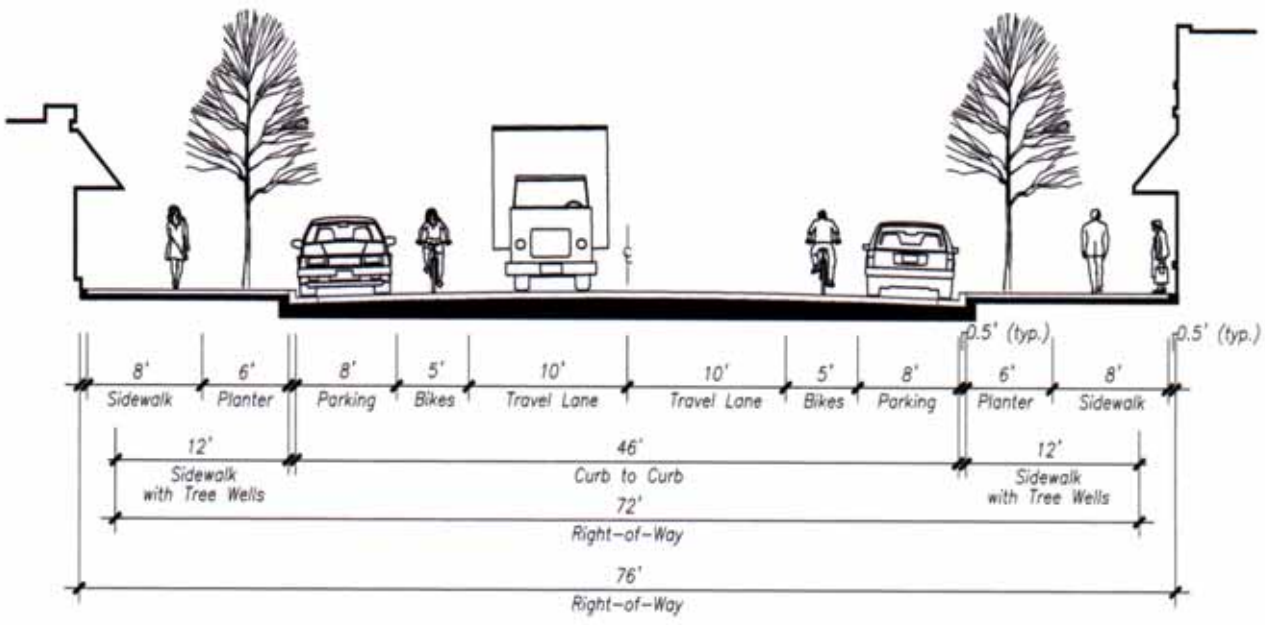


Exhibit 6, Business Collector / Residential Collection Street Section

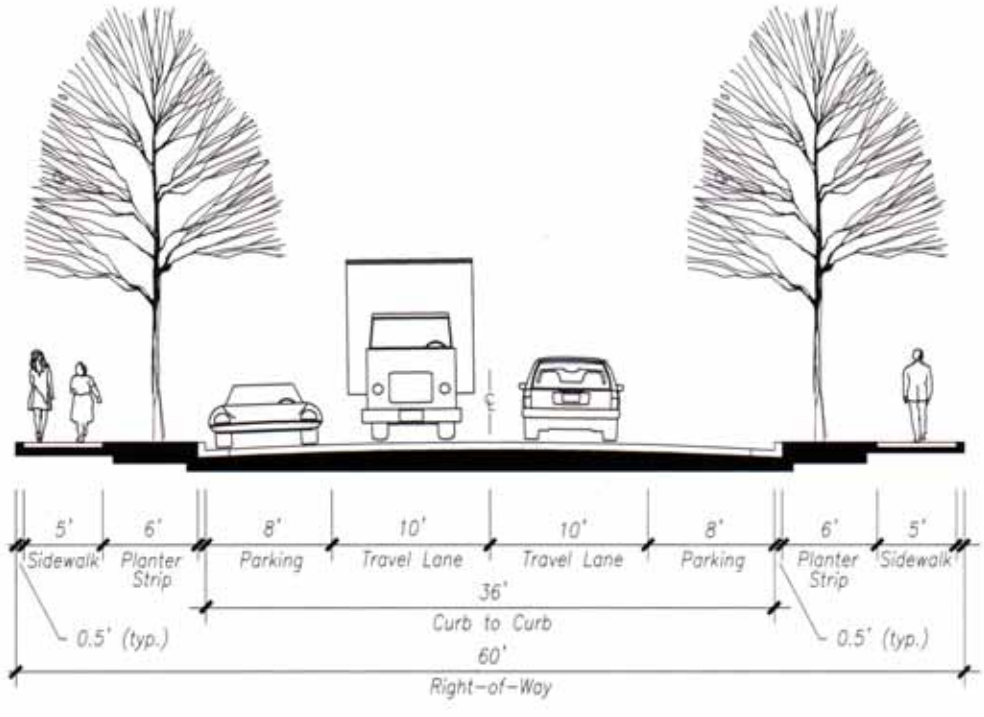


Exhibit 7, Standard Residential Street Section

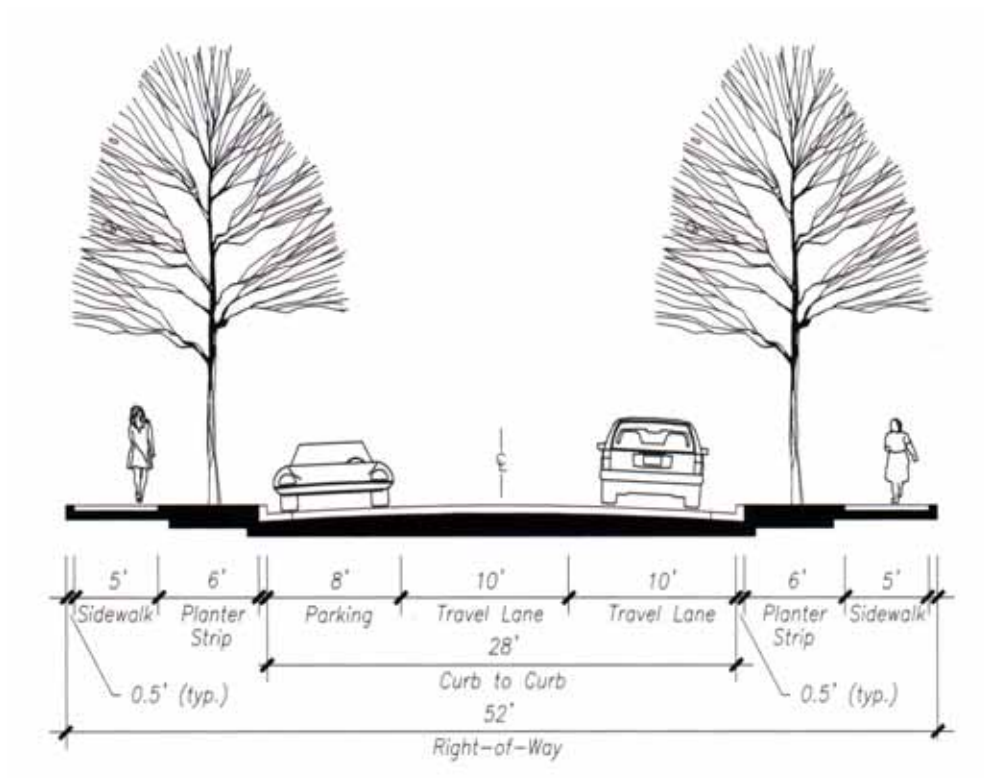


Exhibit 8, Narrow Residential Street Section

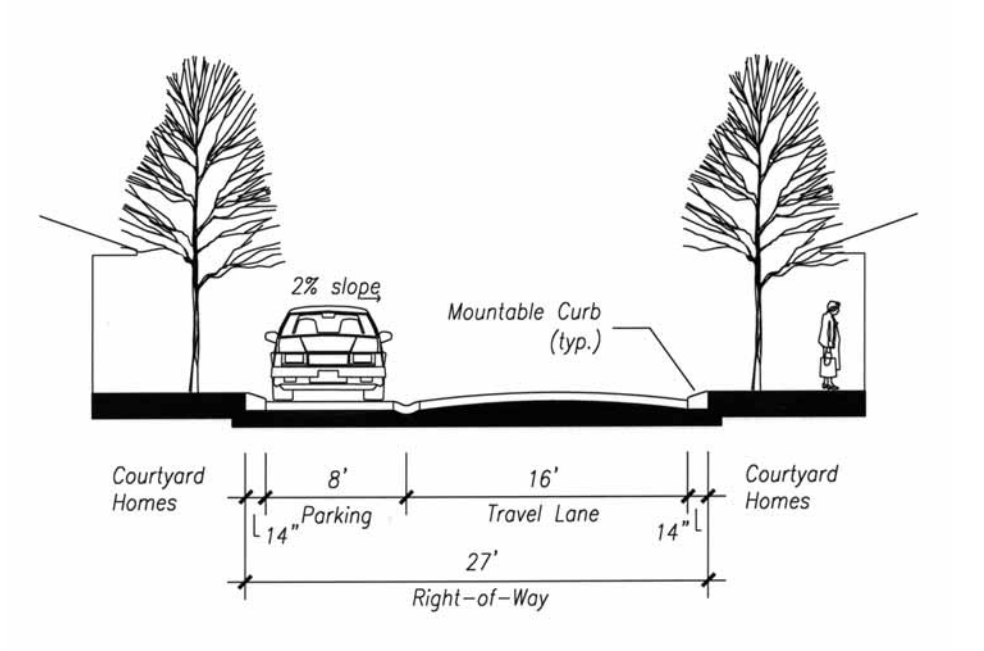


Exhibit 9, Courtyard Lane Section

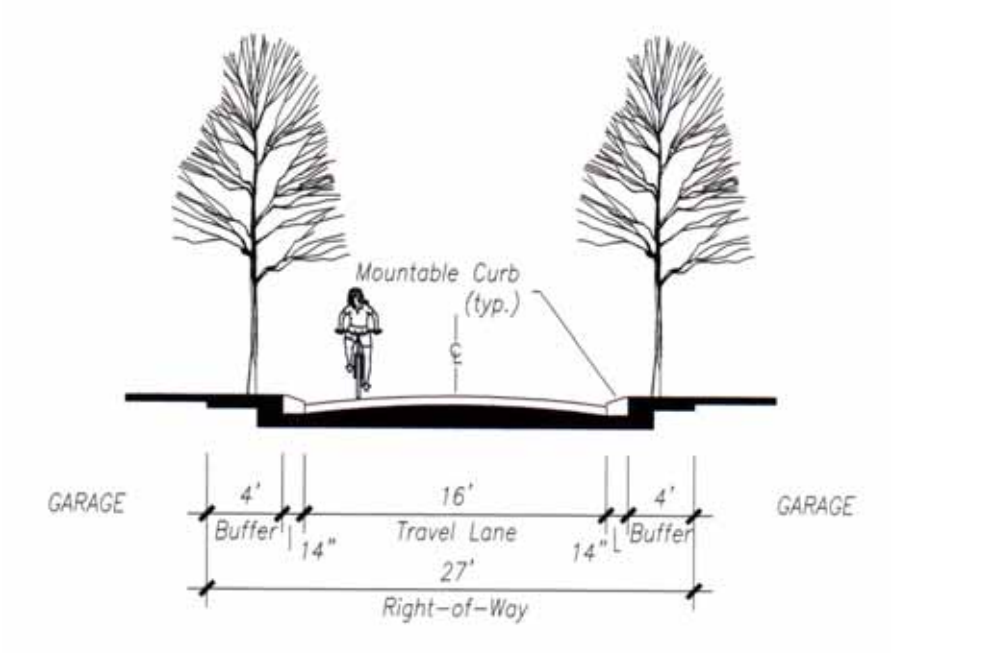


Exhibit 10, Alley Section

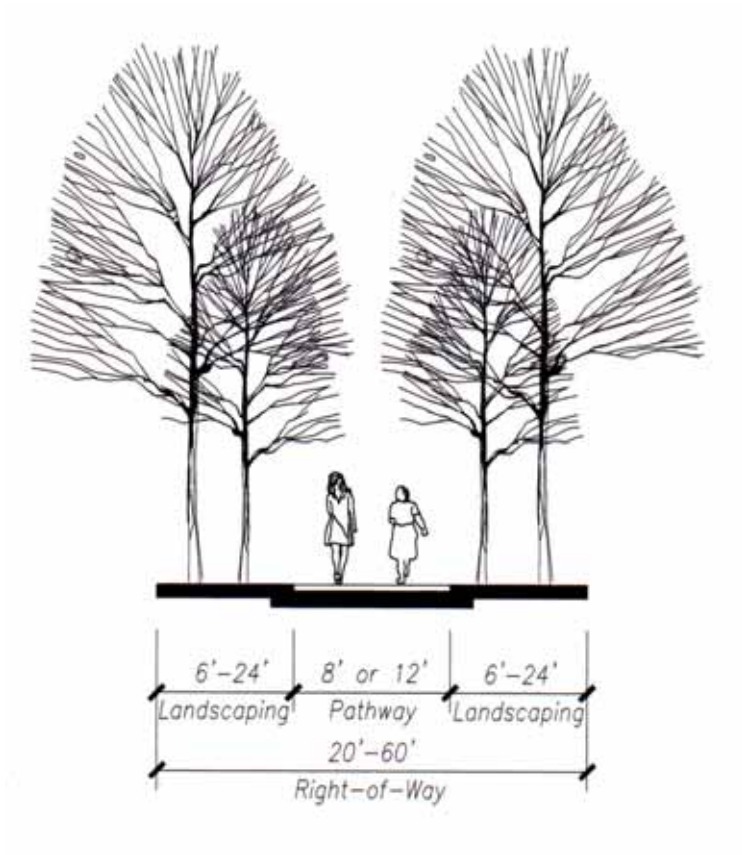


Exhibit 11, Major Off Street Bicycle/Pedestrian Path Section

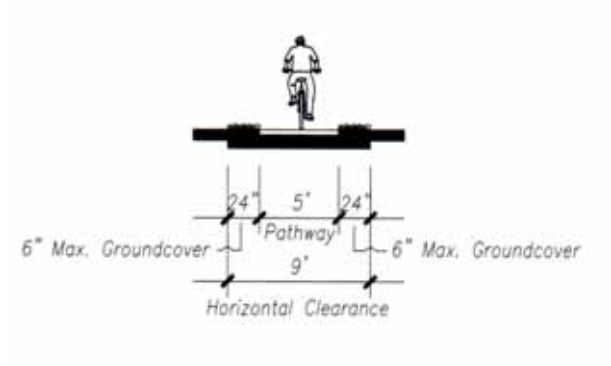
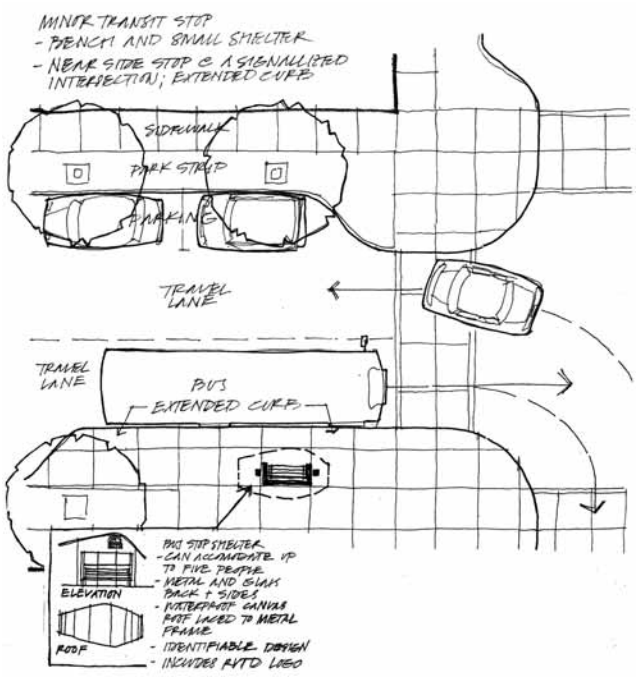
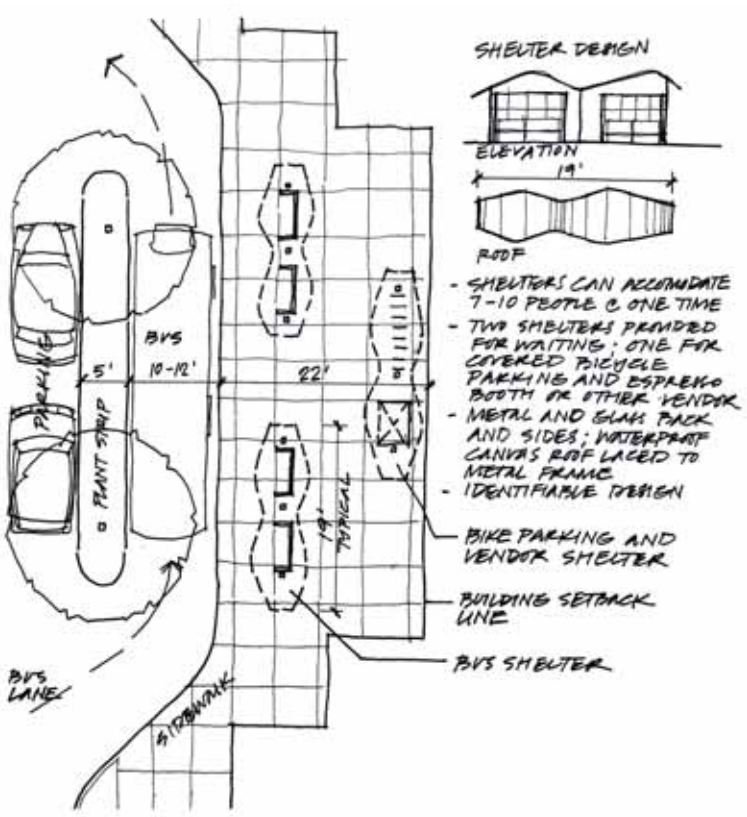


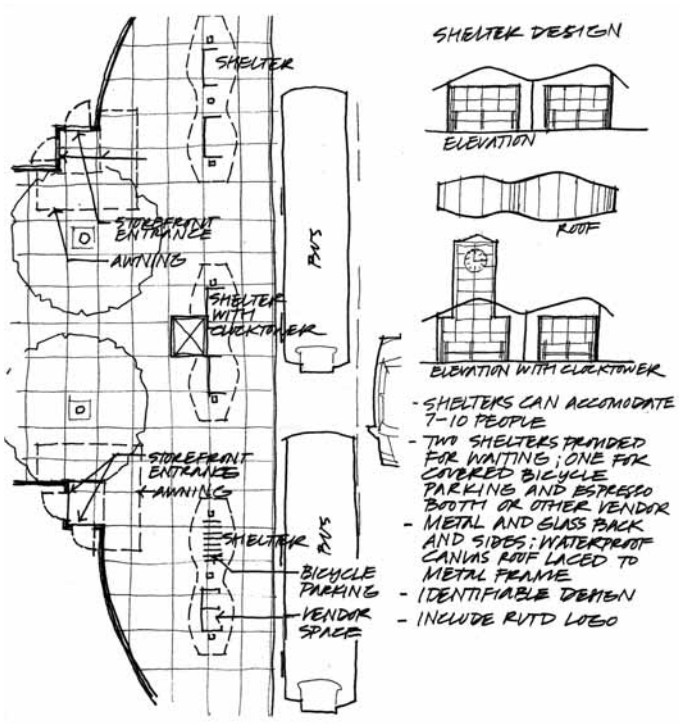
Exhibit 12, Minor Off Street Bicycle/Pedestrian Path Section



Minor Transit Stop Standard Design Sketch



Major Transit Stop Standard Design Sketch



Transit Station Standard Design Sketch

b. Transit Plan

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

View of neighborhood bus transit stop

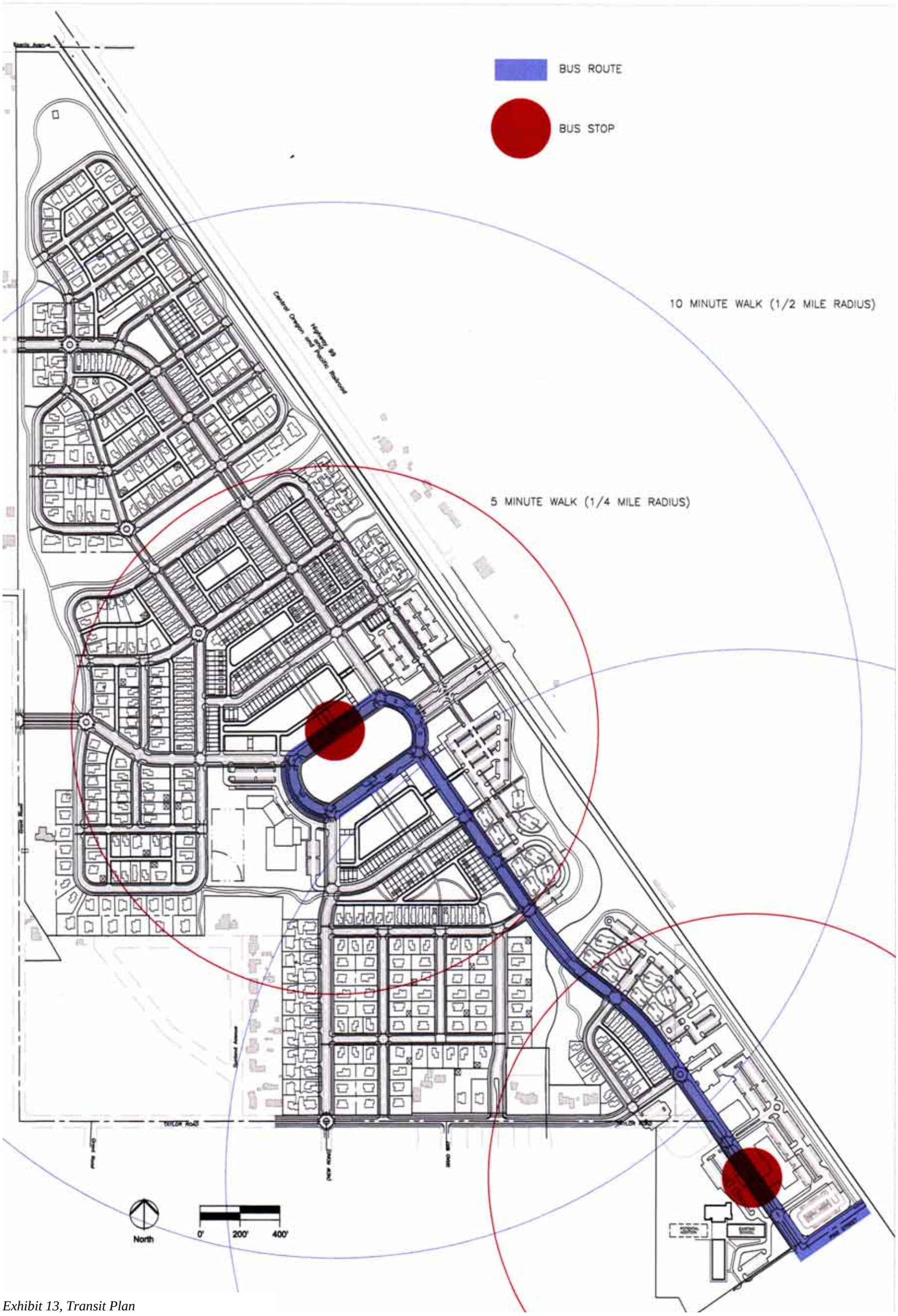


Exhibit 13, Transit Plan

c. Water

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

d. Sewer

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

e. Electrical, Cable, Gas, and Telephone

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

f. Agricultural Irrigation

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

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

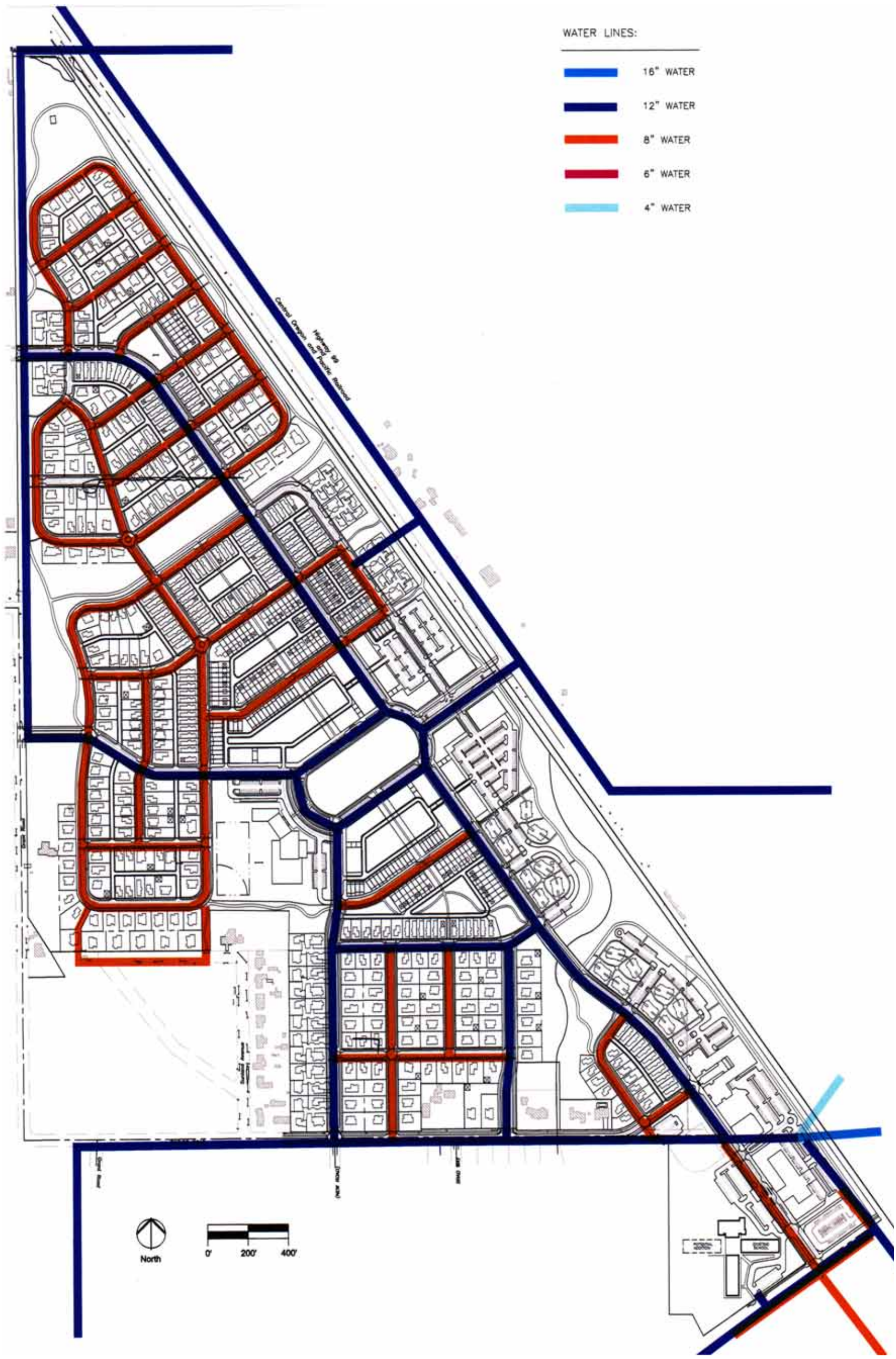


Exhibit 14, Water Plan

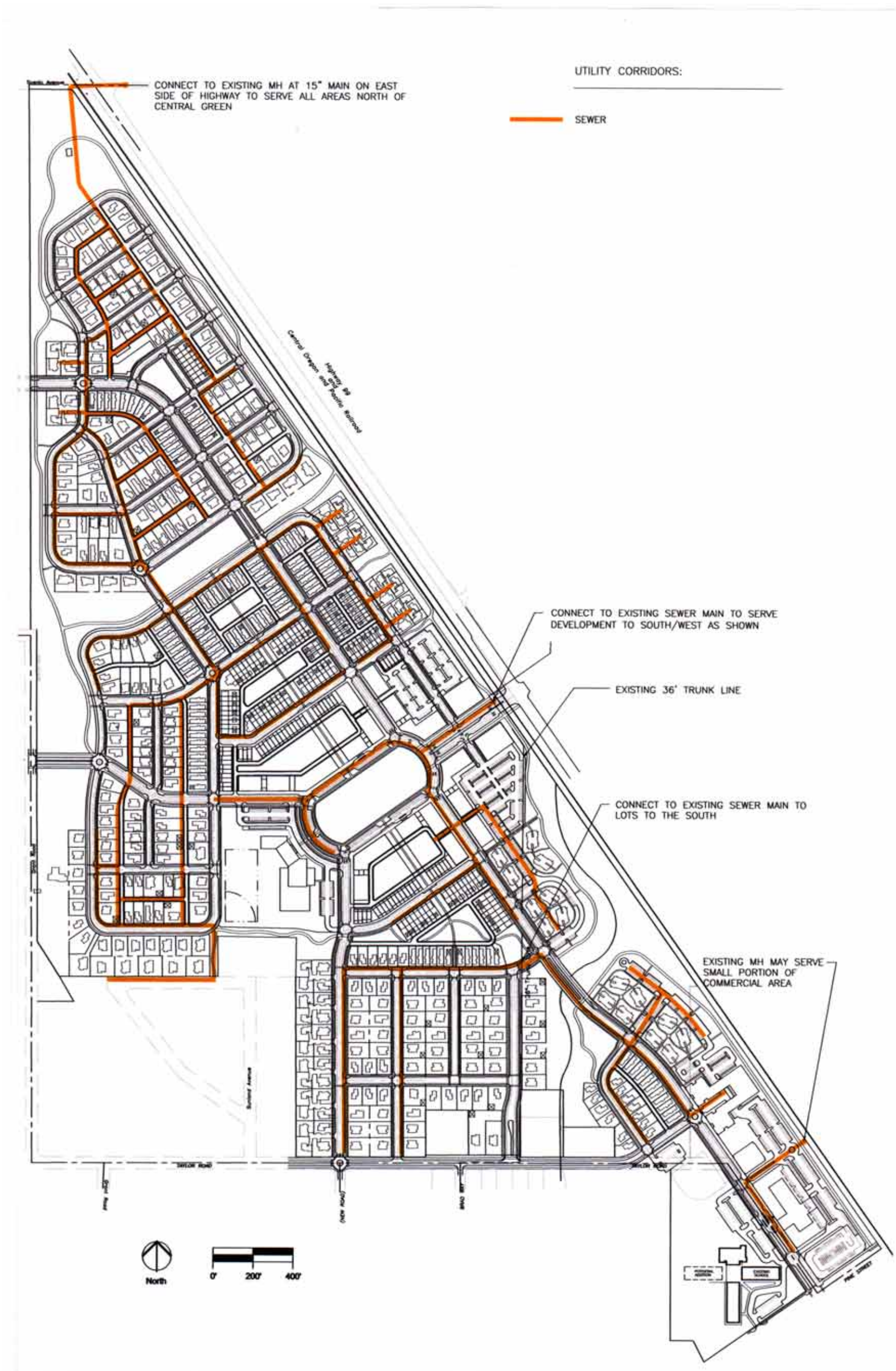


Exhibit 15, Sewer Plan

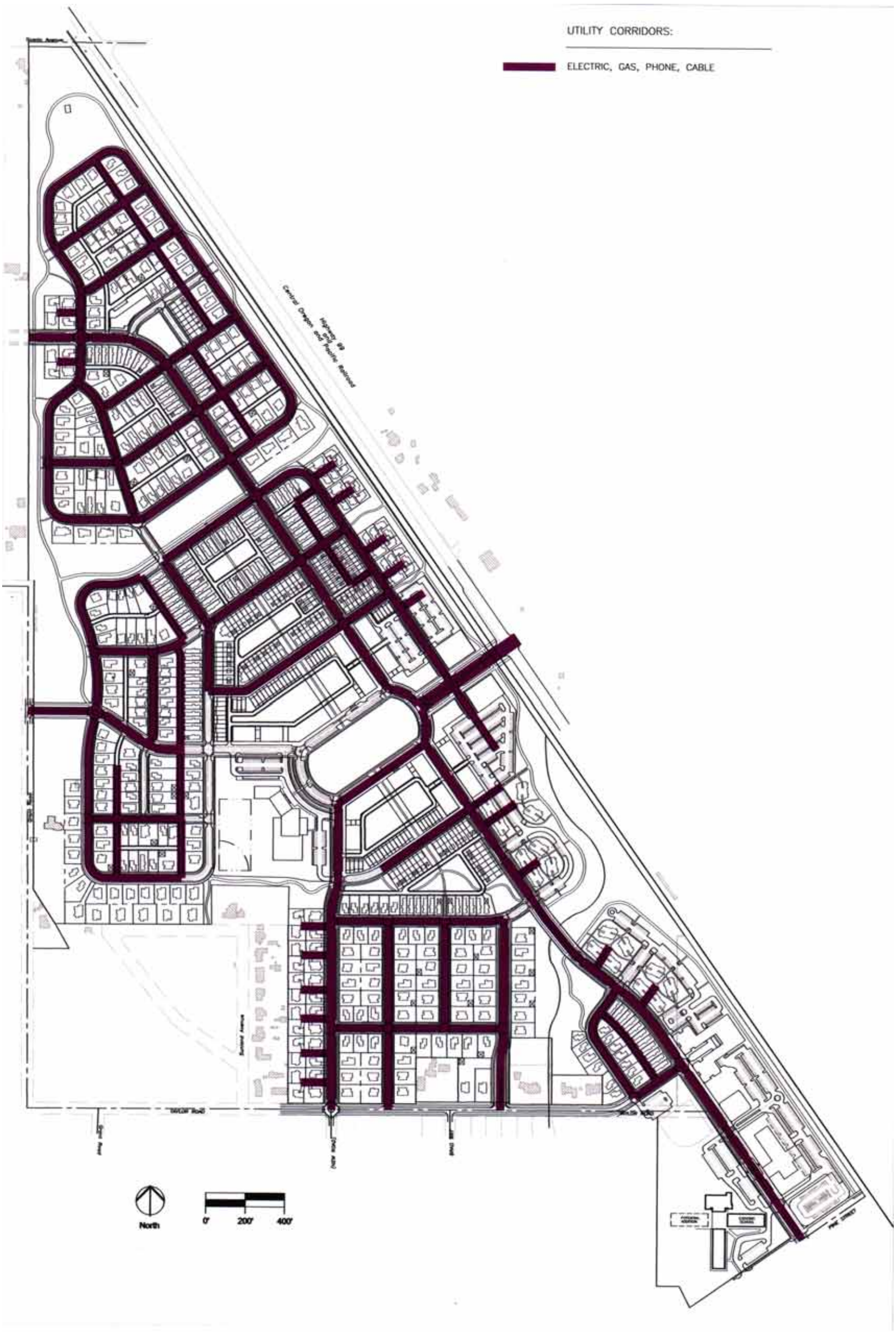


Exhibit 16, Electric, Cable, Gas and Telephone Plan

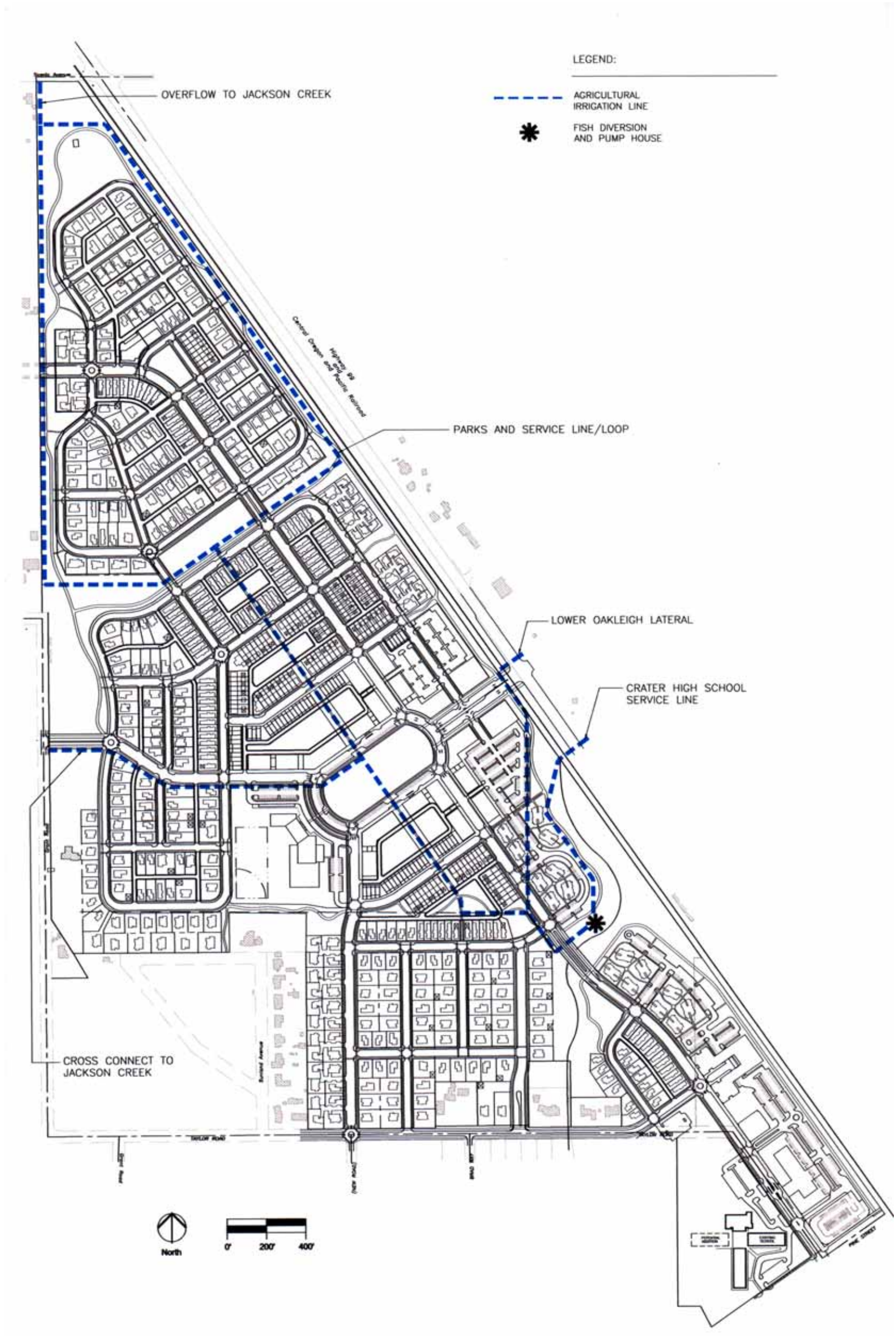


Exhibit 17, Agricultural Irrigation Plan

View of a mixed use district

View of residential home in Transit-Oriented Development

2. LAND USE

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

- High Mix Residential (HMR)
  This is the highest density residential zone intended to be near the center of the TOD District. High-density forms of multi-family housing are encouraged along with complementary ground floor commercial uses. Low-density residential uses are not permitted.

- Medium Mix Residential (MMR)
  This medium density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density single family and a variety of multi-family residences.

- Low Mix Residential (LMR)
  This is the lowest density residential zone in the district. Single family detached residences are intended to be the primary housing type, however attached single family, and lower density multi-family housing types are also allowed and encouraged.

- Employment/Commercial (E/C)
  Retail, service, and office uses are primarily intended for this district. Activities that are oriented and complementary to pedestrian travel and transit are encouraged. Automobile oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

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

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

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

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

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

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

View of multi-family housing adjacent to open space

View of office below housing units (live/work)

View of neighborhood park

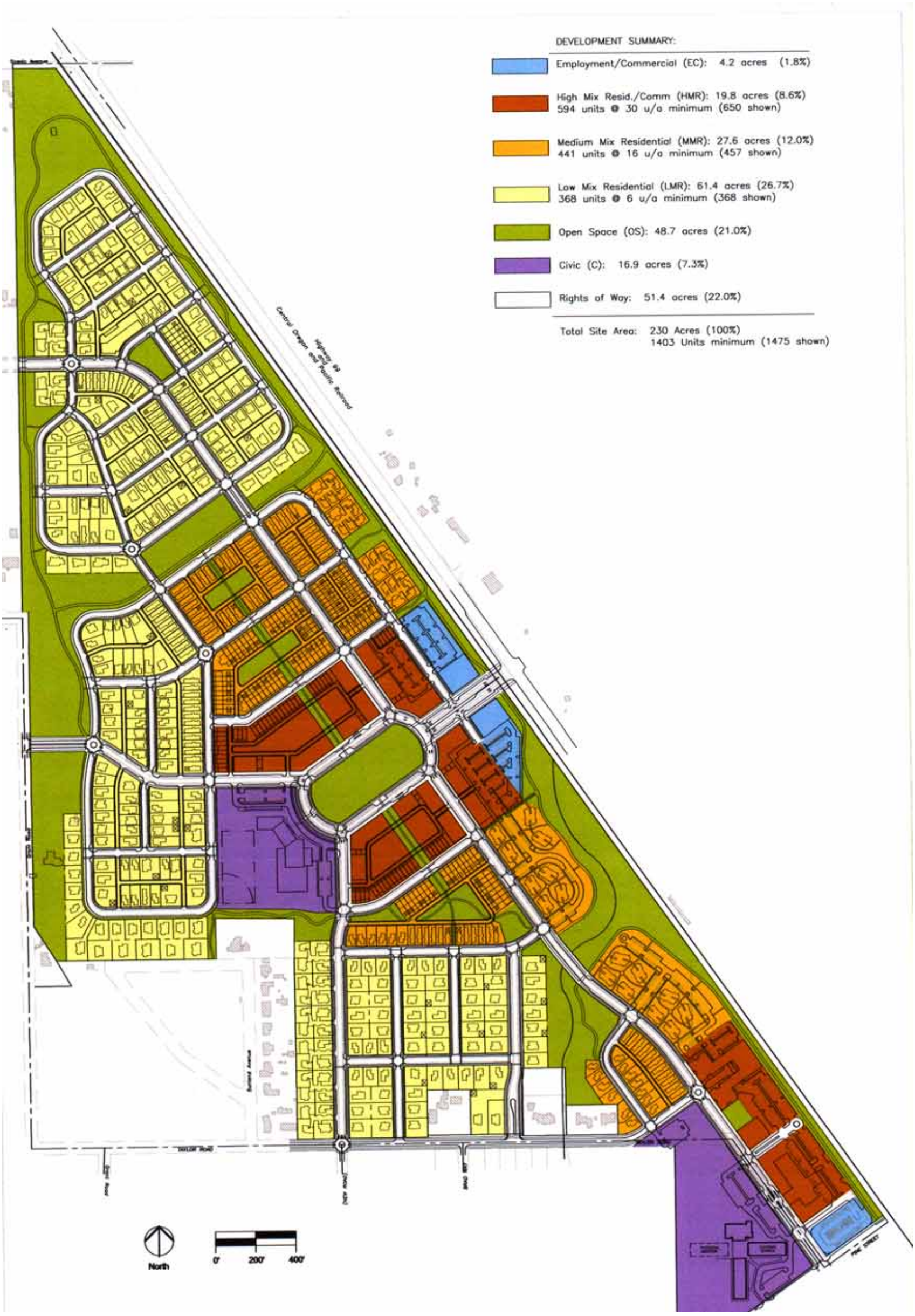
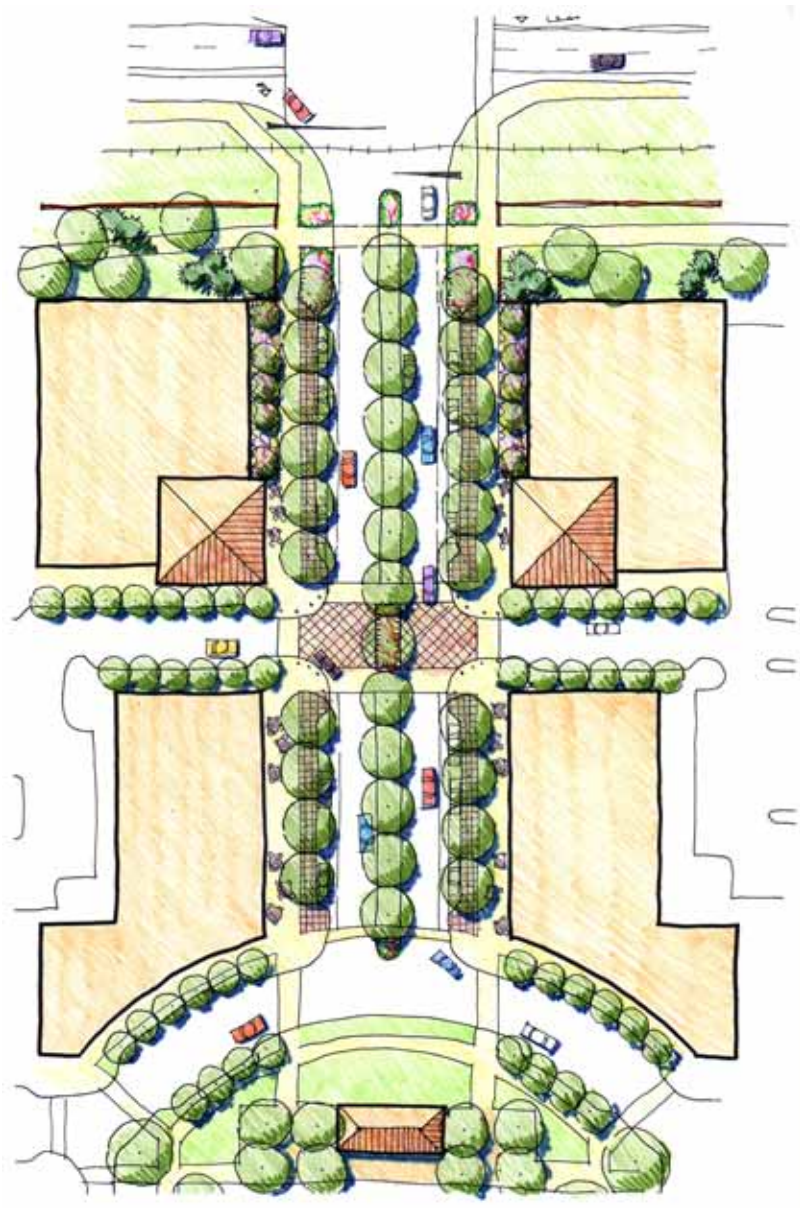


Exhibit 18, Land Use Plan



Major Community Gateway at Highway 99

An example of a gazebo used as a community focal point

An example of a pergola used as a community focal point

Community Design Features

1. NEIGHBORHOODS

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

Neighborhood Character Descriptions

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

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

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

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

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

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

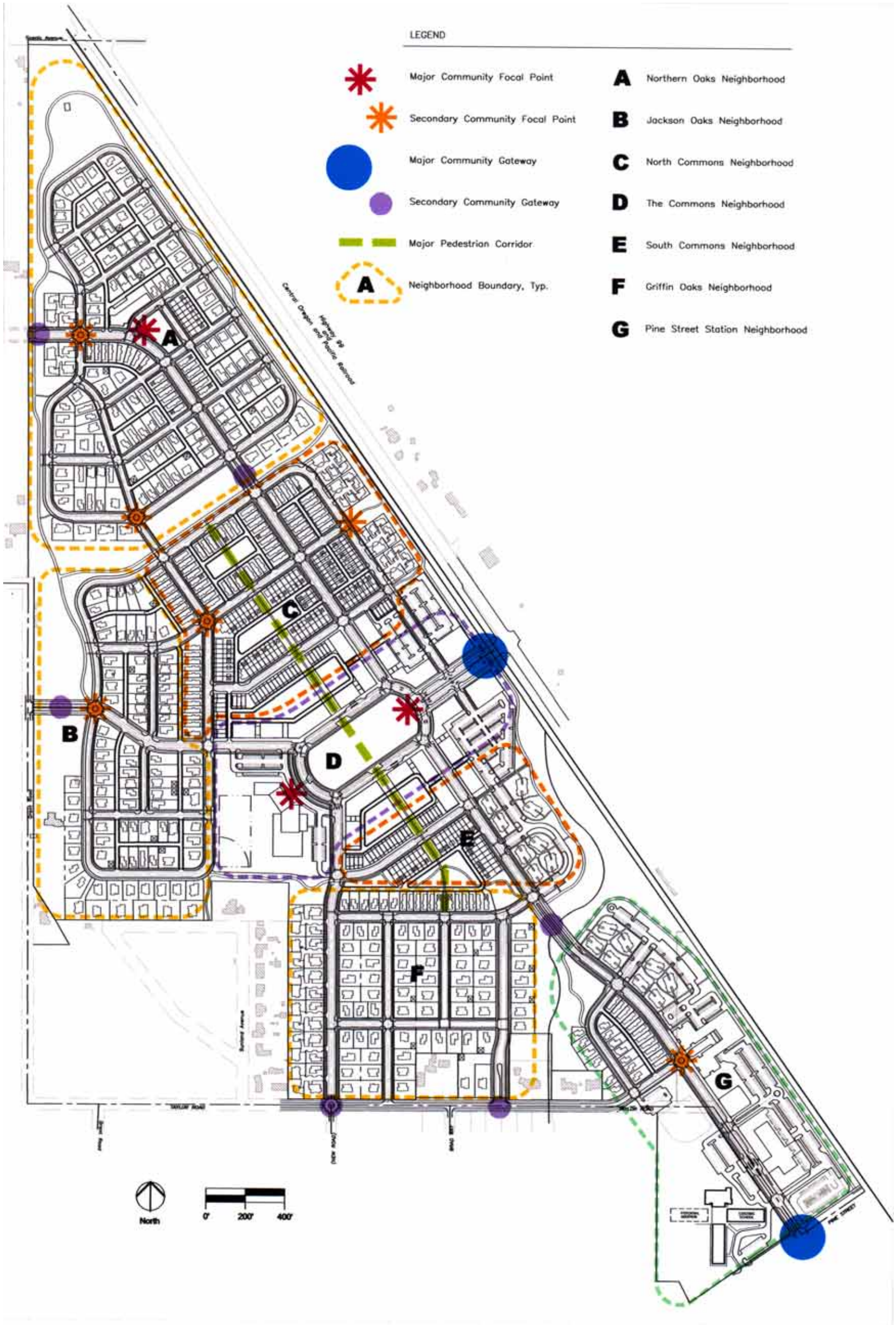


Exhibit 19, Neighborhood Plan

Griffin Oaks neighborhood entry design concept plan

Detail example of Griffin Oaks neighborhood entry wall

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

Neighborhood Features

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

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

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

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

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

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

Griffin Oaks secondary entry design concept section

a. Landscaping

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

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

Informal Landscape Character Images

Formal Landscape Character Images

Example of window sign (with transparency)

Example of blade signs

Example of building signs

b. Signage

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

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

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

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

Examples of park spaces

2. RECREATION & OPEN SPACE

a. Recreation

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

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

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

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

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

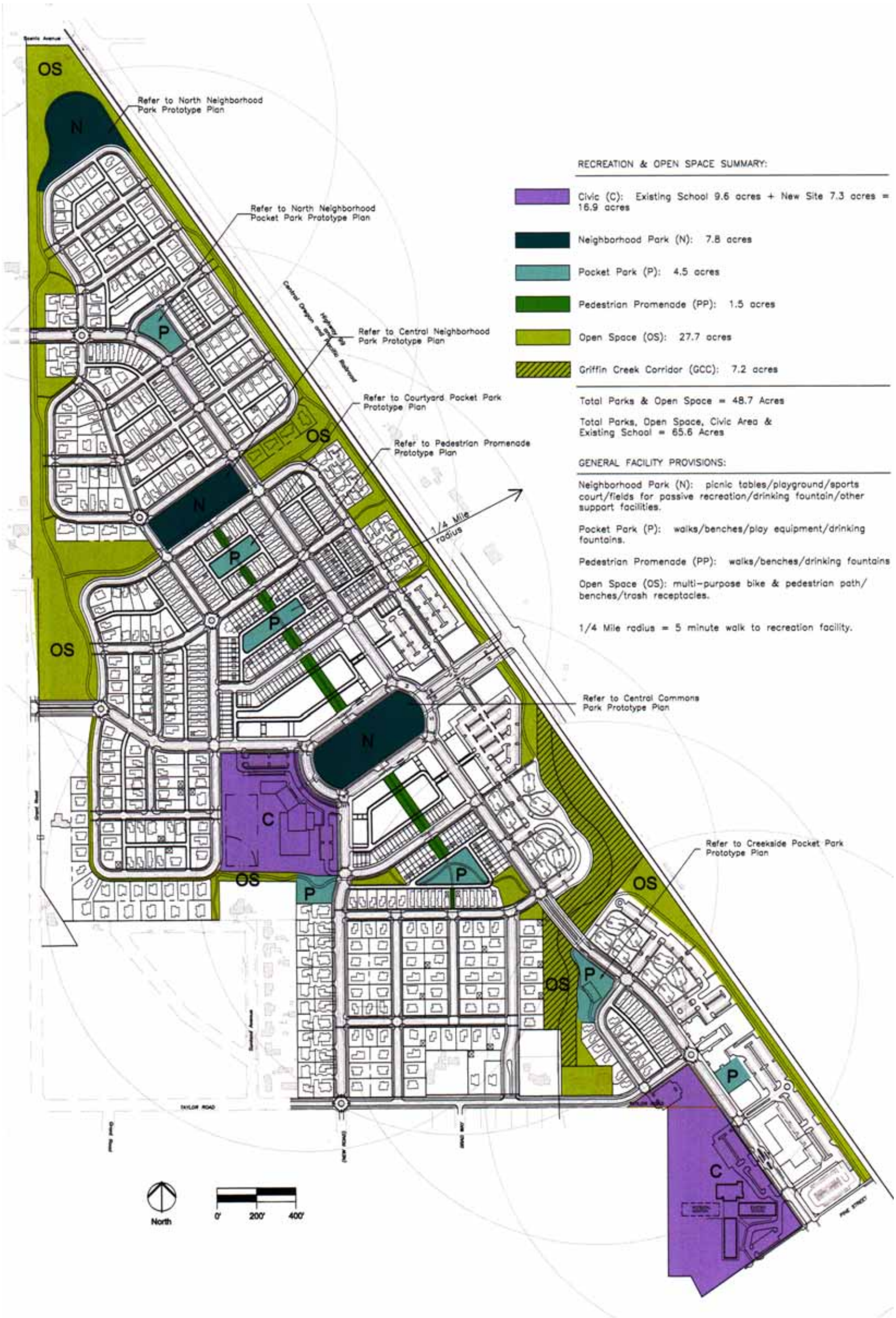
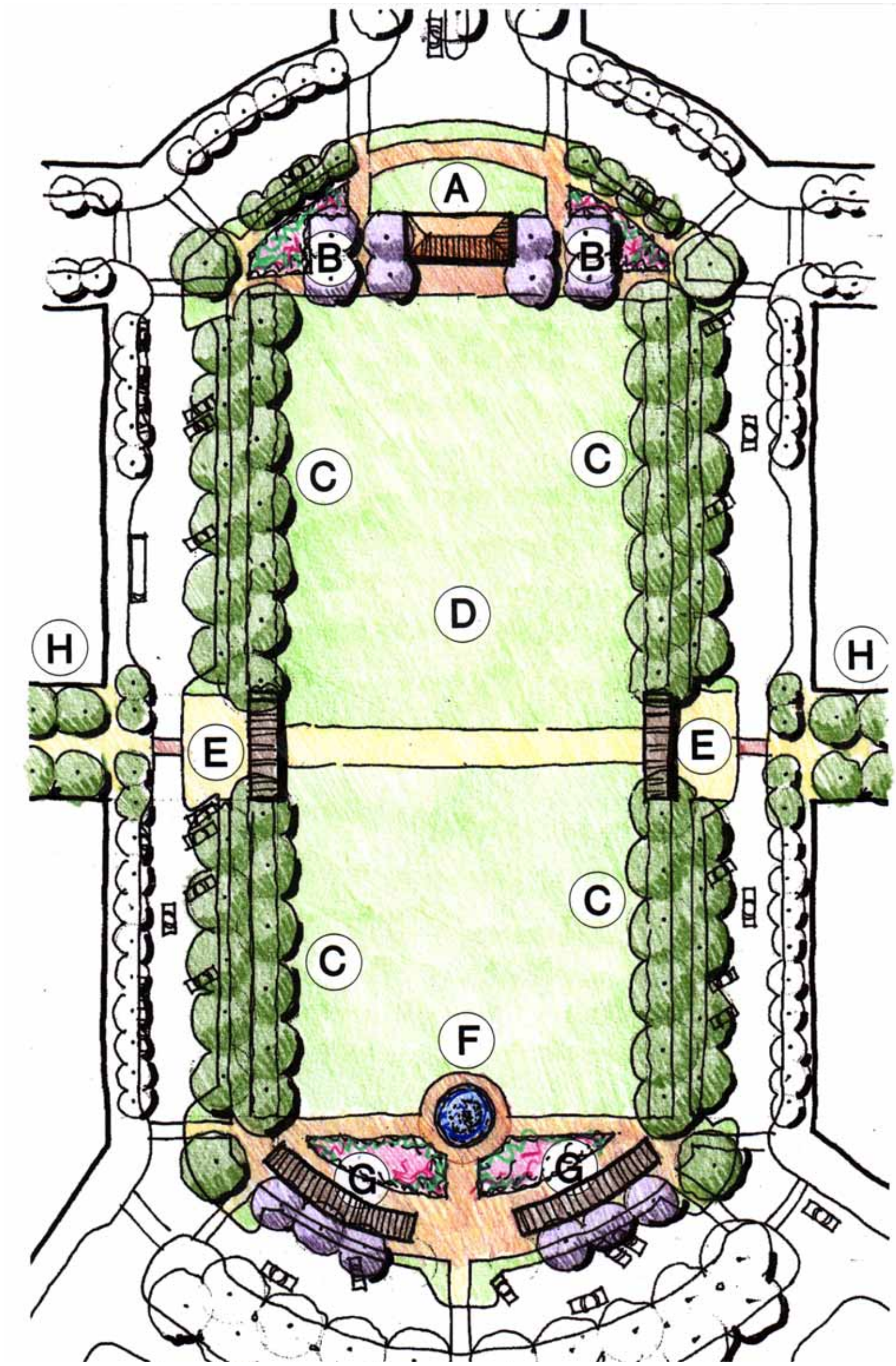


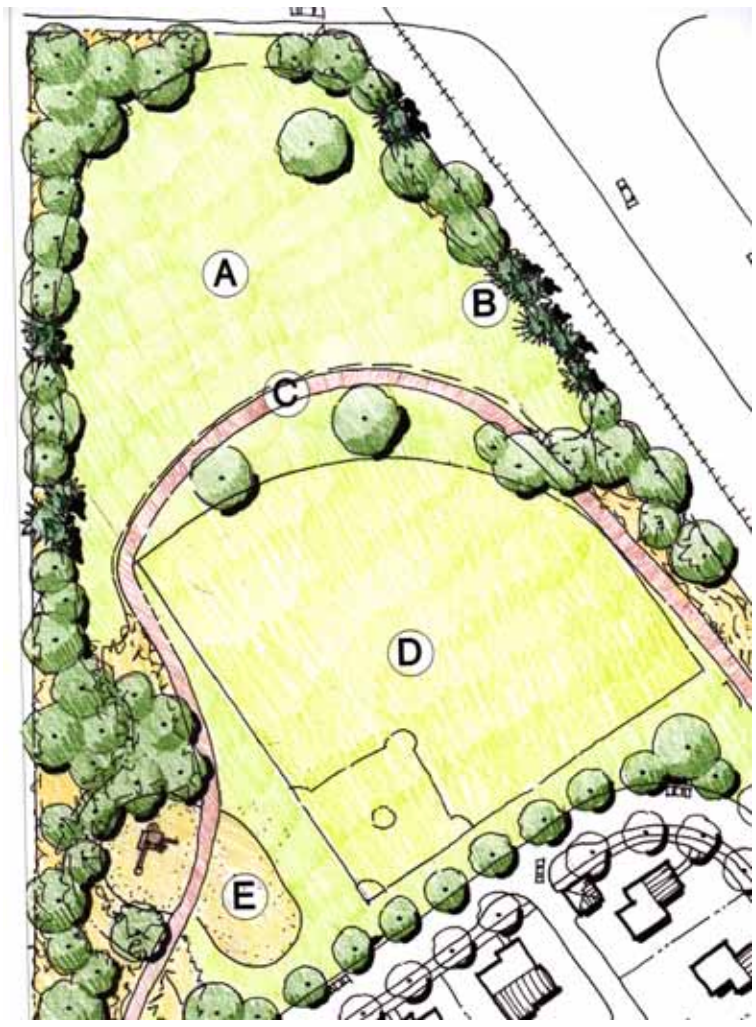
Exhibit 20, Recreation and Open Space Plan



Key

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

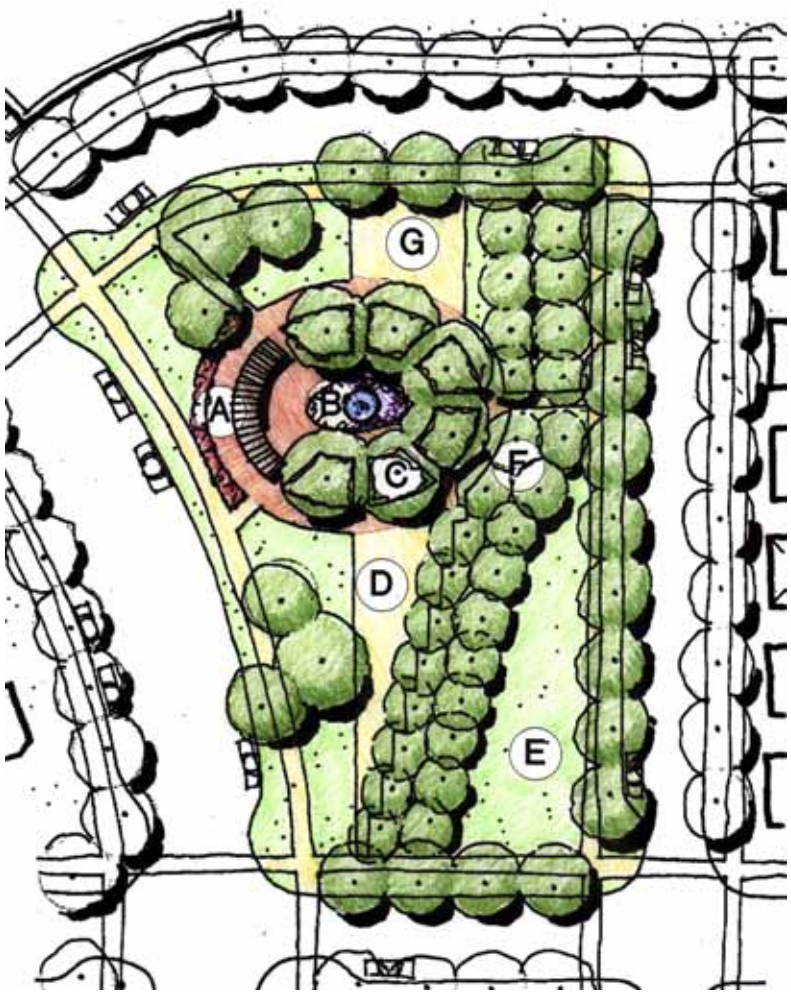
Exhibit 21, Central Commons Neighborhood Park Prototype Plan



Key

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

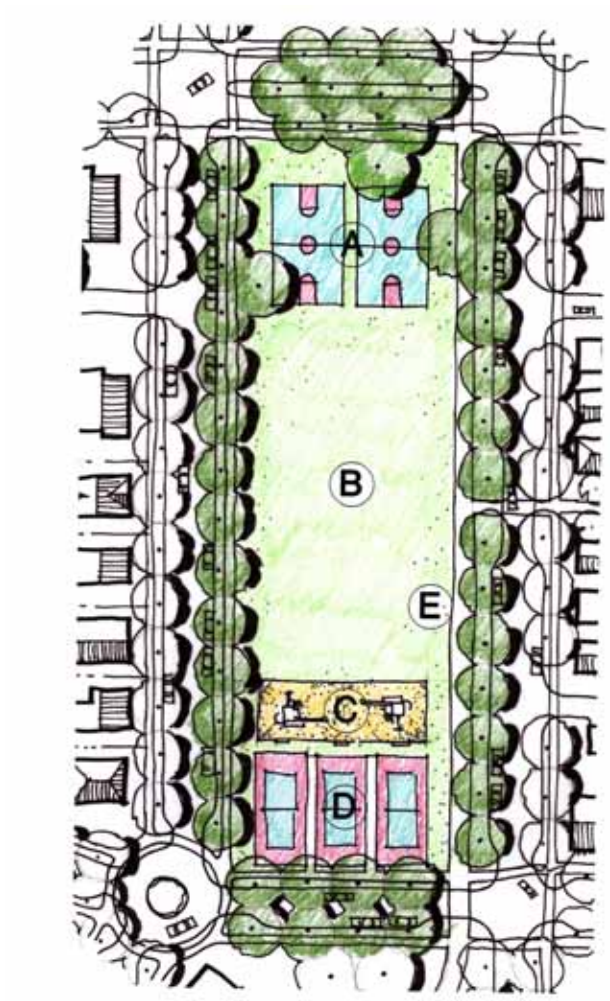
Exhibit 22, Northern Oaks Neighborhood Park Prototype Plan



Key

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

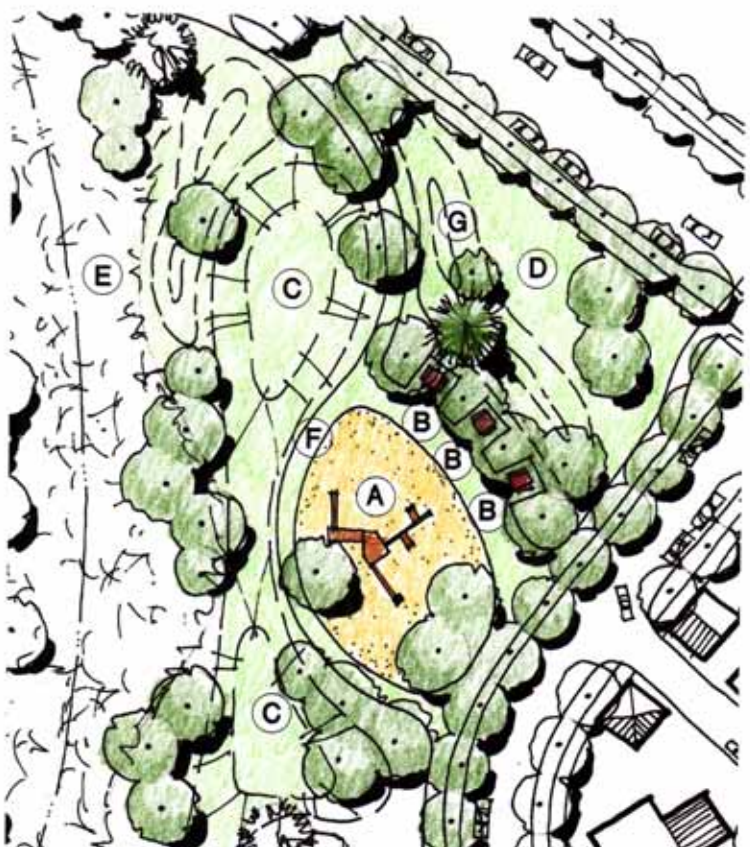
Exhibit 23, Northern Oaks Neighborhood Pocket Park Prototype Plan



Key

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

Exhibit 24, North Commons Neighborhood Park Prototype Plan



Key

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

Exhibit 25, Griffin Oaks Pocket Park Prototype Plan

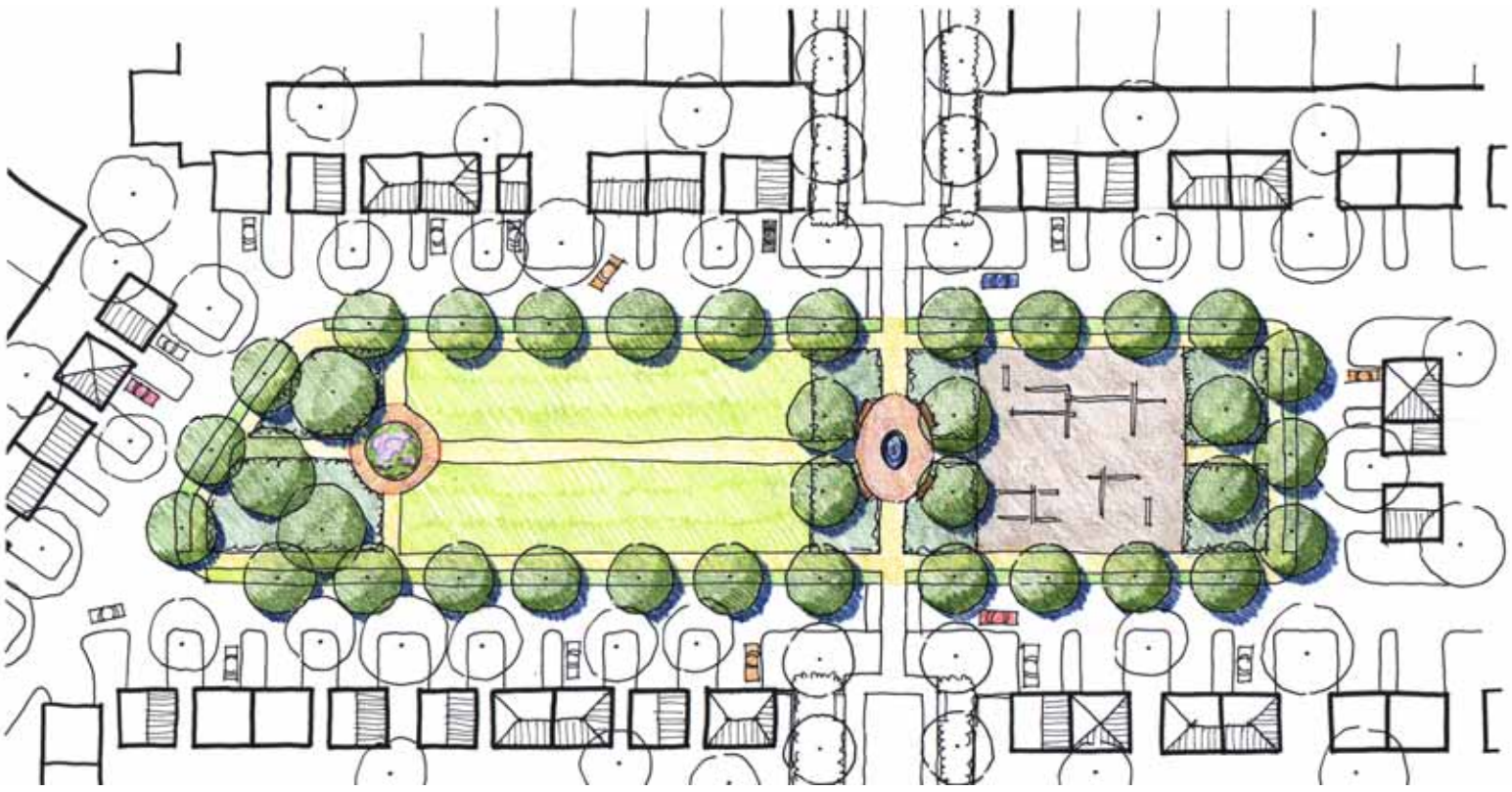


Exhibit 26, Mid Block Pocket Park Prototypical Plan

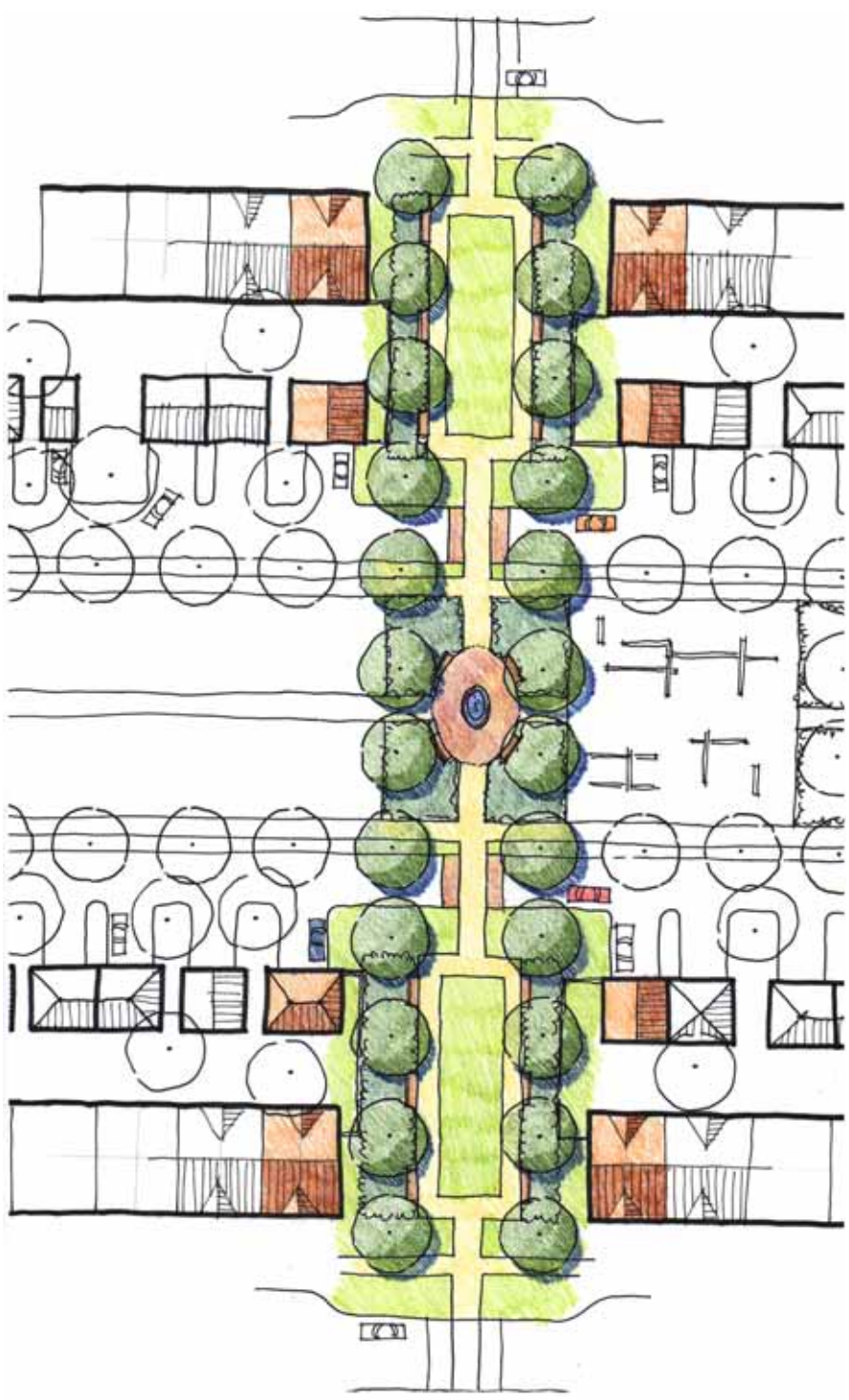


Exhibit 27, Pedestrian Promenade Prototypical Plan

b. Storm Water Management

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

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

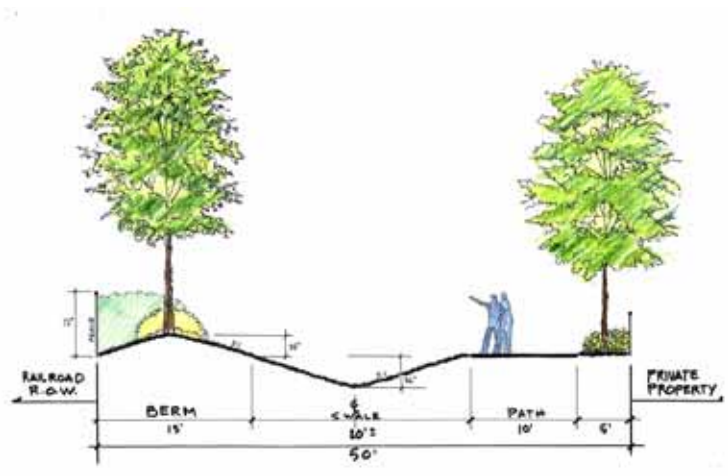


Exhibit 28, Illustrative Storm Water Swale Section

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

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

- *Biofiltration Swales* – Airborne and surface pollutants are carried by runoff during rain events. Biofiltration swales are similar to grass lined swales except they are lined with plant species that absorb pollutants carried by runoff. These are located adjacent to all the detention basins so runoff is filtered before entering the basin.

- *Detention Basins* – Detention basins are the last stormwater facility before the runoff is released into Griffin and Jackson Creeks. The purpose of the basins is to hold post development runoff to pre-development rates by detaining the runoff and releasing the water at a rate that will not be detrimental to the creek channel. Without detention, post development runoff from this site could increase flow rates in the existing channel, causing accelerated stream bank erosion and scouring. Another benefit of detention basins is that they allow sediments and suspended solids carried by stormwater to settle. If the sediments were not settled and released into the creek, the turbidity level of the creeks could become detrimental to fish habitat.

Example of bridge, creek and recreation trail

Exhibit 29, Griffin Creek Restoration Illustrative Plan

c. Wildlife Habitat

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

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

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

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

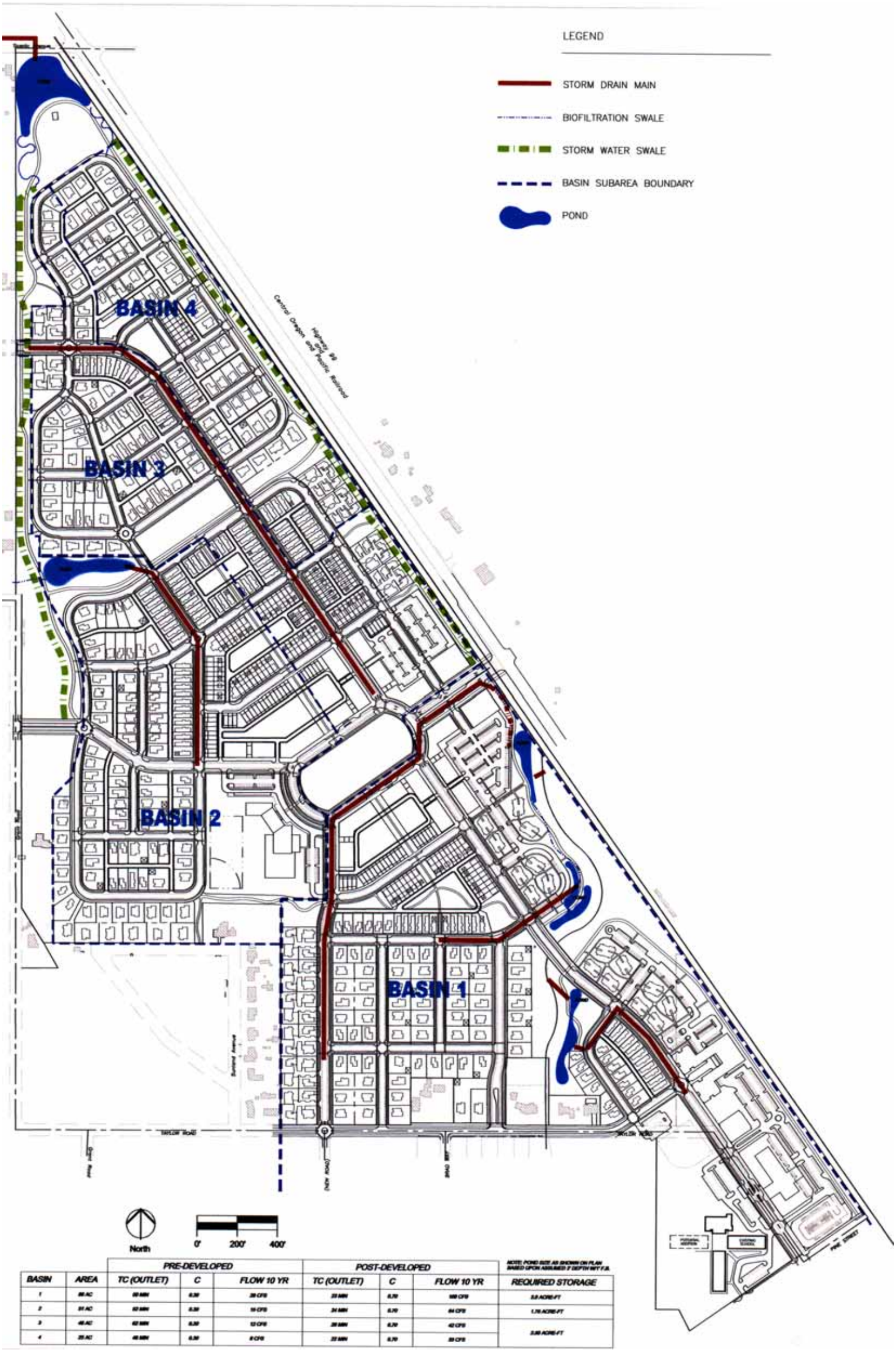
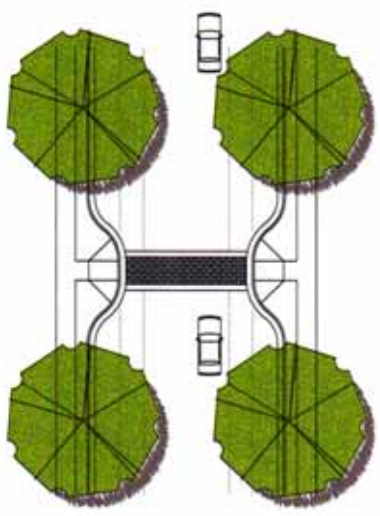


Exhibit 30, Storm Water Management Plan

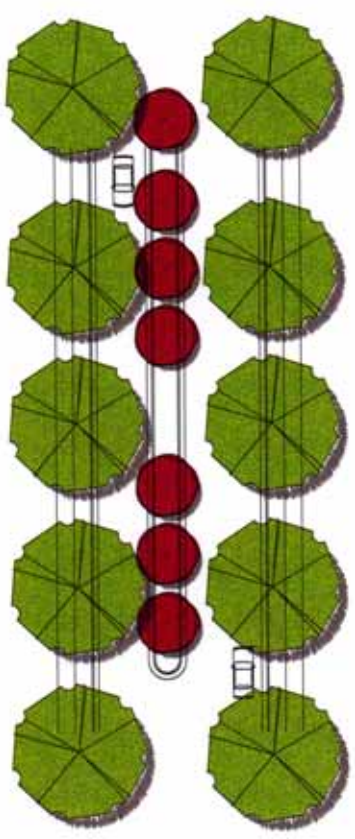


MID–BLOCK
PEDESTRIAN CROSSING

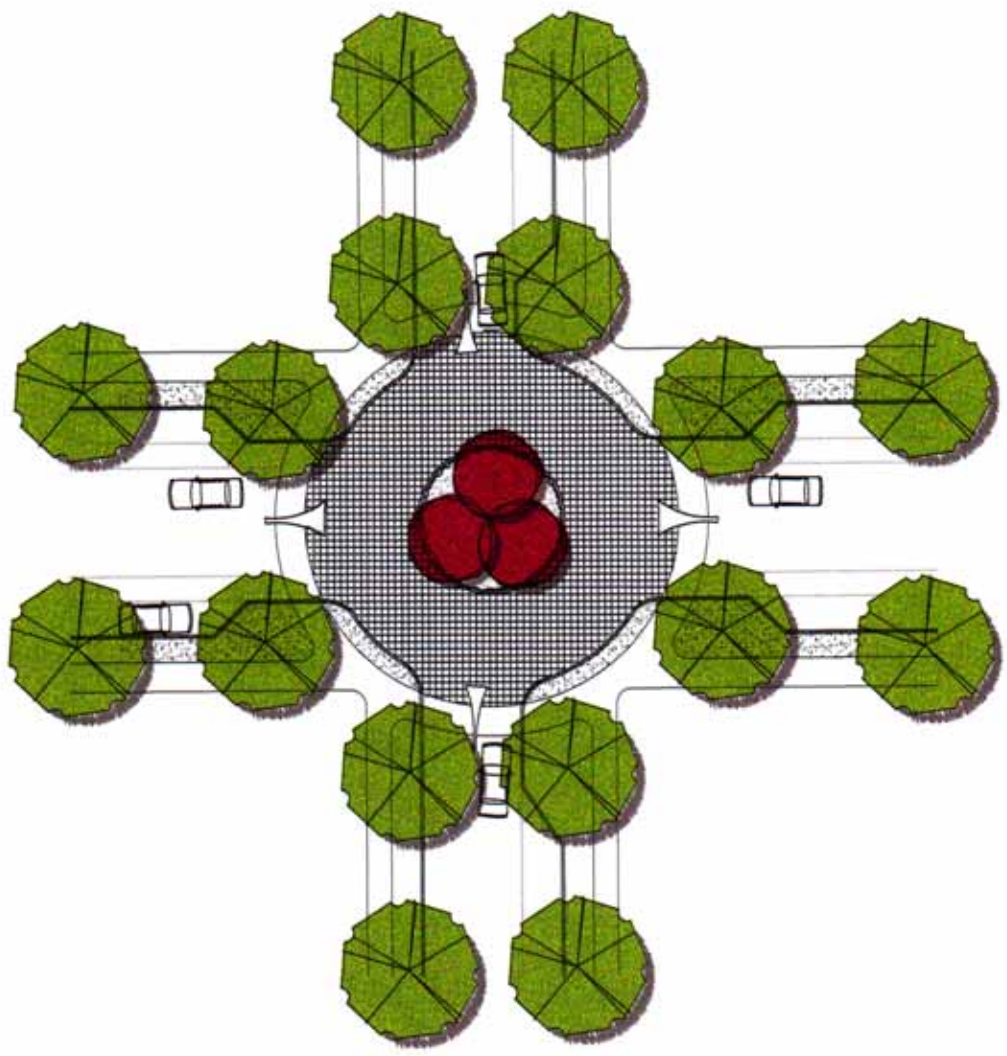
3. STREETSCAPES

a. Traffic Calming

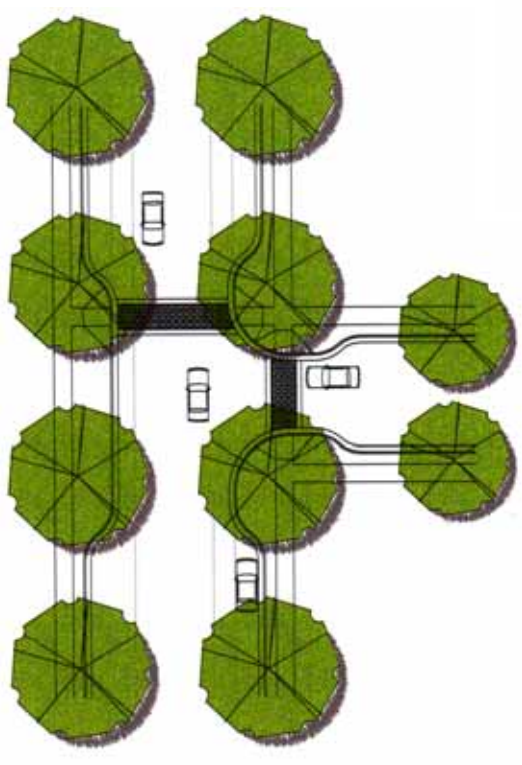
Traffic calming devices (including traffic circles, medians, curb extensions and mid-block pedestrian crossings) will enhance the safety of the street network by reducing vehicle speeds in neighborhoods and providing additional definition and character to pedestrian areas (*refer to Exhibit 31, Traffic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



LANDSCAPED MEDIAN



TRAFFIC CIRCLE



3–WAY INTERSECTION
WITH CURB EXTENSIONS

Exhibit 31, Traffic Calming Plan

View of parking lot with pedestrian access

View of tree-lined street with parking

View of development with street trees

b. Parking

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

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

c. Street Trees

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

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

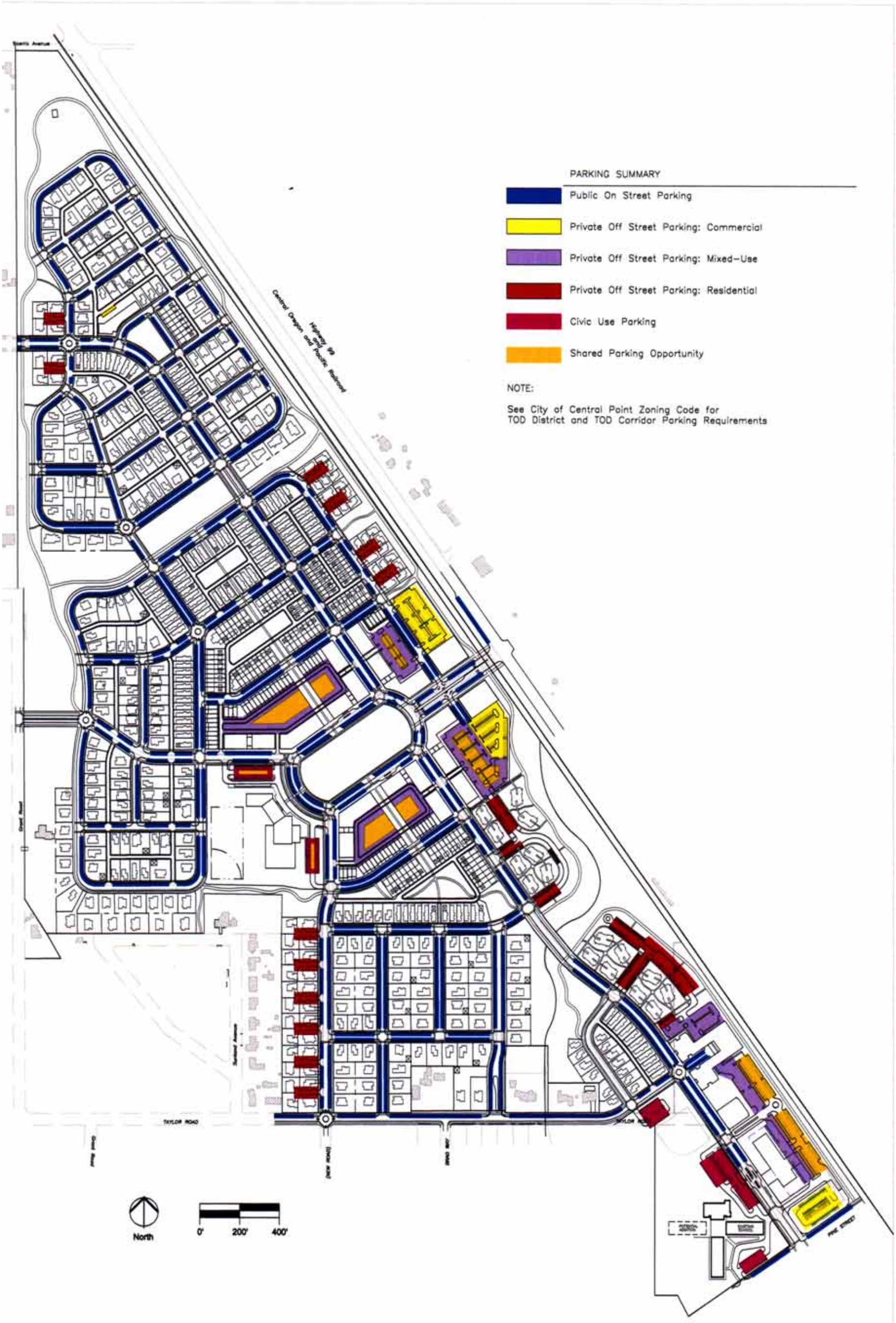
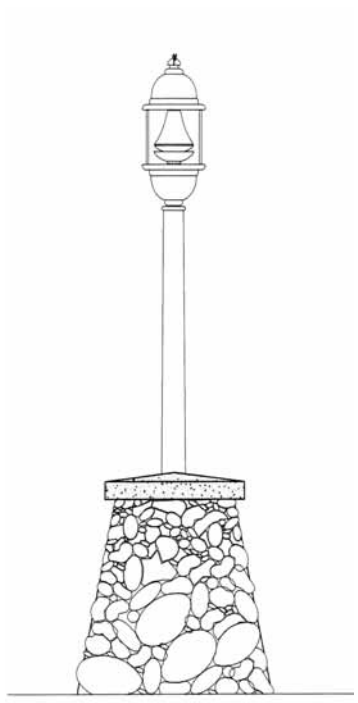


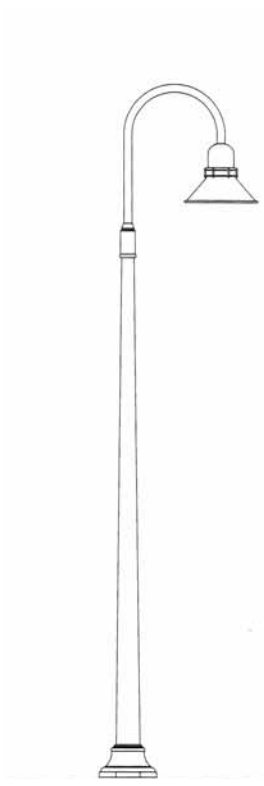
Exhibit 32, Parking Plan

Exhibit 33, Street Tree Master Plan

Luminaire proposed for most streets



Proposed low intensity lighting used at project gateways



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

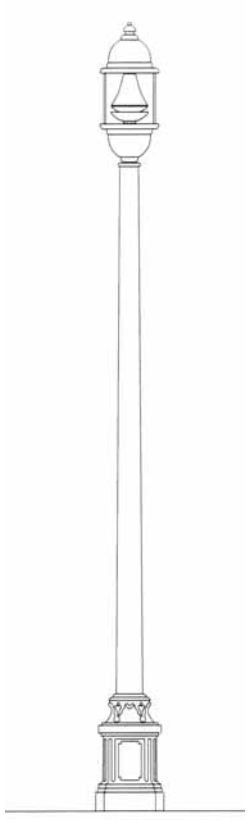
d. Lighting

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

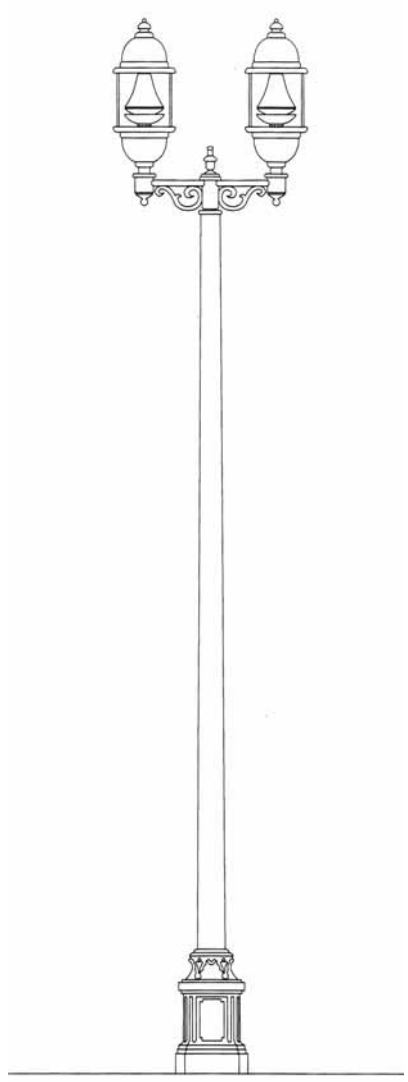
On-site lighting will be incorporated into the design of each project such that it:

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

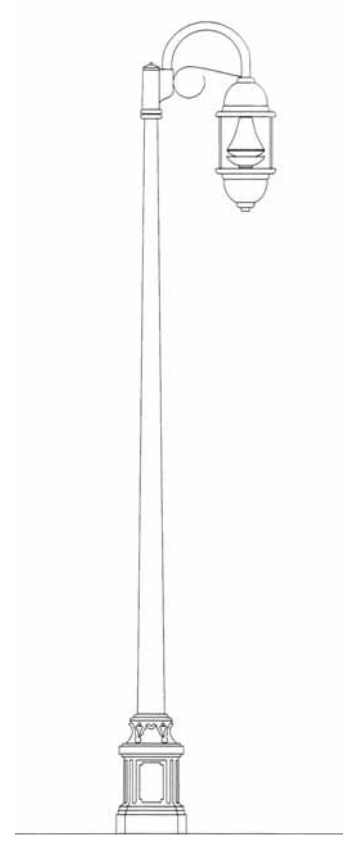
Special attention will be paid to entries, corners of buildings, courtyards, plazas and walkways as well as the unnecessary creation of light pollution.



Proposed medium intensity lighting for most residential streets



Proposed high intensity lighting for most commercial streets



Proposed low intensity lighting for pedestrian-only zones

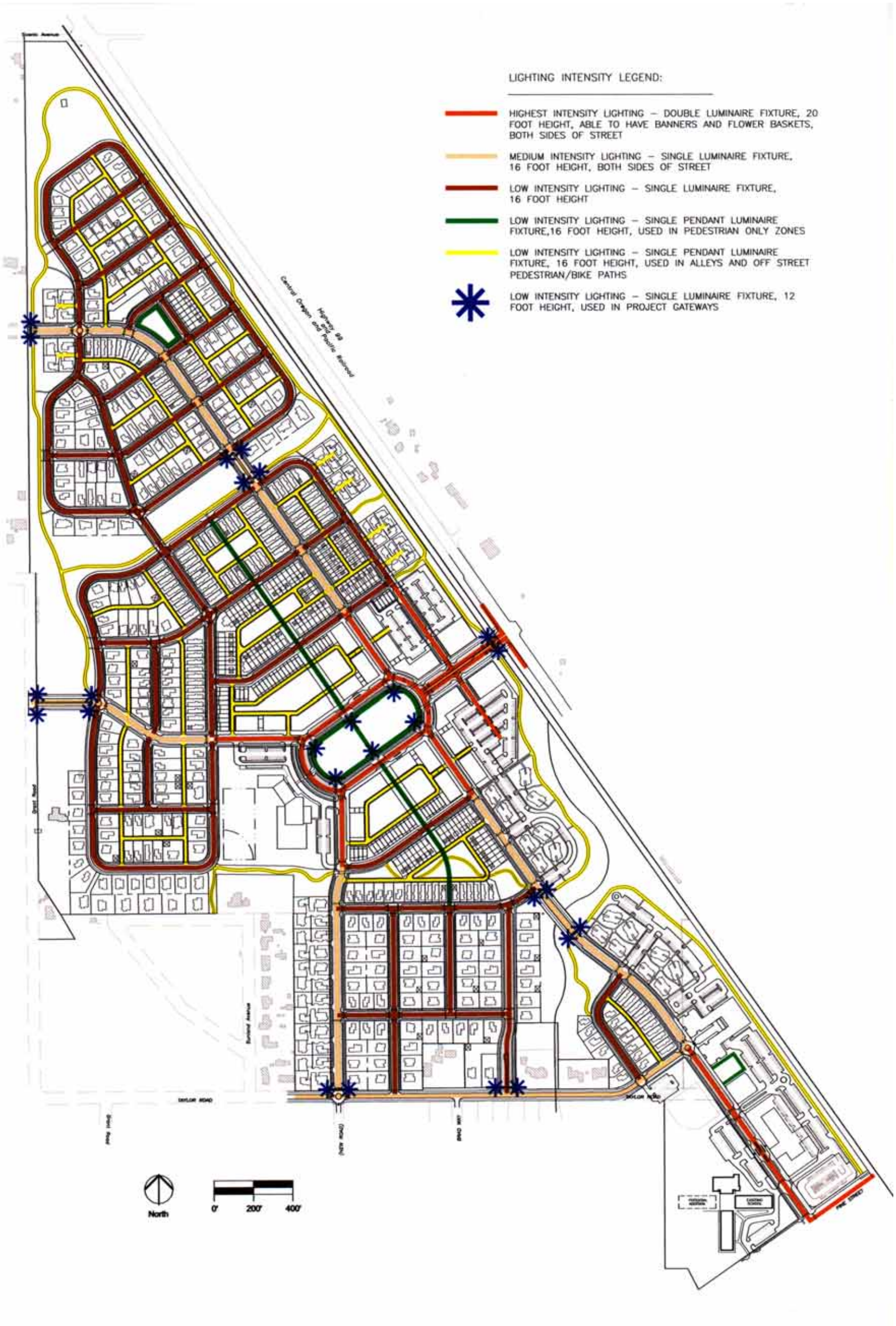


Exhibit 34, Lighting Plan

4. ARCHITECTURE

> A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
>
> Principle Nineteen
> *Charter of the New Urbanism*

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

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

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

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

> "All styles are good except the boring kind."
>
> Voltaire
> *The Prodigal Child*

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

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

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

View of single family home

a. Housing

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

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

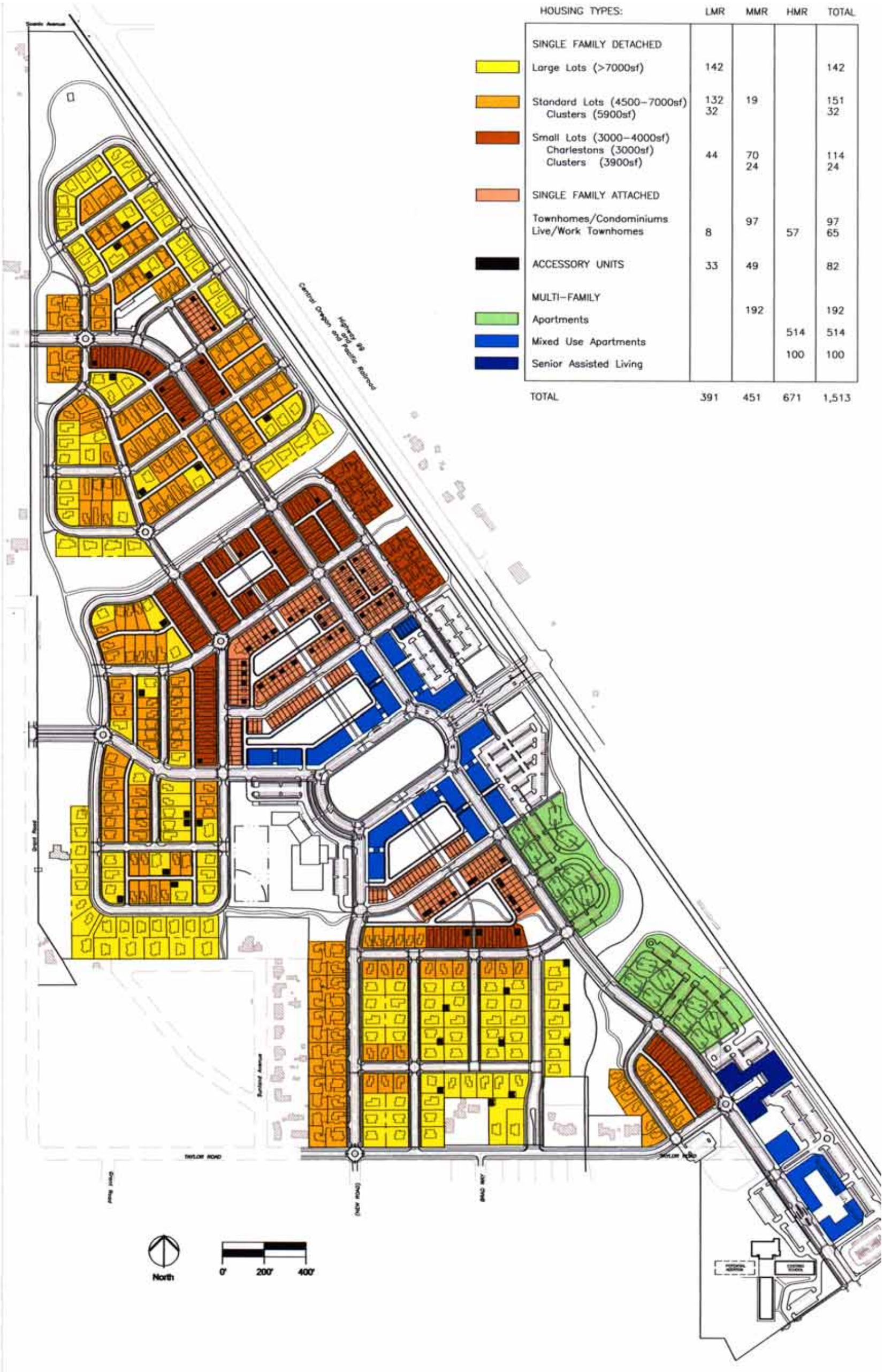
- Standard Detached Homes;
- Cluster Homes;
- 'Charleston' Homes: and
- Accessory Units.

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

- Townhomes;
- Live/Work Units;
- 'Plexes'; and
- Accessory Units.

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

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



HOUSING TYPES:	LMR	MMR	HMR	TOTAL
SINGLE FAMILY DETACHED				
Large Lots (>7000sf)	142			142
Standard Lots (4500–7000sf)	132	19		151
Clusters (5900sf)	32			32
Small Lots (3000–4000sf)				
Charlestons (3000sf)	44	70		114
Clusters (3900sf)		24		24
SINGLE FAMILY ATTACHED				
Townhomes/Condominiums		97		97
Live/Work Townhomes	8		57	65
ACCESSORY UNITS	33	49		82
MULTI-FAMILY				
Apartments		192		192
Mixed Use Apartments			514	514
Senior Assisted Living			100	100
TOTAL	391	451	671	1,513

Exhibit 35, Housing Plan

View of building with residential and commercial uses

View of building with retail and offices uses

View of commercial and office uses

b. Mixed Use

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

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

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

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

Exhibit 36, Mixed Use Plan

View of school with traditional architecture

View of school with traditional architecture

View of one-story commercial building

View of two-story building

c. Civic

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

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

d. Commercial

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

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

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

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

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

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

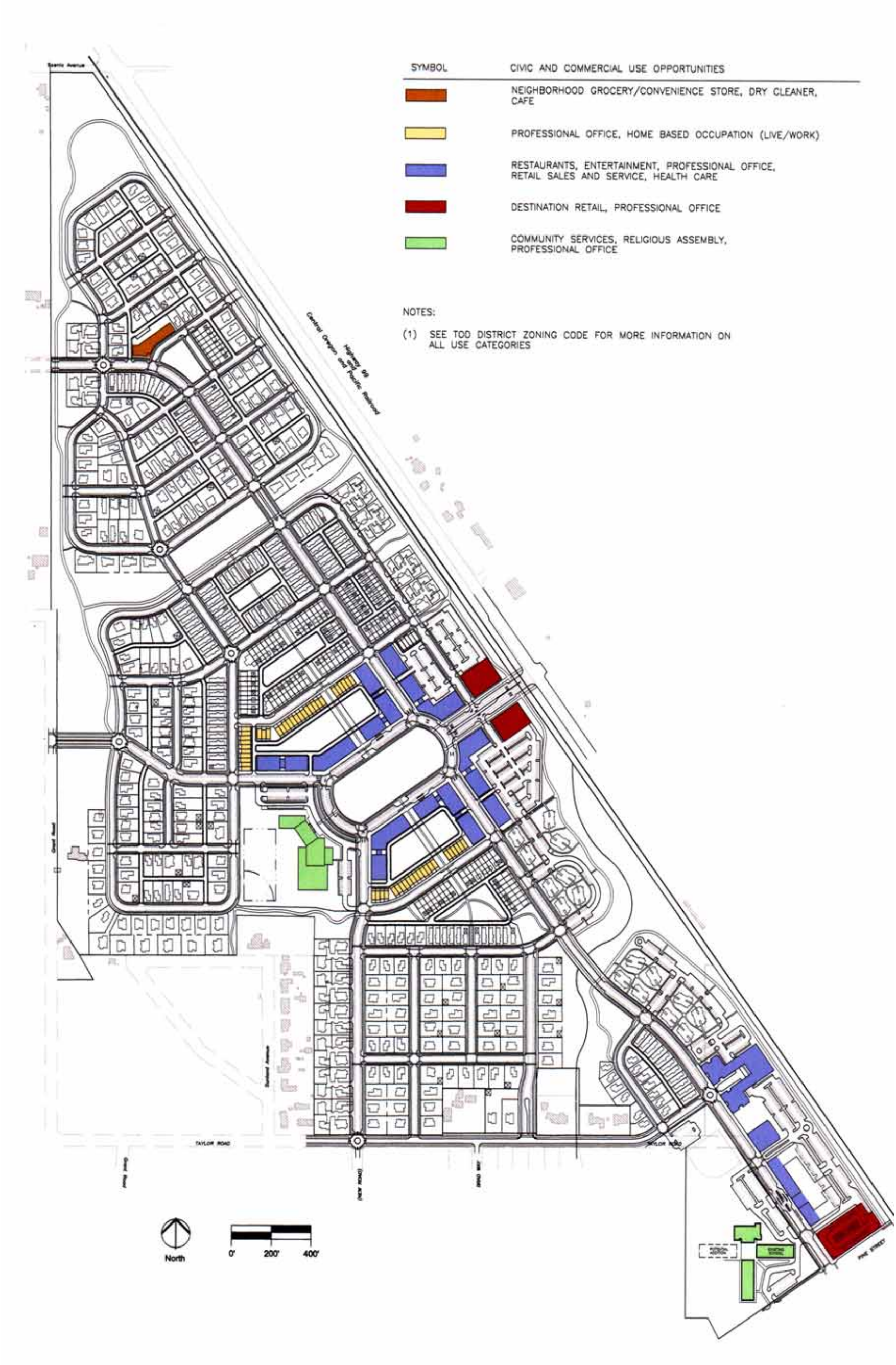


Exhibit 37, Civic and Commercial Plan

PART IV
IMPLEMENTATION

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

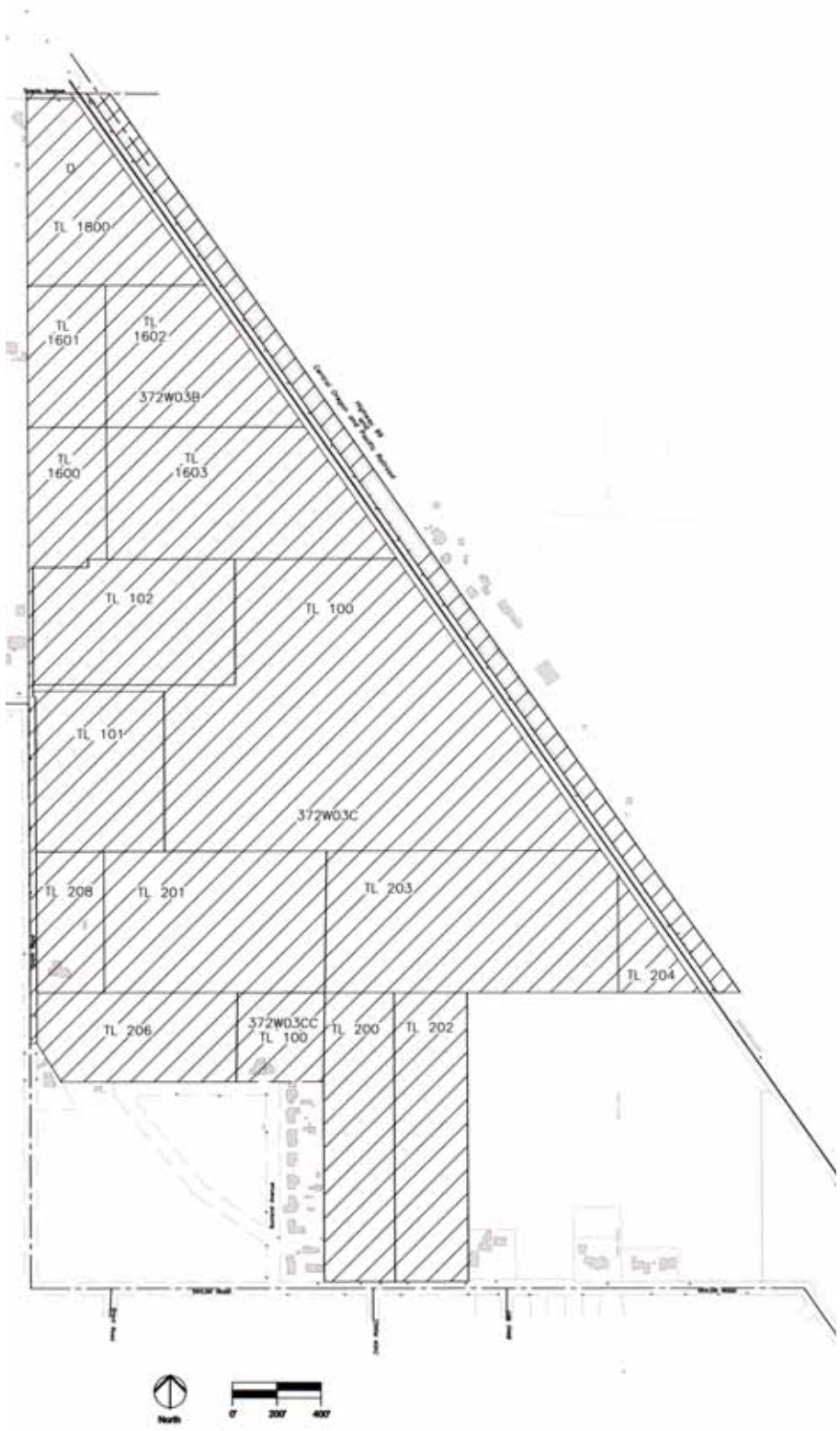


Exhibit 38, Annexation Plan

Pre-Annexation Development Agreement

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

a. Transportation Infrastructure

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

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

b. Utility Infrastructure

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

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

c. Open Space Infrastructure

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

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

Phasing and Development Triggers

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

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

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

RESIDENTIAL AND COMMERCIAL DEVELOPMENT

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

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

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

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

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

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

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

Highway 99 (across from Crater High School).

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

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

Phase III

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

Phase IV

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

c. Rate of Development

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

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

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

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

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

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

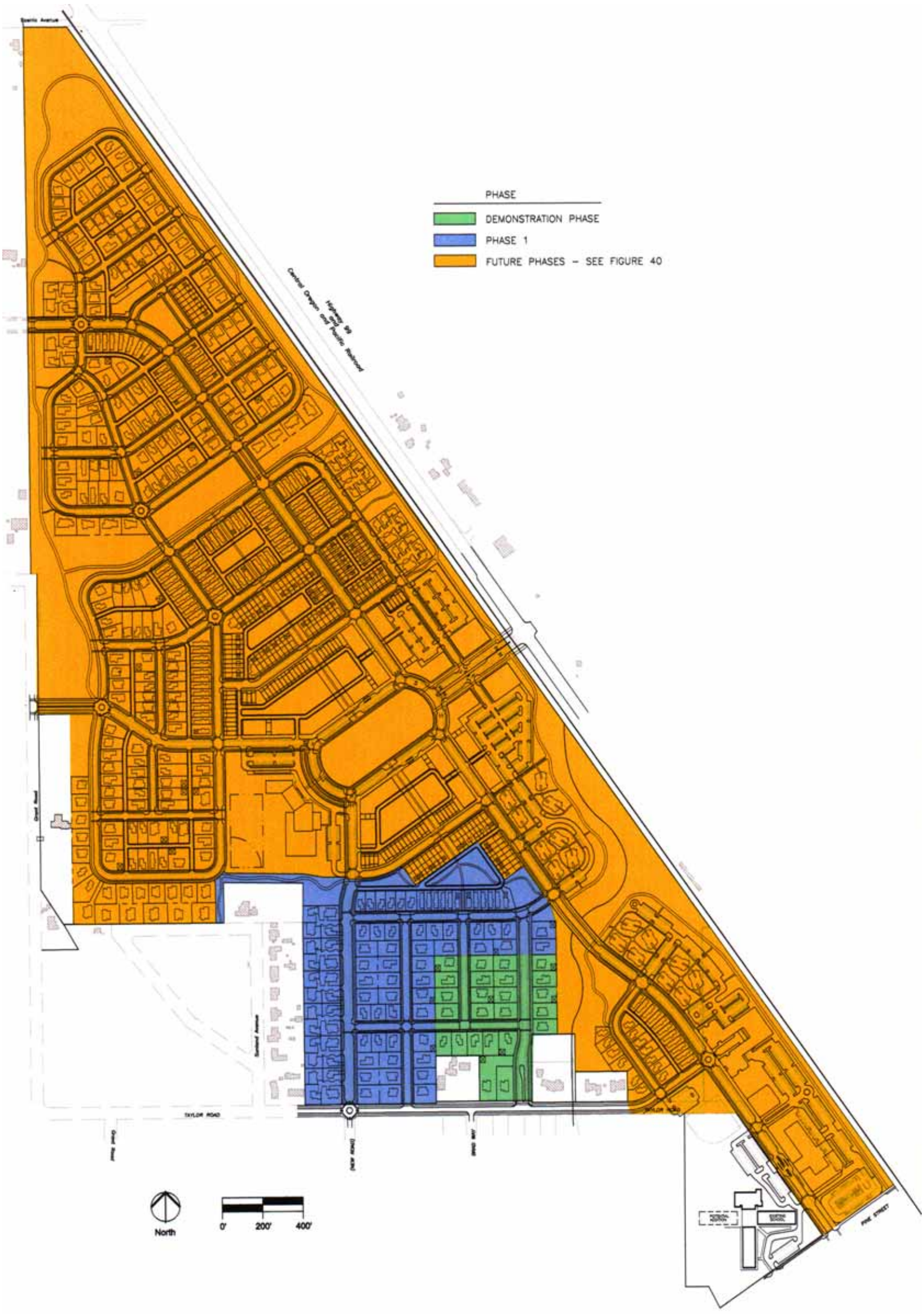


Exhibit 39, Phasing Plan

Exhibit 40, Development Triggers Plan

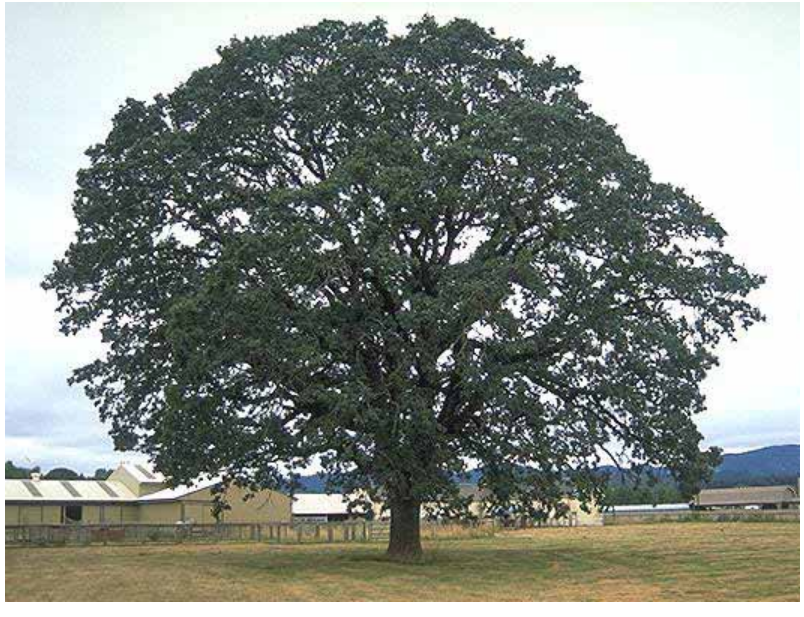
"None of us will see the real results of any of these plans and how they really have effected society. We will see the first generation or so, but that could be deceiving. So much will depend on how they evolve over time and who lives in them. As I re-learn every time I research an old town …most started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

Diane Dorney
Letter to Andres Duany

The Next Steps

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

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



Quercus garryana
Oregon White Oak

Platanus x acerfolia
Planetree

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

RECOMMENDED PLANT LIST

Trees

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

Shrubs

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

Rosmarinus officinalis
Creeping Rosemary

Salvia officinalis
Sage

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

Groundcovers

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

Perennials/Annuals

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

Wisteria sinensis
Chinese Wisteria

Vines

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

Ornamental Grasses

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

Note:
Other plants may be acceptable.