



City Council Agenda Report

Meeting Date:	November 18, 2015	Primary Staff Contact:	Zac Moody
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Staff Recommendation:	Approval	Estimated Time:	15 minutes

ISSUE BEFORE THE COUNCIL

Approval of TA4 & TA5 Conceptual Plans

BACKGROUND

During the course of the past several months, Staff has held multiple Planning Commission/City Council workshops to help foster the development of conceptual plans for both urban reserves TA4 and TA5. Working with a steering committee composed of other agencies, city staff and RVCOG staff developed various scenarios for land use and transportation for two future growth areas that were identified in the Regional Plan. TA-4 is a proposed business park area west of South Pacific Highway and north of Colver Road, and TA-5 is a proposed residential and commercial area east of the highway and north of Suncrest Road. The first public review of the project occurred at the Talent Harvest Festival on October 14, 2014. Additional open houses were held at City Hall on March 19 and June 24, 2015 with additional meetings for the residents of the Willow Springs and Autumn Ridge neighborhoods in late September 2015. These events provided an opportunity for residents to view and comment on the draft concept plans and allowed stakeholders, primarily property owners in the growth areas to gain an understanding about what land use designations would be applied to their properties once they chose to annex into the city limits.

Planning for TA-4 has been relatively straight-forward. There are few options for transportation, with the primary issue involving access from the highway; the internal circulation will not require more than local streets (if any streets at all are needed). Land use is restricted to light industrial/business park uses, but staff has continued to explore options for an overlay near the Colver Road/South Pacific Highway intersection to permit limited retail sales of goods produced in the area and to provide a smaller scale, pedestrian oriented entrance to the City.

The issues affecting TA-5 were more complex, including designing mixed commercial and residential spaces, preserving a wetland, and determining the most feasible location of a collector street. Staff has received many public comments from residents within and surrounding TA5. Most of the comments have been specific to required commercial and residential land allocations and the location of the future collector street.

The adopted Regional Plan and Regional Element to the Comprehensive Plan require that 49% of the land identified in TA5 be employment (commercial) and 43% be residential. The other 8% is made up of wetlands in the northern portion of urban reserve.

Performance Indicator 5 in the Regional Element requires that the City commit to residential densities of 6.6 units per acre through 2035 and 7.6 units per acre between 2036 and 2065 for all lands within an urban reserve area and land within an urban growth boundary, outside of the City limits. What this meant for



the residential land is that there needed to be a mix of low, medium and high density development. Initially, the concept plan identified commercial land fronting the highway, high density residential in the middle section of urban reserve and low density near Willow Springs. This plan was met with a lot of opposition, specifically because no reasonable buffer had been established between the developed Autumn Ridge area and the new high density. Residents stated that large apartment type housing directly adjacent to an existing low density residential use was unfair and would devalue their property.

After many alternatives, staff proposed an alternative that placed low density residential development along the Autumn Ridge neighborhood, increasing the density to the north. This alternative addressed the issues of conflicting uses and resolved most of the residents' concerns in regards to the placement of high density development. It should be noted that some residents still had concerns over adjacent building height and what could potentially obstruct their view. This issue was not address, but could be addressed further during the master planning or subdivision process.

The other main concern of the residents living within TA5, and to some extent the neighboring residents, was the location of the proposed collector street through TA5. Initially, staff made some attempts to plan for a general location of a new collector street, consistent with the Transportation System Plan. After hearing comments and concerns from citizens and the development community about safety concerns and how the location of the proposed street may effect property values, it was determined that there was not insufficient information to make decision on a specific location and that only access points would be included in the final alternatives.

In the final alternatives proposed to the Planning Commission, staff identified two potential connections along Suncrest Road adjacent to Willow Springs and one connection point near Suncrest at OR99. Not identifying the proposed road was done intentionally and will allow the City to continue to explore options for its future location and to work with the Oregon Department of Transportation to model specific connection points to address safety concerns. At the time a master plan or subdivision is submitted to the City, a Transportation Impact Study will be required to better determine the general location of the future street.

In conclusion, the Planning Commission, recommended approval of the concept plans for both TA4 and TA5. Once the transportation facilities were removed, there were no differences in the alternatives in TA4, therefore, only one alternative exists. For TA5, two alternatives were chosen. The two alternatives represent the Planning Commissions desire to see some commercial development along the collector street, wherever it's final placement is determined. Maps with proposed alternatives are embedded within each conceptual plan for reference.

RELATED CITY POLICIES

Element H: Regional Plan – Talent Comprehensive Plan

COUNCIL OPTIONS

Approve or do not approve Resolution 931 a resolution accepting the Colver Road Business Park and North Talent Conceptual Plans.



POTENTIAL MOTIONS

"I move to approve Resolution 931, a resolution accepting the Colver Road Business Park and North Talent Conceptual Plans."

ATTACHMENT

Resolution 15-931-R with Exhibits
Public Comments
Draft Planning Commission Minutes