



CITY OF TALENT • COMMUNITY DEVELOPMENT

PO Box 445, Talent, Oregon 97540
Phone: (541) 535-7401 Fax: (541) 535-7423 www.cityoftalent.org

GENERAL LAND USE APPLICATION

Project Description: Amendment to SPR 2015-002
Property Owner: Talent Urban Renewal Agency
Mailing Address: PO Box 445 Talent, OR 97540
Phone: 541-535-1566
Street Address: West Valley View Plaza
Email Address:
Applicant/Consultant:
Mailing Address:
Phone:

Table with 4 columns: Assessor's Map Number, Tax Lot Number, Acres, Zone. Row 1: 38-1W- Currently Street ROW. Row 2: 38-1W-

Subzone (if applicable)

Pre-Application Meeting Completed? [] Yes [] No [X] N/A Date Completed: N/A

Type of Application (check all boxes that apply)

Grid of checkboxes for application types: Site Development Plan Review, Variance, Conditions Modification, Annexation, Accessory Dwelling Unit, Appeal, Conditional Use Permit, Home Occupation, Code Interpretation, Comprehensive Plan Amendment, Comprehensive Plan Map/Zoning Map Change, Development Code Amendment.

APPLICATION DEPOSITS (Application fees are calculated by ACTUAL PROCESSING COSTS)

I hereby certify that the statements and information contained in this application, including the enclosed drawings and the required findings of fact, are in all respects, true and correct. I understand that all property pins must be shown on the drawings and visible upon the site inspection. In the event the pins are not shown or their location is found to be incorrect, the owner assumes full responsibility.

Applicant's Signature
Property Owner's Signature (required)

Date
Date 9/15/15

APPLICATION FEES & DEPOSITS

Fees and deposits are intended to cover the full cost for processing applications. Applicants seeking development which requires more than one type of review (such as site plans and conditional use permits) must pay all applicable fees and deposits.

Application Deposits: Certain application fees are represented by a deposit amount. Applicants shall be charged for actual processing costs incurred by the City. The actual costs charged to the City for technical review of land use applications, including but not limited to City's planning, public works, engineering, administration, legal, wetland specialists, geologists, biologists, arborist, and any other services provided in processing applications, shall be charged to Applicant, at the rate(s) charged to the City. In addition, the actual costs of preparing and mailing notices to abutting property owners or others required to be notified, the costs of publishing notices in newspapers, and any other mandated costs shall be charged to applicant. Any additional costs incurred beyond the deposit amount shall be charged to and paid by the applicant on a monthly basis. The applicant agrees that any deficiencies shall be collected from applicant, and that applicant's failure to pay these amounts triggers the City's option to pursue any or all remedies, as listed below.

Fixed Fee Applications: Fees are non-refundable and are based on average application processing costs rounded to the nearest dollar.

Applicant acknowledges and agrees that Applicant's failure to pay City costs over the deposit fee amounts, as charged monthly by the City, may result in the City pursuing any or all legal remedies available, including but not limited to liening property in the amount owed; prosecution for violation of the City's current fee resolution and City land development or division ordinances; issuance of a stop work order, non-issuance of building permits for property, or cessation of related proceedings; set-off against any reimbursement owed; and turning amounts owed over to a collection agency.

Applicant's Signature **Date**

Property Owner's Signature (required) **Date**

I hereby acknowledge that my applications may be consolidated. When an applicant applies for more than one type of land use or development permit (e.g., Type-II and III) for the same one or more parcels of land, the proceedings shall be consolidated for review and decision. If more than one approval authority would be required to decide on the applications if submitted separately, then the decision shall be made by the approval authority having original jurisdiction over one of the applications in the following order of preference: (1) City Planner, (2) the Planning Commission, and (3) the City Council. Joint meetings between governing bodies may be held to streamline the decision process.

Applicant's Signature **Date**

Property Owner's Signature (required) **Date**

[Handwritten signature] *9/15/15*

FOR OFFICE USE ONLY			
Deposit Paid (Amount):	Date:	Received By:	File Number:
N/A	9/15/15	<i>[Signature]</i>	SPR 2015-005

In compliance with the Americans with Disabilities Act, if you need special assistance, please contact TTY phone number 1-800-735-2900 for English and for Spanish please contact TTY phone number 1-800-735-3896.

The City of Talent is an Equal Opportunity Provider



URBAN RENEWAL AGENCY

of the City of Talent

P.O. Box 445, Talent, OR 97540
An Equal Opportunity Employer
Phone: (541) 535-6170
Fax: (541) 535-2334
execdir@talenturbanrenewal.com

DATE: SEPTEMBER 14, 2015

TO: ZAC MOODY
COMMUNITY DEVELOPMENT

FOR: MODIFICATION TO SITE PLAN REVIEW – West Valley View Phase 1D

In the site plan review proposal you reviewed March 2015 for the West Valley View Phase 1D project, our plans showed the large cedar tree as being removed during construction.

However, TURA is now seeking approval to keep the cedar tree. We have not made any other changes to the plans you approved in March.

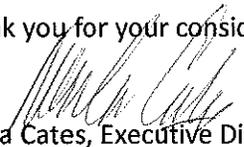
Background: A few months ago I had Thomas Myers, a well-respected local arborist, inspect the cedar tree. He found it to be sound and healthy, but in need of expert trimming. Also, he noted that since the new sidewalk will go around the tree – well away from the trunk – that keeping the tree would be a good idea because of its considerable shade value and its ability to act as a nursery tree for the new landscape beds we are installing nearby. I discussed this with the TURA Board of Directors, and they expressed a desire to keep it.

I am attaching the following items for your review:

1. Letter dated 9/11/15 from Thomas M. Myers, Tree Consultant
2. Photos taken 9/14/15 (1 week after expert tree pruning to remove dead branches, lighten branch loads, etc.) Although the tree has a funny top shape due to “topping” by Pacific Power, our TURA-hired arborists have carefully removed dead branches, lightened branch loads, etc. One of the photos shows the location of the new curved sidewalk to be installed several feet away from the trunk (smooth gravel trench).
3. A close up of the engineering drawings for the improvements that we are installing. No changes have been made to site plan you approved in March.

On behalf of TURA, I am requesting that the Planning Commission approve TURA’s request to keep the cedar tree. Because I must be out of town to attend an urban renewal conference the night of your meeting, if there are questions please let Zac Moody know and I will attempt to answer them in writing prior to leaving town. Mr. Myers has also provided his phone number should you wish to contact him.

Thank you for your consideration –


Marla Cates, Executive Director (Transition)



URBAN RENEWAL AGENCY

of the City of Talent

P.O. Box 445, Talent, OR 97540
An Equal Opportunity Employer
Phone: (541) 535-6170
Fax: (541) 535-2334
execdir@talenturbanrenewal.com

DATE: February 24, 2015

TO: Zac Moody
Community Development

FOR: Site Plan Review – West Valley View Project – Phase 1D: improvements to existing public right of way between Roundabout and Talent Avenue.

Revised Plan Submitted 9/14/15 to keep Cedar Yucca

Thank you for supplying the list of code items you require in response to this project.

The requirements of the plan review process are for a "site development plan" relating to a specific site/use, building construction, etc. Because our project is a surface improvement to an existing public right of way, our responses may not specifically address the required data under 8-3L.140. Please advise what additional elements you may need provided prior to the March 26 public hearing.

We go to bid May 14 and, as such, our engineers and landscape architect are mid-way through producing the final construction documents. Subsurface improvements were constructed in 2014 during Phase 1C, and the overall design concept was developed with extensive public input and joint study session review by City Council, Planning Commission, Architectural Review and Parks Commission in Winter 2010.

If you need additional elements submitted, and the list is significant, we may need to delay the public hearing to April: either the regular April 23 Planning Commission meeting or, if possible, earlier on April 9.

Following is the status of what we have submitted today:

8-3L.140 SITE DEVELOPMENT PLAN—REQUIRED DATA

The site development plan shall be drawn to scale and shall indicate clearly the following information:

- A. Name and address of applicant; **Talent Urban Renewal Agency**
- B. Assessor's map number and tax lot number of the property concerned; **N/A, improvements are being made to a public right-of-way**
- C. North point and scale of drawing; **Shown on exhibits**
- D. Dimensions and orientation of the lot or parcel; **N/A**
- E. Location, size, height and proposed use of all buildings, both existing and proposed, and relationship to existing development on immediately adjacent properties; **N/A**
- F. Location, dimensions and layout of all off-street parking and loading facilities, including bicycle parking; internal circulation pattern; access points for pedestrians, bicycles and motor vehicles, required standards and improvements of Sections 8-3J.570 and 575, if any; **On-street parking spaces are shown (without dimensions); final engineering drawings will meet parking code requirements for dimensions. Bicycle parking is**

shown in combination with the future bus stop, final design to be determined by RVTD to meet their requirements for usage and maintenance.

G. Location and nature of exterior lighting; **Shown on sheet L1.0**

H. Location, height and construction materials of walls and fences; **Current plans do not construct walls or fences. The concept encourages adjacent property owners to provide their own buffering or property definition to suit the individual needs for residential and commercial use. It is possible this project may offer to extend the existing private hedge at 107 W. Valley View and replace the existing private chain link fence at 109 W. Valley View with wood-and-wire to match what was installed in Phase 1C, but this is an idea still under technical discussion with the design team and eventually with the property owner.**

I. Location, materials and maintenance of proposed landscaping, including the location, names, mature height, crown diameter, and growth rate of mature trees and shade trees; **Tree species have not been selected yet, but will come from the City's official street tree list. Plant selection for parking area bulb outs have not been selected yet.**

J. A plan showing the shadow patterns of all buildings, fences, walls and trees at their mature heights between the hours beginning at 9:00 a.m. and ending at 3:00 p.m. Pacific Standard Time on November 21st existing or proposed on the property; determination of shadow patterns is set forth in 8-3J.840(C); **No plan has been developed. Shade produced in parking area by existing private buildings and new public trees from 1D will be a minimum of 40%.**

K. Street improvements; **Shown on plans**

L. Yards and open space between buildings and in setbacks; **N/A**

M. Proposed method of buffering, where indicated; **N/A**

N. Existing natural features, including all trees with a circumference of fourteen (14") inches or greater, measured at a point three (3) feet above grade at the base of the tree; **N/A, the project will be constructed within the existing street ROW. There is one Cedar of Lebanon tree (recently acquired from purchasing TID property) under power transmission lines that has been topped many times and will be removed, at the City's request, during this project; location is shown on a separate demolition plan (not included with this submittal).**

O. The location and methods taken to mitigate noise sources to and from adjacent properties; **Noise levels will be reduced by changing busy street frontage into parking area and public open space (or plaza). The public open space will generate pedestrian activity only.**

P. Location and type of natural hazards occurring on the site including, but not limited to, flood plains and floodways, soils and areas with erosion, shrink-swell, high runoff, mass movement and high groundwater characteristics; with a description of how any hazards will be mitigated; **N/A**

Q. Location and size of all existing and proposed water, sewer and public safety facilities and existing street right-of-way and roadway widths adjacent to the property; **N/A, as no structures are being built. If requested, a plan sheet showing all utility improvements made during Phase 1C can be provided upon request.**

R. Location and dimensions of existing and proposed easements; **No easements exist or will be provided since this project is located within public ROW.**

9/14/15
Request to
keep tree,
see letter
from
Arborist.
Species
is deciduous
Cedar.

S. Any other data as may be required by this Article to permit the planning commission to make the necessary findings.

- **The layout and use for this area was painstakingly developed in late 2009 and early 2010 through a public design process including over 40 property owners and citizens, and reviewed and accepted as the Preferred Concept following a joint study session of City Council, Planning Commission, Architectural Review and Parks Commission in 2010.**
- **Multiple options were reviewed prior to moving forward with the Preferred Concept, which is a hybrid of three design plan concepts developed by the public during public meetings.**
- **Properties and easements necessary for this project were acquired adjacent to this area for the recent road improvements in Phase 1C. Adequate mitigation was provided for this to occur, including relocation of the driveway at 109 W. Valley View,; dedication and construction of a public alley between 103 and 107 W. Valley View; new fencing for screening and security throughout; relocation of the TID driveway access; and associated on-site improvements.**
- **TURA spent \$30,000 to put existing overhead utility wires underground to three residences to beautify the project, set up utilities for additional private property use in the future, and to allow a significant number of new medium- and large-scale trees to be planted in the public right of way.**

T. Where an attachment, minor addition or appurtenant building to an existing building, recycling facilities, storage drop-off boxes, or a road approach permit are proposed, the site development plan shall indicate the relationship of said proposal to the existing development, parking facilities and access points on the property and immediately adjacent properties, but need not include other data required in subsections A through R, above, unless required by the staff advisor or Planning Commission. **N/A**

U. For a relocated structure, the applicant shall provide the City with photographs of the structure being proposed for relocation. **N/A**

V. For a relocated structure, the applicant shall provide the city with a detailed list, prepared by a licensed building inspector, architect or engineer, detailing the necessary improvements to assure compliance with the current edition of the Uniform Building Code. Such listing shall be accompanied by a cost estimate for all required work, said estimate to be prepared by a licensed contractor or estimator. **N/A**

W. For relocated structures, an estimated schedule of completion shall be provided. In no case shall the time required for completion exceed the time limit specified by 8-3J.220(E). **N/A**



Marla Cates, Executive Director



URBAN RENEWAL AGENCY

of the City of Talent

P.O. Box 445, Talent, OR 97540
An Equal Opportunity Employer
Phone: (541) 535-6170
Fax: (541) 535-2334
execdir@talenturbanrenewal.com

West Valley View Project – Phase 1D – Public Right of Way Improvements Site Plan Review-- Responses – 2-14-15

8-3D.240 BUILDINGS AND USES PERMITTED SUBJECT TO TYPE-3 SITE DEVELOPMENT PLAN REVIEW

D. Public parks, playgrounds and other similar publicly owned recreational areas. The public open space was conceived by the public to serve as passive use and pedestrian thoroughfare.

8-3J.425 DANGEROUS TREES—NUISANCE—REMOVAL

Any tree or shrub growing in any public property, on private property, or in a planting strip abutting public property, which is a public safety hazard or which may endanger the security or usefulness of any public street, sewer, or sidewalk; is declared to be a public nuisance. The abatement procedure of 4-8.20 through 4-8.25 shall be applied. TID has requested that during

There is a Cedar of Lebanon which, if not on the City's protected tree list, may need to be removed. It is sited under a power transmission line and has been topped numerous times. The City has in the past expressed interest in its removal during Phase 1D. There are small liquid amber trees on TID property; which TID would like removed during 1D construction.

*9-14-15
request
to
help
cedar
& nell,
see
arborist's
letter*

8-3J.450 DEVELOPMENT STANDARDS—LANDSCAPING PLANNING

New subdivision or Site Development Plan Review applications subject to review by the Planning Commission shall include a plan for Street Trees along arterial, collector, and local streets and a general landscaping plan for all undeveloped areas on the property. The general landscape plan should consider the use of native and drought resistant species, erosion control, and water quality mitigation.

The developer of new subdivisions shall consult an independent certified arborist (1) to determine the location and type of trees to be planted; (2) to present the landscape plan to the Tree Committee. The Tree Committee shall review the landscape plan and make recommendations to the Planning Commission. The minimum standard for tree planting in new residential subdivisions is one tree per 30 feet at the time of construction. The plan for Street Trees should be based on the following guidelines and recommendations or requirements.

A. **Tree Selection.** Street Trees should be consistent with the city-approved Recommended Street Tree List. Trees should be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should also guide tree selection:

1. Trees should be consistent with the character, height, canopy and spacing of a neighborhood's original plantings, and the scale and function of the street within the City. No more than 30% of the trees planted along a single street shall be of the same species.
2. Trees should be planted of a type and in a manner that does not interfere with sidewalks, overhead utility lines, sewers, the maintenance of underground utilities or the solar access of properties.

3. Trees shall be planted in a manner to maintain clear vision and not cause dangerous traffic conditions. Trees that can be "limbed up" should be selected where vision clearance is a concern.

8-3J.4

4. Trees should be selected that are well adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.

B. **Caliper Size.** The minimum caliper size for new Street Tree plantings shall be 1.5 inches.

C. **Spacing and Location.** Street Tree spacing should be based upon the type of tree(s) selected and the canopy size at maturity. Street Trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers, or in cases where special plantings are designed or approved by a landscape architect or urban forester.

D. **Planting Area.** The City requires the following as a minimum planting area for each Street Tree:

1. Small trees (under 25 feet tall at maturity): 40 square feet
2. Medium trees (under 25-50 feet tall at maturity): 60 square feet
3. Large trees (over 50 feet tall at maturity): 96 square feet

E. **Distance from Street Corners and Fireplugs.** No Street Tree shall be planted within 15 feet of any street corner, measured from the point of nearest intersecting curbs or curblines. No Street Tree shall be planted within 10 feet of any fireplug.

F. **Utilities.** No Street Tree other than those species listed in the Recommended Street List as being appropriate under powerlines may be planted under or within 10 feet of an overhead utility line.

The above criteria has been met for street tree requirements.

8-3J.540 NUMBER OF PARKING SPACES REQUIRED

A. The number of off-street parking spaces required shall be not less than as set forth in *Table 540-1*, except as otherwise provided in this Article.

There is no specific parking requirement for the Phase 1D public open space listed in the City's development code. We are providing nine on-street parking spaces total within the public right-of-way provided for the general public at all times.

B. **Maximum Number of Parking Spaces.** The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 10%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum number of allowable spaces. Parking spaces provided through "shared parking" also do not apply toward the maximum number.

C. The following parking shall be provided for disabled persons, in conformance with the Americans With Disabilities Act (*Table 540-2*). Disabled parking is in addition to the minimum number of required parking spaces in 8-3J.540(A).

We are providing 9 additional on-street spaces within the existing public right-of-way which are not constructed for any specific use. We have not provided additional ADA spaces, as

there is one on-street ADA space on Talent Avenue in front of Jupiter Café. If an ADA space should be required, we would need to eliminate one of the nine spaces shown to provide a handicap loading isle.

D. The number of employee off-street parking spaces may be reduced by the Planning Commission if the applicant for a development can demonstrate such a reduction is supported by adequate mass transit service or that organized car-pooling or company-provided transportation is available.

E. The number of off-street parking spaces may be reduced by the Planning Commission when the developer can demonstrate that the driving characteristics of the development clientele does not necessitate full parking space requirements, that mass transit service is available, and/or that company-provided transportation is provided.

F. Credit for On-Street Parking. The amount of off-street parking required shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City of Talent standards. The following constitutes an on-street parking space:

Our proposed parking stall dimensions will meet City standards for either angled or perpendicular parking spaces as shown. The angled spaces will be compact in size. All spaces provided are for the general public at all times.

8-3J.560 BICYCLE PARKING FACILITIES

Commercial, industrial facilities and multiple-family dwellings shall provide adequate, safe and conveniently located parking facilities for bicycles. All uses, which are subject to Site Design Review, shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Design Review:

A. Number of Bicycle Parking Spaces. A minimum of 2 bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. The following additional standards apply to specific types of development:

1. Multiple-Family Dwellings. Every residential use of four (4) or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

2. Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces. Sheltered bicycle parking is recommended to encourage bicycle use. **Racks accommodating 2-4 bicycles will be installed by RVTD at the main bus stop -- adjacent to the 9 on-street parking spaces -- to meet RVTD requirements and specifications.**

3. Schools. Elementary, middle, and high schools, both private and public, provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

4. Colleges and Trade Schools. Provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle

parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

5. Downtown District. Within the CBD, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Individual uses may provide their own parking, or spaces may be clustered to serve up to six (6) bicycles. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks or in specially constructed or designated areas such as pedestrian curb extensions. Inverted "U" style racks are recommended and creative designs are strongly encouraged. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store. **Racks accommodating 2-4 bicycles will be installed by RVTD at the main bus stop --adjacent to the 9 on-street parking spaces -- to meet RVTD requirements and specifications, based on their needs for durability, usability and maintenance. Any custom-designed shelters or racks will be submitted to Architectural Review under a separate process.**

6. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required unless a bus shelter with an existing bike rack is located adjacent to the proposed site. **RVTD will be providing bicycle parking at the adjacent shelter which will meet the City's bicycle parking requirements of one bicycle parking space per ten parking spaces provided.**

B. Exemptions. This Section does not apply to single family, two-family, and three- family housing (attached, detached or manufactured housing), home occupations, agriculture and livestock uses, or other developments with fewer than 10 vehicle parking spaces. Further exemptions may be approved only by the Planning Commission.

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided, unless demonstrated otherwise by the applicant. Street furniture includes benches, streetlights, planters, and other pedestrian amenities. Creative designs are strongly encouraged. **Standard bike parking is desired by RVTD based on RVTD's experience with ease of use, known user preferences, durability and maintenance. A custom design has not been envisioned at this time, but if this changes the design would be submitted under a separate review process to Architectural Review.**

D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage. **Bicycle parking will be visible from public right of way, street, sidewalks, and adjacent building entrances.**

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building;

F. Lighting. Bicycle parking shall be as well lit as vehicle parking for security, unless otherwise well lit by an existing street light in the public right-of-way. **A cobra head LED light fixture was recently installed during Phase 1C at the Talent Avenue/West Valley View intersection, providing ample light for the intersection, bicycle parking area nad crosswalks.**

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (8-3J.6). **Bike racks shall be on the curb extension/bump out adjacent to 9 on-street parking spaces.**

8-3J.570 PARKING AREA DESIGN STANDARDS

A. A driveway for a single- or two-family dwelling or a mobile home shall have a minimum width of ten (10) feet. To minimize impervious surfaces, the driveway may be constructed with parallel tracks, leaving the space between unpaved.

B. Groups of three (3) or more parking spaces shall be served by service drive so that no backward movement or other maneuvering of a vehicle within a street other than an alley will be required.

C. In cases where a lot fronts on a major or minor arterial street, parking spaces shall be arranged so that no backward movement in the public right-of-way or other maneuvering of a vehicle, including any trailer being towed by a vehicle, within the arterial street shall be required. Complies

D. The Planning Commission may allow thirty-five percent (35%) of the required off-street parking spaces to be reduced to seven feet six inches by fifteen feet (7'6" x15') to accommodate compact or hybrid electric cars.

E. Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping. Standards parking spaces shall conform to the dimensions below (*Figure 570-1 and Table 570-1*). Disabled parking shall conform to the standards in 8-3J.540(C).

8-3J.575 PARKING AREA IMPROVEMENTS

All public and private parking areas, which contain three (3) or more off-street parking spaces, except for single and two-family dwellings and mobile homes on individual lots, shall be improved according to the following:

A. All parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland Cement Concrete, or other materials approved by the City Engineer. The use of pervious asphalt paving in parking areas is encouraged to meet on-site stormwater standards that may significantly reduce the requirement for drainage facilities. **The existing asphalt paving will remain (overlay). The public open space area is designed with pavers to provide a permeable surface.**

B. All parking areas, aisles, turnarounds, and outdoor vehicle sales areas shall be graded so as not to drain storm water over sidewalks, public rights-of-way, and abutting private property. Storm water runoff generated beyond that which is normal for the site in its natural state shall, as much as possible, be retained on the site. Direct flow in stream channels is to be avoided. Methods to accomplish this provision include exhausting the possibilities of grading and draining parking lots into one or more of the following: percolation wells, trenches or ponds; vegetated or landscaped swales; natural drainage channels other than creek channels; and, for peak rainfall or runoff periods, seldom-used portions of the parking lot itself. It is the responsibility of the property owner to maintain the storm water system on his property in an operational manner so as to maintain the public safety and welfare; failure to maintain such a system in good repair may be constituted as a public nuisance in accordance with the

provisions of any City ordinance regarding public nuisances. At least, drainage systems shall be conducted to public storm water sewers and ditches. (Please see Stormwater Design Standards) **Run off will be accommodated either by a public storm water sewer, which was recently improved during Phase 1C, or by means of a bioswale in one of the landscaped curb extensions.**

C. All spaces shall be permanently and clearly marked. **Thermoplastic striping will be used.**

D. Wheel stops and bumper guards shall be provided where appropriate for all spaces abutting property lines or buildings, and where necessary to protect trees or other landscaping; and no vehicle shall overhang a public right-of-way. **Wheel stops are being provided as shown.**

E. Where parking facilities or driveways are located adjacent to residential or agricultural uses, school yards, or similar institutions, a site-obscuring fence, wall or evergreen hedge not less than five (5) feet and not more than six (6) feet in height (except that such wall, fence or screen planting may exceed six feet in height if located beyond the required yard setbacks), and adhering to any vision clearance requirements and the yard requirements of the zone in which it is located, shall be provided on the property line, or between the property line and the parking area or driveway. Screen plantings shall be of such size and number as to provide the required screening at maturity, and shall be planted within twelve (12) months of the issuance of the building permit required in subsection H, below.

F. Trees and Landscaping.

1. A minimum of forty percent (40%) of the outdoor parking area shall be shaded by trees within fifteen (15) years of planting, and buildings at noon on August 21 Pacific Daylight Time. Noon on August 21 constitutes a 58-degree solar altitude and shadow lengths shall be calculated by multiplying the height of a shadow-casting object by 0.625. Shadow patterns will be cast in a due north direction from the object.

Trees and buildings will shade a minimum of 40% of the parking areas.

2. Trees shall be retained and/or planted in landscaped areas, which shall cover not less than seven percent (7%) of the area devoted to outdoor parking facilities. Such landscaping shall be uniformly distributed throughout the parking area and may consist of trees plus shrubs, ground cover or related material. The intent is to break up large expanses of asphalt and thus provide shade in the warmer months and pervious surfaces for stormwater, and aesthetic relief. At a minimum, one tree per 5 parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of 4 feet by 4 feet to ensure adequate soil, water, and space for sustainable plant growth, with appropriate timing devices to encourage water conservation.

Proposed trees shall cover significantly more than the 7% requirement for areas devoted to outdoor parking facilities. The project proposes 7 trees in an area that will provide 9 parking spaces.

3. Irrigation facilities or other provisions for the continuing care of the vegetation and protective curbs or raised wood headers shall be provided for landscaped areas.

An automated irrigation system will be provided for the proposed planting areas.

9/14/15
request to
keep cedar
tree will
provide
additional
shade.

4. Trees shall be of a type and distribution to reduce the reflection of heat by paved surfaces and should have an adequate lifespan, be pollution tolerant and have low maintenance requirements in order to save long-term costs. An approved recommended tree list will be provided to the applicant.

Design complies.

5. Trees shall be planted in a manner that will minimize interference with the solar access of adjacent properties.

The mature size of the proposed trees along the North side of the parking shall minimize interference with solar access.

G. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect light away from any abutting or adjacent residential district and limit excessive light pollution. **Pedestrian level lighting is being provided throughout the public open space area. Existing cobra head lights on power poles will be shielded where needed to prevent glare onto adjacent properties.**

H. Building permits are required for all parking lot construction, repair or resurfacing.



URBAN RENEWAL AGENCY

of the City of Talent

P.O. Box 445, Talent, OR 97540
An Equal Opportunity Employer
Phone: (541) 535-6170
Fax: (541) 535-2334
ura.talent@charterinternet.com

REPORT ON PLANS FOR THE WEST VALLEY VIEW PROJECT

Submitted for
Planning Commission Public Hearing
Thursday, March 18, 2010

Overview

The West Valley View Project has been in the conceptual planning stages for over five years. The process began with gaining consensus from the Agency, the City Council, and the property owners within the project area that the proposed project seemed a good idea and warranted further study. Since then, there has been much public process: a public design meeting in which 50-60 individuals not associated with the Agency or City were involved, periodic updates on the status of various stages of traffic and design engineering, and most recently the public open space design process which included over 40 individuals and the joint study session on the open space design and proposed planning overlay and design standards. At present, approximately 100 individuals are on the Agency's notification list for public meetings and project updates.

Phased Construction

The entire build-out will occur in phases. Financially, the Agency is restricted to short term borrowing as a result of negotiating an earlier Agency sunset date with the City and this limits the amount of project funds available in any given year. From a practical standpoint, it is desirable to have Seiber Street built this summer so that it can be used for parking when the proposed New Camelot Theatre opens. Construction of Wagner Street is unknown, since it is dependent on Talent Irrigation District eventually moving from the site. Other practical considerations include the difficulties of tearing up or working within the existing West Valley View while it is still operational and, until the roundabout is fully functional, no landscaping or parking can be constructed on the public open space. At present, the potential schedule for construction is:

Phase I-A: Seiber Street & small 1-way alley	Summer-Fall 2010
Phase I-B: Main Street, 2-way alley & roundabout	Summer-Fall 2011
Phase ____: Public open space/ parking	Summer-Fall 2012
Phase II: Wagner Street & 2-way alley	Unknown

Also to be constructed at the appropriate time: the re-alignment of LaPree Street and the 1-way in, 1-way out designation at the intersection of Market and Wagner which will resolve the traffic stacking that currently exists.

Public Open Space - Preferred Plan

The design submitted as part of the public hearing process is a hybrid of three design concepts developed and critiqued via public participation to create a space that is suited to the community's needs and visually looks like "Talent". The public's preferences for simplicity, flexibility for the future, a traditional feel, the use of soft edges and materials, views to the traditional downtown core, pedestrian through-fare, and a nod to Talent's agricultural past are included. Materials at present are trees, meadow, boulders, cobbles and decomposed granite. Lighting is designed to use a minimum number of poles while providing adequate illumination for safety.

This area will also be used for approximately 9 on-street parking spaces. The street section is planned to function as a 2-way in the early years (when Main Street and a portion of the new alley exist) and as a 1-way in the future (after Wagner Street is built and the alley is completed). Clearances and radii will work for the intended slow speeds. The Talent Irrigation District will be provided with a relocated access gate for patrons; trucks can use an existing gate on Talent Avenue as well as the alley.

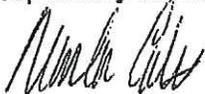
Building footprint examples illustrating examples of the proposed Old Town Design Standards are shown on earlier conceptual drawings of the public open space.

Naming the "Public Open Space"

A final detail to be resolved is what to "name" the Public Open Space. The best suggestion so far is:

1. Street & parking portion: Retain "West Valley View Road" for mailing addresses of buildings facing the public open space. This is for existing residences, and could also be used for new buildings that do not have a main entrance on Main or Wagner due to lot configuration.
2. Park or plaza portion: Name it "Founders Park" (or Founders Plaza, Founders Square, or Founders Way). "Founders" alludes to Talent's history, opens up possibilities for families of historically important people to memorialize them via plaques on boulders or donated public art, provides educational opportunities, and allows for future flexibility.

Respectfully submitted,



Marla Cates, Executive Director