



# City of Talent

## Planning Commission

Public Meeting

Thursday, October 22, 2015 – 6:30 PM

Talent Town Hall, 206 East Main Street

### **AGENDA**

The Planning Commission of the City of Talent will meet on Thursday, October 22, 2015 at 6:30 P.M. in the Talent Town Hall, 206 E. Main Street.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012.

The Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

- I. Call to Order/Roll Call;
- II. Brief Announcements;
- III. Consideration of minutes from the September 24, 2015 Planning Commission meeting;
- IV. Public Comments on Non-Agenda Items;

#### Work Session:

V. **Conceptual Planning - TA4 and TA5**

The Regional Plan Element of the Talent Comprehensive Plan requires that before any portion of an urban reserve area can be incorporated into an Urban Growth Boundary the city must prepare a Conceptual Land Use plan and Conceptual Transportation Plan showing how the addition will comply with commitments made in the Regional Plan.

Background .....Two work sessions have been recently held

Attachments.....Conceptual Plan Text for TA4 & TA5, Conceptual Plan Maps

Action .....Vote to recommend, recommend with changes or not recommend.

Suggested Time: 90 minutes

**Note: This agenda and the entire agenda packet, including staff reports, referenced documents, resolutions and ordinances are posted on the City of Talent website ([www.cityoftalent.org](http://www.cityoftalent.org)) in advance of each meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, 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*

Action Items:

- VI. **Public Hearing (Quasi-Judicial) Variance** - Consideration of a Type III Variance allowing the construction of a new single family dwelling with reduced setbacks located at 413 Creel Rd., Talent, Oregon and legally described as Township 38 South, Range 1 West, Section 25DC, Tax Lot 105. **File: VAR 2015-001.** Decisions are based on the approval criteria found in Section 8-3L.4 of the Talent Zoning Code. The property is zoned RS-5 (Single-Family Low Density). **Applicant: Suncrest Homes.**

Background .....Lot was created as part of a flag lot partition in early October 2006.

Attachments.....Staff report, proposed final order, public comment and related materials

Action .....Vote to approve, approve with conditions or deny.

Suggested Time: 30 minutes

Other Items:

- VII. Planning Commissioner's Update
- VIII. Next Meeting; TBD;
- IX. Adjournment

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**TALENT PLANNING COMMISSION  
REGULAR MEETING  
MINUTES  
TALENT TOWN HALL  
September 24, 2015**

***Study Session and Regular Commission meetings are being digitally recorded and will be available on the City website: [www.cityoftalent.org](http://www.cityoftalent.org)***

The Planning Commission of the City of Talent will meet on Thursday, September 24, 2015 in a regular session at 6:30 P.M. in the Talent Town Hall, 206 E. Main Street. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012. The Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

**REGULAR COMMISSION MEETING- 6:30 PM**

*Anyone wishing to speak on an agenda item should complete a Public Comment Form and give it to the Minute Taker. Public Comment Forms are located at the entrance to the meeting place. Anyone commenting on a subject not on the agenda will be called upon during the "Citizens Heard on Non-agenda Items" section of the agenda. Comments pertaining to specific agenda items will be taken at the time the matter is discussed by the Planning Commission.*

**I. Call to Order/Roll Call 6:33 P.M.**

**Members Present:**

Acting Commissioner French  
Commissioner Heesacker  
Commissioner Hazel  
Commissioner Milan  
Commissioner Pastizzo

**Members Absent**

Commissioner Schweitzer  
Acting Commissioner Riley

**Also Present:**

Zac Moody, Community Development Director  
Betsy Manuel, Minute-Taker

**II. Brief Announcements**

Chair Heesacker appointed by consensus alternate Commissioner French as a seated member of the Commission for this meeting.

**III. Consideration of Minutes from August 27, 2015**

**Motion:** *Commissioner Hazel moved to approve the Minutes of August 27, 2015 as presented. Commissioner Milan seconded and the motion carried.*

**IV. Public Comment on Non-Agenda Items**

There was none.

**V. Work Session: Conceptual Planning for TA4 and TA5**

**Staff Report:** Moody explained that this would be the final workshop for the conceptual planning of future growth areas TA4 and TA5. He stated that an open house was held on September 26, 2015 for neighbors who might be impacted by the conceptual areas. In response to feedback from the open house, additional options were presented for review. Moody reported that one concern had been the proposed high density residential/commercial that would be in close proximity to existing low density single family dwellings.

Moody noted that after this workshops, options for future growth areas TA4 and TA5 would be refined and draft conceptual plans prepared. The finalized plans along with draft maps, and draft code amendments would be presented on October 22, 2015 for final review. Once recommended by the Planning Commission and approved by the City Council, the final reports would be incorporated into guidelines for future development.

Moody relayed that new configurations for the proposed uses must meet criteria that assigns percentages for the amount of land set aside for commercial properties, residential properties, and open spaces. He compared the previous conceptual map with a current option, stating that the mixed use had been moved away from the Autumn Ridge and Willow-Springs developments. The new locations are designed around provisional roadways. A collector road would allow uses on both sides with a buffer zone to shield the existing residential properties. Moody stated that there were two homes in that area that would not benefit from a buffer. He talked about mitigating the situation by either increasing the buffer or imposing restrictions on the proposed commercial buildings. Moody described a mixed use area, highlighting the plan to meet mandated percentages for commercial and residential uses, by creating a mixed use area that would combine the two. As explained in an earlier meeting, Moody reiterated that the mixed use units would allow for residential on both floors of a two story building until such time as the need for commercial development occurs. He emphasized the delicate balance between new growth and support for the core downtown, stating that allowing residential properties only in a mixed use area for a time, would give the downtown area more time to develop a stronger commercial core.

Hazel noted that the configured areas on the map were rectangular. She suggested that following the line of the road could provide a curve that might provide an additional buffer. She advocated working with property lines, stating that doing so might preclude many of the concerns expressed by adjacent property owners.

Moody replied that the concept plan was a tentative plan designed to provide a rationale for meeting RPS land use requirements. He described the market forces that would ultimately determine development, noting that there were many unknowns that could affect the outcome.

For example, current property owners could be unwilling to sell their properties, restricting planned growth in that area.

Hazel asked about a more gradual transition for the areas where low density housing and high density areas are contiguous. She stated that it might relieve concerns by residents that their backyards would be overshadowed by a three-story building. Moody replied that the qualifications for high density housing range from 10 units per acre to 22 units per acre. He stated that developers would be required to meet those standards, making it difficult to transition from one zone to another in a limited space.

There were other questions about how streets are developed and who has the responsibility to build them. Moody stated that the TSP (Transportation Systems Plan) was developed to assist with providing transportation linkages: where roads should be and how they should function. As in the conceptual plan, exact locations are not depicted until the property has gone through the Master Plan process and is ready to be annexed into the City. Moody noted that an effort is made to design collector roads along property lines wherever possible.

Moody discussed a suggested location for a multi-use pathway that would eventually lead to the wetland area that is part of the parcel. He stated that there were recreational opportunities in and around the wetland. The multi-use pathway provides an alternative transportation corridor for bicyclists and foot traffic to travel from the Bear Creek Greenway into town.

Heesacker stated that in his opinion, the current concept plan would mitigate most concerns relayed by the residents in adjacent subdivisions.

Mr. Rice of 241 Autumn Ridge Dr. Talent was called forward.

Rice noted his location along the dividing line between residences on Autumn Ridge Drive and the currently undeveloped parcel of TA5. He stated that he and his neighbors were concerned about the impact of development on property values for those existing residences. Rice stated that he and his neighbors enjoy the privacy and quiet that comes from living adjacent to undeveloped land. In addition, existing property owners share common values inherent in the ownership of single family homes. Rice expressed dismay about the possibility of apartment dwellers or high density rental properties developing directly behind his residence.

Rice talked about three parcels of land that make up the north and east sections of TA5. He stated that the TSP depicts a collector street providing access to other areas within TA5. Rice noted that the property owner who currently owns the property has stated that the property would not be sold or made available for a public roadway thereby eliminating access to other parts of the development depicted on the concept plan.

Rice reviewed documentation about using the wetlands as a future park area, noting that there were inconsistencies about the use. He questioned development of the wetland, as a park or as some other public use, stating that the wetland would limit access to property north of the wetland because of its protected status. He also questioned proposed street connections to the corner of North Pacific Highway and Suncrest Road. Rice referred to the area where Suncrest Road and Highway 99 (North Pacific Highway) converge, stating that the corner would offer a

right-turn in and a right-turn out only, due to the median strip in the center of the Highway. He expressed a concern about the additional traffic that would congregate along Suncrest.

Finally, Rice disputed the need for established percentages that dictate the types of development. He suggested that the uncertainties of development do not adequately address the concerns of the property owners. Rice stated that the concept plan should be revised, not only because of concerns over residential densities but also because of deficiencies of the transportation plan and the conflicting use of the wetlands.

Heesacker noted that devising a conceptual plan for urban growth is part of a regional planning process with a fifty year horizon. He observed that potential development is years, maybe even decades away. Roads cannot go through property without an owner's consent. Development can't happen unless the property is sold for that purpose.

Heesacker stressed that the public could guide the process with their input. He highlighted the concept plan changes already executed based on public input from the open house. He invited those present to continue to participate in all the public processes that would eventually accommodate future growth.

There followed discussion clarifying the maps, wetland use, and the TSP. Moody described the entities that must work together to create a transportation plan, emphasizing that the Oregon Department of Transportation has the final say regarding access to the Highway. Jackson County must also concur if proposed roadways affect the County's transportation system. Moody noted the myriad of advisory groups that are part of planning for future growth in addition to the City and public input. He encouraged further public participation, stating that questions and input were not restricted to public meetings.

Additional questions from the audience were addressed by Moody who described the rationale for determining the uses within a space. Mark Knox, former planner for Talent noted that discussion of future urban growth in Talent had been going on for many years and that plans continued to be refined based on public input. He suggested considering mixed use along the highway to reduce the density issues elsewhere. RVCOG consultant Converse noted that the concept plan provides flexibility for future master planning. Builder Charlie Hamilton noted that two of the three options presented were acceptable as a starting point.

Moody outlined next steps. He noted that the concept plan text would be refined at the next regularly scheduled Planning Commission meeting. He stated that further analysis would provide the justification needed to designate TA4 and TA5 as future growth areas. If the studies show that the intended uses were not needed, the amount of incorporated land would be limited or would remain undeveloped.

Milan asked whether the high density housing would be affordable housing. Moody replied that the housing needs analysis, the buildable land inventory and the economic opportunity analysis would help define housing allocations.

In response to a question by Hazel, Moody noted that TA4 and TA5 lands could not be annexed into the City until the concept plan process is completed. He indicated that developers could

purchase parcels in advance if they so choose and a property owner was willing to sell. At some point market forces would dictate development. Moody noted that the City's goal is to have a 20 year supply of residential land designated. In addition analysis would highlight areas within the City that could be developed. Those areas must be developed prior to development of UGB land. Converse added that City's typically review their plan every five to ten years. Things change and unexpected opportunities might become available. He suggested that UGB lands should be called candidate lands until the time is right for incorporation.

**VI. Continued Public Hearing (legislative) Zoning Code, Zoning Map, Comprehensive Map Amendment – Consideration of Text Amendments to the Talent Zoning Code revising Title 8 and Chapter 3, adding wireless communication and changes as an allowed use in Residential Commercial, Industrial and Public Lands and Facilities zoning districts. Changes to Title 8, Chapter 3, Division J adding Article 9: Wireless Communication Facilities. Consideration of Comprehensive Plan and Zoning Map Amendments adding a Public Comprehensive Plan designation and a Public Lands and Facilities zone, changing all publically owned parcels to PLF. File: DCA2013-001. Applicant City of Talent.**

**Staff Report:** Moody noted that the staff report addressed the findings. A zoning code amendment would facilitate re-organization of Wireless Communications codes. Moody stated that there were some minor language changes as well.

In response to questions from the Commission, Moody noted that Federal statutes prohibit codes that address health and safety considerations.

Pastizzo asked for clarification of Section 8-J6 regarding the timeframe for decommissioning wireless facilities. Milan noted that the word perception should be removed from all sections.

**THE PUBLIC HEARING CLOSED.**

**Motion:** *French moved to recommend approval the proposed amendment to the Talent City Council, as described in the attached exhibit, amending Talent Zoning Code revising Title 8, Chapter 3 Divisions C, D, F & G adding wireless communication as an allowed use in Residential, Commercial, Industrial and Public Lands & Facilities zoning districts. Changes to Title 8, Chapter 3, Division B, Article 1, Definitions, establishing definitions specific to wireless communications. Changes to Title 8, Chapter 3, Division J, adding Article 9, Wireless Communication Facilities and changes to Title, 8, Chapter 3, Division L, Article 2, Conditional Uses as amended. Hazel seconded and the motion carried by roll call vote.*

**VII. Conditions Modification (quasi-judicial) Site Development Plan Review – Consideration of a Modification to an approved Site Development Plan (SPR2015-002). Consistent with Section 8-3M.180 (F)(4), modifications to approved plans or conditions of approval requested by the applicant shall follow the individual procedures of application ordinances. Site Development Plan approval was granted by the Planning Commission, therefore the Planning Commission shall hear any request for amendment. File: SPR2015-005. Applicant: Talent Urban Renewal Agency**

**Staff Report:** Moody stated that SPR2015-002 had been approved by the Planning Commission. The proposal at that time included removal of a tree that was originally considered to be a hazard. Since that time, a certified arborist has evaluated the tree and has found the tree to be healthy and structurally

sound. The Arborist found that the root ball would be sufficiently removed from the sidewalk to remain healthy.

Moody asked that the Commission approve the amendment as presented. Heesacker noted that the amendment was procedural only.

**Motion:** *Commissioner French moved to approve the final order for SPR 2015-005 as amended by staff. Commissioner Pastizzo seconded and the motion carried.*

**VIII. Planning Commissioners Update**

Commissioner French commented on a Commissioner Training session she had attended along with Commissioner Milan. She reported that she learned about the history of land use planning in Oregon, about the top of mind issues that other jurisdictions face, and about what constitutes exparte communications. She stated that Grants Pass had identified a grant for revitalizing downtown areas.

French noted that visiting a site before consideration by the Planning Commission was considered exparte communications because of the impressions or bias established by previewing the site. Milan too, stated that he was surprised that visiting a site was seen as part of exparte communications. Moody noted that disclosure of a site visit was sufficient.

Heesacker called for a representative to attend the City Council on Wednesday September 30, 2015 on behalf of the Planning Commission. Pastizzo agreed.

Moody reported that a group of interested Cities had gathered to discuss small industrial uses in the downtown core. He invited those present to the process. Moody agreed to email the date and time specific.

**IX.** The next regularly scheduled meeting is set for October 22, 2015.

**X. Adjournment**

There being no further business to come before the Commission, the meeting was adjourned at 8:30 P.M.

Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Zac Moody, Community Development Director

\_\_\_\_\_  
Chair Heesacker

Note: These Minutes and the entire agenda packet, including staff reports, referenced documents, resolutions and ordinances are posted on the City of Talent website ([www.cityoftalent.org](http://www.cityoftalent.org)) in advance of each meeting. The Minutes are not a verbatim record. The narrative has been condensed and paraphrased to reflect the discussions and decisions made.

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# City of Talent

Community Development Department - Planning



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## STAFF REPORT and **PROPOSED FINAL ORDER**

Type-3 Land Use Application — Planning Commission

Meeting date: October 22, 2015

File no: VAR 2015-001

Prepared by: Zac Moody

Item: Setback Variance

### GENERAL INFORMATION

Applicant.....Suncrest Homes

Owner.....Suncrest Homes

Assessor's Map Number .....38-1W-25DC, Tax Lot 105

Site Location.....413 Creel Rd.

Site Area.....0.23Acres (10,019 sq. ft.)

Zoning.....RS-5 – *Single Family – Low Density Residential*

Adjacent Zoning and Land Uses .....RS-5 – *Single Family – Low Density Residential*

Applicable Code Sections.....Article 8-3L.4

120-Day Limit.....February 1, 2016

### REQUEST

The request is for a variance of six (6) feet to the flag lot standard setbacks for a single story home as required by Section 8-2.630 (E)(1).

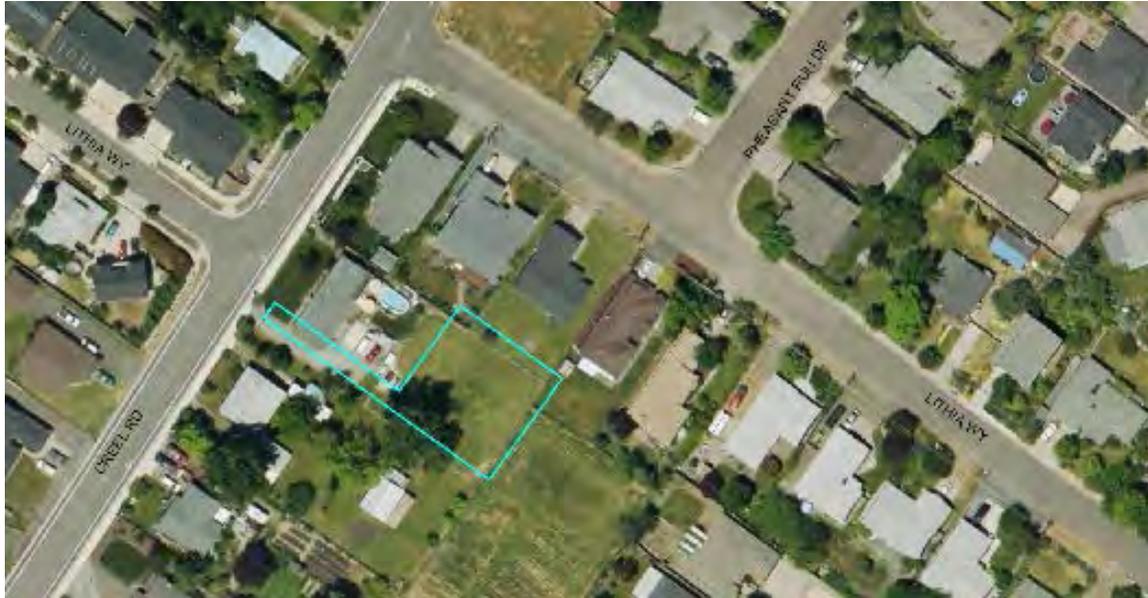
### BACKGROUND

This lot was created from a 0.43 acre parcel as part of a flag lot partition in early October 2006. The minimum lot size at the time of partition was 8,000 square feet and met the minimum standards. The parcel is currently zoned RS-5, which also requires a minimum lot size of 8,000 square feet. The lot exceeds the minimum by 2,019 square feet or 21%.

In the Final Order for the original partition, Staff required that any potential building on the lot conform to the neighborhood context. Since more than 50% of the dwellings in the area are single story, Staff required new construction to be single story.

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In addition, because this is a flag lot, the required setbacks are greater than required for a standard lot in the same zone. Both the previous and current zoning regulations require a minimum setback of 15 feet along all sides of the lot.



**PROPERTY CHARACTERISTICS**

The site is located along Creel Road between Lithia Way and Talent Avenue. The lot exceeds the minimum size and dimensional standards for the zone. The parcel is relatively flat with a slope towards the northeast. Adjacent to the flag lot access is a large Cottonwood tree. This is noted and shown below to identify a potential constraint to building.



**Wastewater Service**

Wastewater service is currently available to the subject parcel by Rogue Valley Sewer Service (RVS).

**Stormwater**

Stormwater on the site currently sheet flows in a north easterly direction off the site possibly on to neighboring properties. Lot drainage requirements are addressed in the findings (attached).

**Water Service**

Water service is currently available to the subject parcel by the City of Talent.

## **APPROVAL CRITERIA**

8-3 Division L. Article 4 of the Talent Zoning Ordinance regulates Variances. The purpose of a variance is to “*provide modifications to standards where practical difficulties, unnecessary hardships and results inconsistent with the general purposes of this chapter at the Talent Comprehensive Plan result from the strict and literal interpretation and enforcement of the provisions of this chapter.*” Approval of the proposed site plan is contingent upon the approval of the requested variance.

## **AGENCY COMMENTS**

As of the date of this staff report, no agency comments have been received.

## **PUBLIC COMMENTS**

As of the date of this staff report, no public comment has been received. However, this application will be heard by the Planning Commission and is a public hearing, so any concerns can be addressed at that time.

## **ISSUES**

As stated by the applicant, designing a single story home on this lot that was consistent with the neighborhood context was difficult because of the existing location of a large Cottonwood tree in relation to the required driveway access.

Staff feels that the requested setback variance is necessary to protect the existing tree and to provide proper, safe access to the dwelling. Allowing the reduced setback provides the property owner to provide a vehicle turn-around on the lot, eliminating the need to back out of the driveway on to Creel.

Attention should also be brought to the standard side and backyard setbacks in the RS-5 zoning district. In the RS-5 zoning district, the standard side yard and backyard setbacks are only five (5) and ten (10) feet respectfully. It is also important to know that this lot exceeds the minimum standards for area by more than 20%. Many lots in this zone either just meet the minimum or are substandard and are only required to meet the minimum setbacks.

Based on this information and the proposed design of the dwelling, allowing the reduced setback will have less of an impact on the neighboring properties than building a two-story home with the required fifteen (15) feet of setback.

## **RECOMMENDATION**

Based on the findings for the Variance stated in the Proposed Final Order, staff recommends approval of the Variance, with conditions outlined in the Proposed Final Orders

## **ATTACHMENTS**

The following information was submitted regarding this application:

- Applicants Statement
- Proposed Site Plan
- Proposed Final Order



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Zac Moody, Community Development Director

October 7, 2015

Date

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Staff has recommended this proposal for approval, but it will require at least one public hearing before the Planning Commission for a decision. The Talent Zoning Code establishes procedures for quasi-judicial hearings in Section 8-3M.150.

**A public hearing on the proposed action is scheduled before the Planning Commission on October 22, 2015 at 6:30 PM at the Community Center.**

For copies of public documents or for more information related to this staff report, please contact the Community Development Director at 541-535-7401 or via e-mail at [zmoody@cityoftalent.org](mailto:zmoody@cityoftalent.org).



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: Variance for side yard set back
Property Owner: SUNCREST Homes
Mailing Address: P.O. Box 1313
Phone: (541) 944-3976
Street Address: 413 Creel Road, Talent
Email Address: SUNCREST@MIND.NET
Applicant/Consultant: (if not owner)

Table with 4 columns: Assessor's Map Number, Tax Lot Number, Acres, Zone. Row 1: 38-1W- 25 DC, 105, .23, RS-S. Row 2: 38-1W-

Subzone (if applicable)

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

Type of Application (check all boxes that apply)

Grid of application types with checkboxes: 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
9-28-15
Date
9-28-15

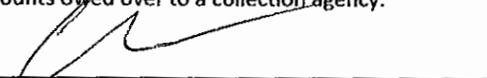
**APPLICATION FEES & DEPOSITS**

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	9-28-15 Date
 Property Owner's Signature (required)	9-28-15 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

FOR OFFICE USE ONLY			
Deposit Paid (Amount): \$592 <sup>00</sup>	Date: 9-28-15	Received By: C Bradley	File Number: VAR 15-001

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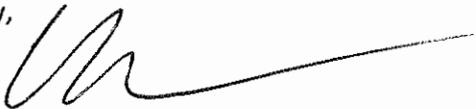
The property in question is a flag lot on Creel and is almost a ¼ acre (.23 of an acre) and zoned RS-5, the same zone as all of the surrounding properties, located behind 414 Creel Rd. with a legal description of 381W25DC tax lot 105

As is typical throughout the valley Talent has a 5' side yard setback in the subdivision code for residential properties. Unlike the rest of the cities in the valley also Talent has an unusual requirement that all flag lots have a 15' setback from all property lines. Regarding side yard setbacks most all cities make a distinction between single story and two story homes and have different requirements for such, much like Talent's 5' for a single story and 8' for a two story. Unfortunately this concept seemed to have been overlooked in the flag lot setbacks of 15'.

Designing a home on this lot proved more difficult than what appears on the surface, in that there is a large tree on the property and an attempt was made to keep the driveway and vehicle turn around out of the drip zone of this tree as much as possible. The applicant has designed an 1825 Sq. Ft. single story home on the flag lot which meets all side yard setbacks except one side yard setback which would need to be 8' 9". On the impacted side yard the applicant has meet with both affected neighbors and shown the site plan, discussed the requested variance and both have agreed that a single story home at 8' 9" is much preferred than a redesign of the home going two stories set back at 15'. In addition to the neighbors support, the applicant feels this request for a variance is justified for a number of reasons; building a single story home with a 8' 9" setback has a much smaller impact on all of the surrounding neighbors than a 2 story home at 15' setback, the designing around an existing tree which reduced the options for access, the failure of the existing flag lot ordinance to make distinctions in side yard setback for 1 and 2 story homes, the lot itself is oversized at almost a ¼ acre giving more space between all the surrounding properties.

It is for these reasons the applicant is requesting approval for a variance for the side yard setback on one side only for a flag lot, for this single story home.

Sincerely,



Charlie Hamilton

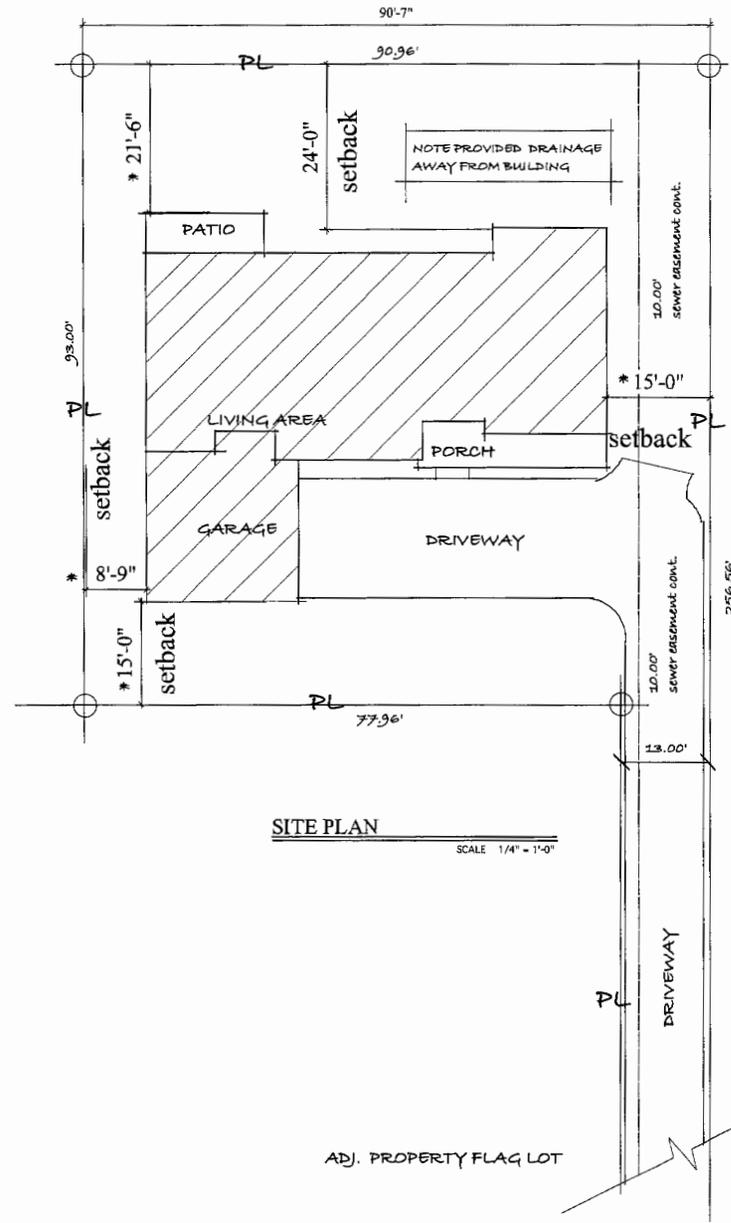
Suncrest Homes

**TYPICAL CODE**

1. ALL CONSTRUCTION SHALL BE PER 2011 OREGON RESIDENTIAL SPECIALITY CODE EFFECTIVE DATE JULY 1, 2011 & IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE CODES, AND FEDERAL CODE AND REGULATIONS IN THE CITY COUNTY AND STATE THAT THESE PLANS BEING CONSTRUCTED.
2. DESIGN WIND LOAD 100 MPH REGION (3 SECOND GUST), WIND EXPOSURE B, EXCEPT AS NOTED.
3. SEISMIC ZONE: ZONE B 1.
4. ROOF LOAD 25 PSF LIVE LOAD 15 PSF DEAD LOAD, BELOW 2500'.
5. FLOOR LOAD 40 PSF LIVE LOAD, DEAD LOAD 15 PSF, L/480 DEFLECTION.
6. OREGON RESIDENTIAL ENERGY CODE PRESCRIPTIVE COMPLIANCE PER TABLE N1101.1

BUILDING COMPONENT	STANDARD BASE CASE		LOG HOME ONLY	
	REQUIRED PERFORMANCE	EQUIV. VALUE	REQUIRED PERFORMANCE	EQUIV. VALUE
WALL INSULATION ABOVE GRADE	U-0.060	R-21.0	NOTED	NOTED
WALL INSULATION BELOW GRADE	F-0.565	R-15	F-0.565	R-15
FLAT CEILINGS	U-0.031	R-32	U-0.025	R-40
VAULTED CEILING	U-0.042	R-38	U-0.027	R-38 AB
UNDER FLOORS	U-0.028	R-30	U-0.028	R-30
SLAB EDGE PERIMETER	F-0.520	R-15	F-0.520	R-15
HEATED SLAB INTERIOR	N/A	R-10	N/A	R-10
WINDOWS	U-0.35	U-0.35	U-0.35	U-0.35
WINDOW AREA	N/A	N/A	N/A	N/A
SKYLIGHTS	U-0.60	U-0.60	U-0.60	U-0.60
EXTERIOR DOORS	U-0.20	U-0.20	U-0.54	U-0.54
EXTERIOR DOORS W/ > 2.5 SQ FT GLAZING	U-0.40	U-0.40	U-0.40	U-0.40
FORCED AIR DUCTS INSULATION	N/A	R-8	N/A	R-8

ADDED MEASURES 1:  
HIGH EFFICIENCY HVAC SYSTEM GAS FIRED FURNACE WITH MIN. AFUE OF 90%



Development	Date
<small>Make all changes to these plans in the written or digital form. All changes must be approved by the Designer. Any changes made to these plans without the Designer's approval will void the contract. The Designer is not responsible for any errors or omissions on these plans. The Designer is not responsible for any errors or omissions on these plans. The Designer is not responsible for any errors or omissions on these plans.</small>	
<b>CONTRACTOR:</b> MRS. CHARLE HAMILTON 3514 WEST 13TH ST TALENT, OR 97140 PHONE 541-535-8444 OFFICE	
<b>OWNER:</b> PROJECT: A PROPOSED RESIDENCE 743 CREEK RD. TALENT, OR 97140	
<b>ELITE DESIGNS UNLIMITED</b> 378 Innovation Drive Grants OR 97630 Phone 541-474-5001 • Cell 866-461-1191 PLANS BY: J.W. OHLER Fine Home Design Since 1989	
DATE:	PLOTTED
DATE:	6-17-17
PROJECT:	
SHEET No.	
A - 1 OF 6	



**BEFORE THE TALENT PLANNING COMMISSION  
STATE OF OREGON, CITY OF TALENT**

IN THE MATTER OF PLANNING COMMISSION FILE NO. VAR 2015- )  
001 LOCATED AT 413 CREEL ROAD [MAP NO. 38-1W-25DC TAXLOT ) ORDER  
105], THE CITY OF TALENT PLANNING COMMISSION FINDS THE )  
FOLLOWING: )

1. The Planning Commission held a properly noticed public hearing on this matter on October 22, 2015;
2. The Planning Commission asked the Community Development Director to present a staff report and a proposed final order with findings and recommendations;
3. At the public hearing evidence was presented and the public was given an opportunity to comment;
4. The Commission found that the requested variance to the side yard setbacks is necessary because exceptional and extraordinary circumstances apply to the property;
5. The Commission found that the proposed application, with conditions in all other respects complied substantially with the criteria for approval in 8-3L.4.

**The Talent Planning Commission approves the Variance (VAR 2015-001) allowing a side yard setback of 8' 9" along the western boundary of the subject lot with the following conditions of approval:**

**ONGOING CONDITIONS OF APPROVAL:**

1. The applicant shall continually provide turn-around access between the dwelling and western property line, to prevent backing out of the flag lot access.

**IT IS HEREBY ORDERED THAT the Talent Planning Commission approves with conditions the requested variance to side yard setbacks based on the information presented in the Staff Reports and Findings of Fact below:**

In the following, any text quoted directly from City codes appears in *italics*; staff findings appear in regular typeface.

***8-3C.220 BUILDINGS AND USES PERMITTED SUBJECT TO A TYPE I PERMIT REVIEW***

*No building, structure or land shall be used, and no building or structure shall be hereafter erected, enlarged or structurally altered, except for the following uses:*

- A. *Single-family detached dwellings.*

**Finding:** The subject parcel is zoned Single Family - Low Density (RS-5) and allows for the construction of a single family detached dwelling through a Type-I review. **The provisions of this section have been met.**

### **8-3C.260 DENSITY AND DIMENSIONAL REQUIREMENTS**

*E. Flag lot development standards. The following standards apply to development on flag lots:*

- a. Setbacks (See Figure 630–1). Flag lots have required building setbacks that are the same along all lot lines, except that the setback on the pole portion side shall be at least 13 or 24 feet, as appropriate, plus an additional 20 feet for garage entrances, or more if there is a possibility the pole may someday become part of a larger public right-of-way. The City reserves the right to require greater setbacks in such cases for garages and/or entire structures. The required setbacks for primary structures, including houses and garages, are:*

<i>Zone</i>	<i>Setback</i>
<i>RS-5</i>	<i>15 feet</i>
<i>RS-7</i>	<i>10 feet</i>
<i>RS-MH</i>	<i>10 feet</i>
<i>RM-22</i>	<i>10 feet</i>

**Finding:** As shown on the proposed plot plan, the building envelope is set back fifteen (15) feet from the front (facing Creel to the north.) and fifteen (15) feet from the back and the east side. The building envelope is setback nearly nine (9) feet from the eastern property line. The proposed garage is setback is nearly thirty (30) feet, while the setback from the western edge of the building envelope is fifteen (15) feet. The setback on the eastern boundary is more difficult to achieve due to the location of the Cottonwood tree. The area adjacent to the Cottonwood tree is also needed to provide a vehicle turn-around location to prevent backing onto Creel Road. A setback of approximately six (6) feet on the eastern property line is being considered as part of this application and is addressed in the findings below for variances. **The provisions of this section have been met, subject to approval of the requested variance and other conditions of approval.**

### **8-3L.440 REQUIRED FINDINGS FOR GRANTING A VARIANCE**

*The Planning Commission shall not grant any variance unless all of the following findings are made:*

- A. There are exceptional or extraordinary circumstances or conditions applying to the property or intended use that do not apply generally to other properties in the same zone or vicinity and which result from lot sizes or shape legally existing prior to the adoption of this chapter, topography, or other circumstances over which the applicant has no control;*

**Finding:** The subject lot was created as part of a flag lot partition in 2006, which provided the lot with sufficient space for a smaller building footprint typical of a two-story home. However, the findings from the 2006 partition preclude the development of a two-story home in order to provide consistency with adjacent single story residential development.

At the time the final orders were approved by the Planning Commission, no consideration was taken for the location of the existing Cottonwood tree, nor was a vehicle turn-around considered. The location of the Cottonwood tree and the requirement for only single story development applies an exceptional or extraordinary circumstance that would significantly limit the size of the home and the value of what could be built.

The proposed location of the 1,825 square foot single story home has been designed to keep the driveway and vehicle turn-around out of the drip zone of the tree to the greatest extent practicable and has been sited in a location that provides reasonable assurance that even with the requested variance, there is adequate separation between residential uses. **The provisions of this section have been met.**

B. *The variance is necessary for the preservation of a property right of the applicant which is substantially the same as is possessed by the owners of other property in the same zone or vicinity;*

**Finding:** All of the adjacent properties are zoned RS-5 and would be subject to the standard setbacks for the zone. Many of the lots in the vicinity are large enough to partition to the standard 8,000 square foot area or are already sized to the minimum zoning standards.

If any one of these standard sized properties were vacant and requested to build a dwelling, they would only need to meet the five (5) foot side yard setbacks. Without a side yard setback variance, it could be argued that the property rights of the subject property owner *are* substantially different than that of others in the vicinity. **The provisions of this section have been met.**

C. *The variance would not be detrimental to the purposes of this chapter, the objectives of any City development plan or policy, the goals, policies or text of the Comprehensive Plan, or other property in the zone or vicinity in which the property is located; and*

**Finding:** A variance would not be detrimental to the purpose of this chapter or the objectives of the policies of the City. No variance from the standard setbacks is being requested for the north, south or west sides of the parcel, so there is no negative impact along those property lines. In fact, the setbacks on the south side of the property exceed the minimum flag lot setbacks by nine (9) feet. An approved variance of six (6) feet on the eastern property line, adjacent would have less impact on the adjacent property owners than allowing a two-story dwelling that met all of the flag lot setbacks.

A variance of six (6) feet allows for 42 feet of separation between the dwelling to the east and the proposed subject dwelling, thirty-two (32) feet more than the standard setbacks for a single-story single family residential lot. **The provisions of this section have been met.**

D. *The variance requested is the minimum variance from the provisions and standards of this chapter, which will alleviate the hardship.*

**Finding:** The requested variance is the minimum variance from the provisions and standards of this chapter and will alleviate the hardship. The dripline for the Cottonwood tree is approximately the same distance as the setback required on the western boundary. Any reduction of the western property line setback could have a potential negative impact on the

health, safety and root system of the tree and would minimize the effectiveness of the vehicle turn-around. As an ongoing condition of approval, the applicant shall continually provide turn-around access between the dwelling and western property line, to prevent backing out of the flag lot access. **The provisions of this section have been met subject to conditions of approval.**

**This approval shall become final 14 days from the date this decision and supporting findings of fact are signed by the Chair of the Talent Planning Commission, below. A Planning Commission decision may be appealed to the Hearing's Officer within 14 days after the final order has been signed and mailed. An appeal of the Hearing's Officer decision must be submitted to the Land Use Board of Appeals within 21 days of the Hearing Officer's decision becoming final.**

**Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the City to respond to the issue precludes an action for damages in circuit court.**

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Eric Heesacker  
Chairperson

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Date

ATTEST

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Zac Moody  
Community Development Director

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Date

# **COLVER ROAD INDUSTRIAL CONCEPT PLAN**

***A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR***

***TA-4***

***AN URBAN RESERVE AREA OF THE CITY TALENT***

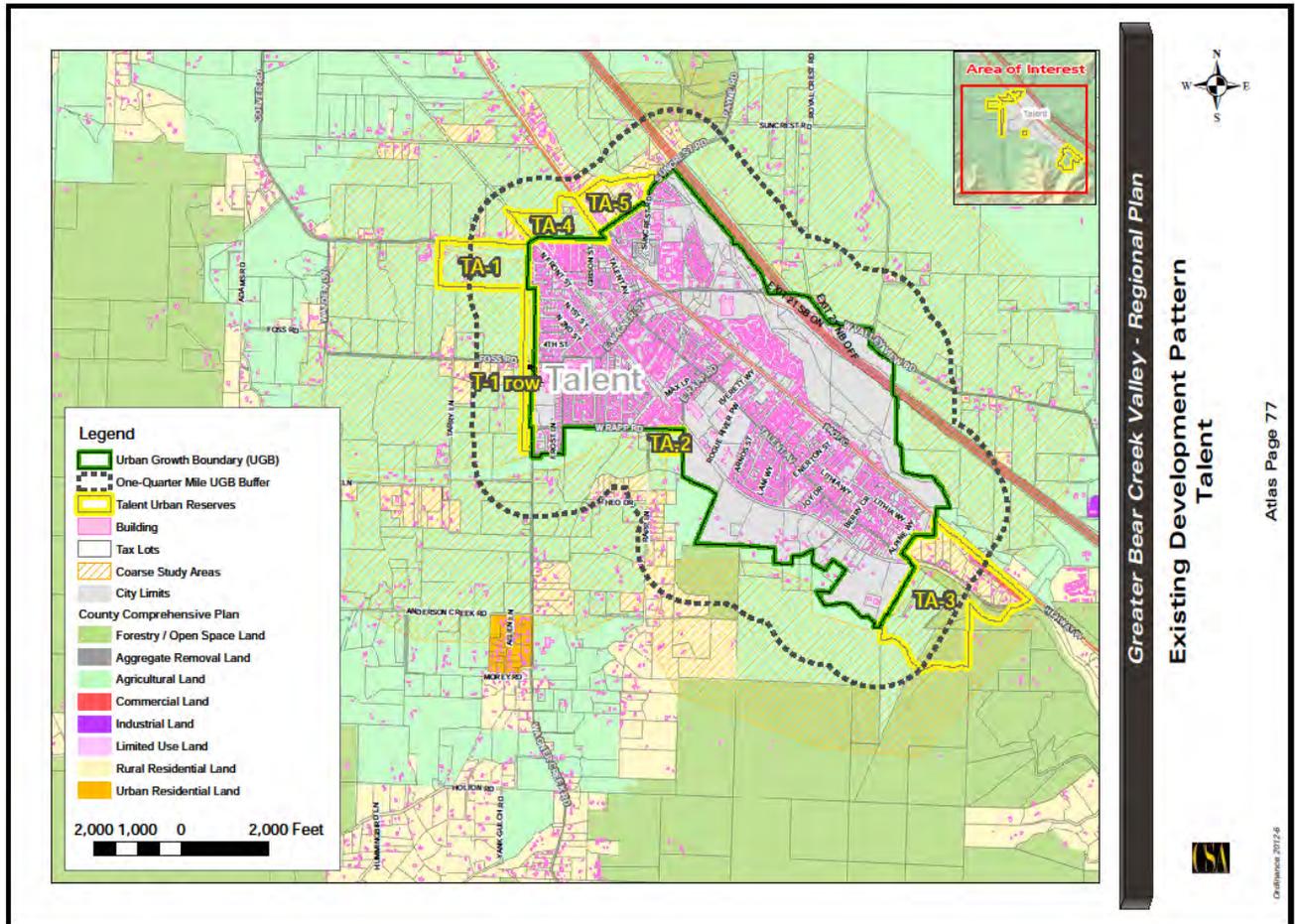
City of Talent

Adopted by City Council Resolution No. \_\_\_\_\_, November \_\_\_\_, 2015

## PART 1. INTRODUCTION

The Regional Plan Element of the Talent Comprehensive Plan requires that before any portion of an urban reserve area can be incorporated into an Urban Growth Boundary the city must prepare a Conceptual Land Use Plan and Conceptual Transportation Plan showing how the addition will comply with commitments made in the Regional Plan. This document addresses the TA-4 *Concept Plan* ('*Concept Plan*'). Figure 1 illustrates TA-4's relationship to the City and the other urban reserve areas.

Figure 1 – Talent Urban Reserve Areas



As used in this report the term ‘concept plan’ refers to a document setting forth a written and illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to the specific (site development). In the case of TA-4, the goal to be achieved is a first generation refinement of how the land use distributions and applicable performance indicators of the Greater Bear Creek Valley Regional Plan (GBCVRP) will be applied to TA-4.

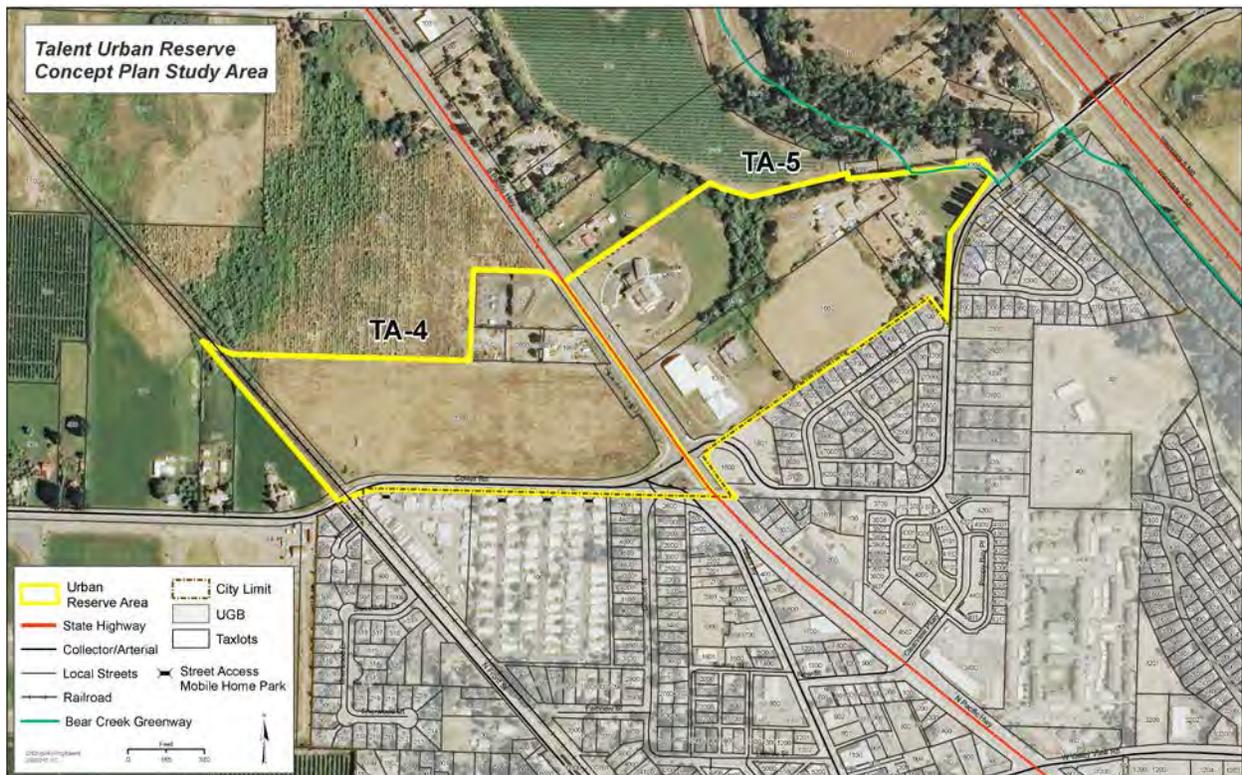
The *Concept Plan* is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan

compliance. These items will be addressed at such time as the area's planning proceeds through inclusion in the urban growth boundary, annexation, zoning, site plan approval, and ultimately development, with each step being guided by the *Concept Plan*.

The *Concept Plan* illustrates the City's basic development program for TA-4, which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the Regional Plan Element and Greater Bear Creek Valley Regional Plan, including all applicable performance indicators set forth in these documents. The development concept for TA-4 complements and supports local and regional objectives relative to land use distribution and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

Figure 2 – Talent Urban Reserve Concept Plan Study Area



## PART 2. THE CONCEPT PLAN

The long-term objective for TA-4 is to provide an employment opportunity at the north end of the City along Highway 99. Performance Indicator 2.9.12 restricts development of TA-4 to industrial uses. The site's borders include a state highway, a regional collector road, and a railway. It is proposed to accommodate identified industrial uses requiring rail and highway access. Public facilities necessary to develop the site are nearby.

The Concept Plan is composed of two elements:

### a. The Conceptual Land Use Plan ('Land Use Plan')

The primary objective of the Land Use Plan is to refine the land use categories and spatial distribution of those categories throughout TA-4. This is necessary because the Regional Plan Element addresses land use only in terms of general land use types, e.g., residential, employment, and percentage distribution of the land use.

The Regional Plan Element designates land uses within TA-4 entirely as Employment. The area currently is zoned Exclusive Farm Use, but its future designation will be Industrial.

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



### b. The Conceptual Transportation Plan ("Transportation Plan")

The only regionally significant transportation corridor affecting TA-4 are South Pacific Highway (OR 99) and Colver Road, a County regional corridor.

Figure 4 – Talent URCP, Functional Classification and Freight Facilities



Figure 5 – Talent URCP, Bicycle/Pedestrian Systems & Transit Route



**c. Implementation Guidelines**

The following guidelines are intended to serve as future action items:

**Policy TA-4.1 Land Use:** At time of inclusion in the City’s urban growth boundary (UGB) the property will be shown on the City’s Comprehensive Plan Map as Industrial.

**Policy TA-4.2 Access:** Access from South Pacific Highway is restricted to right-in/right out movements. Northbound turns will not be permitted.

**Policy TA-4.3 Irrigation District Coordination.** Talent Irrigation District (TID) maintains laterals along the south and west boundaries of TA-4. As properties within TA-4 are included within the City’s urban growth boundary, and further proceed through the development process, i.e. annexation, zoning, site development, the City and property owner/developer shall collaborate with TID as outlined in the protocols set forth in Jackson County’s Agricultural Element.

**Policy TA-4.4 Concept Plan Modification.** Modifications to the Concept Plan shall be subject to the same review and collaboration procedures used in approving the original Concept Plan, and shall be processed by the County as a Type 4 Review.

**PART 3. SUPPORT FINDINGS**

The findings present in this section provide both background information and address the Regional Plan Element’s Performance Indicators.

**a. Current Land Use Characteristics**

This section describes the general character of TA-4 in its current condition.

**Natural Landscape:** The largest parcel in the area is a former orchard, with several other parcels at the north end along South Pacific Highway. There are no identified environmental constraints.

**Cultural Landscape:** TA-4) is a 21.66- acre block of parcels. The largest is 17.48 acres, and will accommodate a majority of new industrial uses. Pacific Corp owns two parcels totaling 2.69 acres and including a substation. A .52-acre property is a church-owned cemetery, and one .97 parcel contains a dwelling.

Table 1 – TA-4 Current Parcel Characteristics

Assessor's No.	Acreage	Zoning	Land Use	Ownership
381W23B TL 1900	0.04	EFU	Cemetery	Church
381W23B TL 1901	0.97	EFU	Residential	Private
381W23B TL2000	0.48	EFU	Cemetery	Church
381W23B TL2100	0.49	EFU	Storage	Public Utility
381W23B TL2200	17.48	EFU	Vacant field	Private
381W23B TL2301	2.20	EFU	Electricity Substation	Public Utility
Total Acres	21.66			

**b. Current Land Use Designations & Zoning**

All of TA-4 is currently planned and designated for agricultural (EFU) use. Tax Lot 2200 was in orchard use for many years, but the orchard was removed more than ten years ago. The other parcels give no evidence of farm use.

**c. Existing Infrastructure**

**Water**

Currently, public water service is not available to TA-4, but can be easily extended from the existing Talent water lines to the south.

**Sanitary Sewer**

A Rogue Valley sanitary sewer trunk line runs east-west along Colver Road at the south edge of the urban reserve area.

**Storm Drainage**

Rogue Valley Sewer Services manages stormwater quality for the cities of Phoenix, Talent, Central Point and urbanized, unincorporated Jackson County. In March 2004, RVCOG and a consultant firm prepared a Stormwater Program Guide to help local governments in the Rogue Valley achieve compliance with National Pollutant Discharge Elimination System (NPDES) requirements. The overarching objective is to minimize adverse effects of development on the region's water quality.

### ***Street System***

TA-4 is currently accessed by Colver Road, a county road, and South Pacific Highway (Highway 99) a state highway.

### ***Irrigation District***

TA-4 is located within the Talent Irrigation District (TID), but none of the parcels have irrigation service. TA-4 does not have any dedicated irrigation facilities within its boundaries. Most of the property abutting TA-4 on north is in commercial agricultural use and provided irrigation services by TID. It is not anticipated that implementation of the Concept Plan will cause future conflicts with irrigation services, or the current agricultural uses.

#### **d. Performance Indicators**

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators<sup>4</sup>, not all of which are applicable to all urban reserve areas. Table 3 identifies the primary Performance Indicators applicable to the TA-4 Concept Plan.

Table 2 - Performance Indicators Specific to Conceptual Plans

<b>Applicability</b>			
<b>Number</b>	<b>Description</b>	<b>Yes</b>	<b>No</b>
2.1	County Adoption		X
2.2	City Adoption		X
2.3	Urban Reserve Management Agreement		X
2.4	Urban Growth Boundary Management		X
2.5	Committed Residential Density		X
2.5.1	Minimum Residential Density Standards		X
2.6	Mixed-Use/Pedestrian Friendly Areas		X
2.7	Conceptual Transportation Plans	X	
2.7.1	Transportation Infrastructure	X	
2.8	Conceptual Land Use Plans	X	
2.8.1	Target Residential Density		X
2.8.2	Land Use Distribution	X	
2.8.3	Transportation Infrastructure	X	
2.8.4	Mixed Use/Pedestrian Friendly Areas		X
2.9	Conditions Specific to Certain URAs	X	
2.9.12	Development of TA-4 restricted to industrial uses	X	
2.10	Agricultural Buffering	X	
2.11	Regional Land Preservation Strategies		X
2.12	Housing Strategies		X
2.13	Urban Growth Boundary Amendments	X	
2.13.1	UGB Expansions Outside of URAs		X
2.14	Land Division Restrictions	X	
2.14.1	Minimum Lot Size	X	
2.14.2	Cluster Development		X

2.14.3	Land Division and Future Platting		X
2.14.4	Land Division and Transportation Plan		X
2.14.5	Land Division Deed Restriction		X
2.15	Rural Residential Rule Ashland		X
2.16	Population Allocation		X
2.17	Park Land		X
2.18	Buildable Land Definition		X
2.19	Greater RVMPO Coordination	X	
2.19.1	Prepare Conceptual Transportation Plan	X	
2.19.2	Designate and Protect Planned Transportation Infrastructure	X	
2.19.3	Regionally Significant Transportation Strategies	X	
2.19.4	Supplemental Transportation Funding	X	
2.20	Future Coordination with RVCOG	X	
2.21	EXPO		X
2.22	Agricultural Task Force	X	

**e. Applicable Performance Indicators**

The following addresses each applicable performance indicator per Table 2:

**2.5. Committed Residential Density.** Land within a URA and land currently within an Urban Growth Boundary (UGB) but outside the existing City Limit shall be built, at a minimum, [to 6.6 dwelling units per gross acre from 2010 to 2035, and 7.6 units per gross acre from 2036-2060]. This requirement can be offset by increasing the residential density in the City Limit.

**2.5.1.** Prior to annexation, each city shall establish (or, if they exist already, shall adjust) minimum densities in each of its residential zones such that if all areas build out to the minimum allowed the committed densities shall be met. This shall be made a condition of approval of a UGB amendment.

**Finding:** Because none of the land in TA-4 is planned for residential use, this performance indicator does not apply.

**Conclusion:** *Not applicable.*

**2.6 Mixed-Use/Pedestrian Friendly Areas.** For Land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of dwelling units (Alternative Measure No. 5) and employment (Alternative Measure No. 6) in mixed-use/pedestrian-friendly areas as established in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the target corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by

increasing the percentage of dwelling units and/or employment in the City Limit. This requirement is applicable to all participating cities.

**Finding:** Mixed use is not possible in TA-4 because it is restricted to industrial uses only.

**Conclusion:** Not Applicable.

**2.7. Conceptual Transportation Plans.** Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

**2.7.1. Transportation Infrastructure.** The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intra-city and inter-city, if applicable).

**Finding:** Preparation of the *Concept Plan* included a review of the City's Transportation System Plan, the County's Transportation System Plan, and the RVMPO's 2013-2038 Regional Transportation Plan. Both South Pacific Highway and Colver Road are significant transportation corridors. South Pacific Highway is a principal arterial that accommodates RVTD Route 10, and Colver Road is a major collector that also has bike lanes. No additional arterials or collectors are anticipated in TA-4. The railroad serves as the western boundary of the urban reserve area, and may be available to transport industrial products.

**Conclusion:** Complies.

**2.8. Conceptual Land Use Plans:** A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

**2.8.1. Target Residential Density:** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 above will be met at full build-out of the area added through the UGB amendment.

**Finding:** See Finding 2.5.

**Conclusion:** Not Applicable.

**2.8.2. Land Use Distribution.** The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a

specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1B, CP-1C, TA-4, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.

**Finding:** TA-4 is restricted to Industrial zoning. An overlay applied to the area near the highway and Colver Road intersection will provide an opportunity for retail sale of goods produced on the property. This area will provide a visually attractive buffer between the highway and more traditional industrial uses in large buildings on the western portion of the urban reserve area.

**Conclusion:** Complies.

**2.8.3. Transportation Infrastructure.** The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 2.7.1 above.

**Finding:** The required transportation infrastructure per 2.7 is included in the TA-4 Concept Plan (see Finding 2.7).

**Conclusion:** Complies.

**2.8.4. Mixed Use/Pedestrian Friendly Areas.** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 2.1.6 above will be met at full build-out of the area added through the UGB amendment.

**Finding:** See Finding 2.6.

**Conclusion:** Not Applicable.

**2.9. Conditions.** The following conditions apply to specific Urban Reserve Areas:

**2.9.12. TA-4.** Develop of TA-4 shall be restricted to industrial uses.

**Finding:** This restriction narrows the range of potential land uses in the urban reserve area from the more general employment allocation in many other urban reserve areas. Any retail use will be directly connected to goods produced in TA-4.

**Conclusion:** Complies.

**2.10. Agricultural Buffering.** Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

**Finding:** Talent adopted agricultural buffering standards when it adopted the Regional Plan. TA-4 abuts EFU zoned lands along its northerly border (see Figure 4). The buffering

standards differentiate among soil qualities in the agricultural areas and among development types in the urban areas. By definition the adjacent farmland is considered “high potential impact” because its soils are Class IV or better. Because new adjacent uses will be industrial, they are considered “non-sensitive” receptors and have slightly less restrictive setback and buffering requirements. These requirements will be imposed as a condition of development approval.

**Conclusion:** Complies.

**2.13 Urban Growth Boundary Amendment.** Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

**Finding:** The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The TA-4 Concept Plan addresses this requirement in anticipation of an urban growth boundary application into TA-4.

**Conclusion:** Complies.

**2.14 Land Division Restrictions.** In addition to the provisions of Oregon Administrative Rule 660-021-0040, the following apply to lots or parcels which are located within an URA until they are annexed into a city:

2.14.1 The minimum lot size shall be ten acres

**Finding:** All of the parcels in TA-4 are smaller than 20 acres, preventing any divisions until the parcels are in an urban area.

**2.17 Park Land.** For purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.

**Finding:** No park land is proposed in TA-4.

**Conclusion:** Complies.

**2.18 Buildable Lands Definition.**

**Finding:** The term “buildable lands” as defined in OAR 660-008-0005(2) is used by the City in managing its Buildable Lands Inventory and is the basis for determining future need.

**Conclusion:** Complies.

**2.19. Greater Coordination with the RVMPO.** The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

- 2.19.1. Prepare the Conceptual Transportation Plans identified in Section 4.1.7.
- 2.19.2. Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 4.1.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.
- 2.19.3. Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and
- 2.19.4. Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

**Finding:** The TA-4 Concept Plan was prepared in collaboration with RVMPO with attention given to the effective implementation of the Regional Plan. On March 11, 2015, the RVMPO Technical Advisory Committee reviewed and approved the *Concept Plan*. Because of adjustments made to the map since then, the plan will be submitted again for by the Technical Advisory Committee and the Policy Committee.

**Conclusion:** Complies.

**2.20 Future Coordination with the RVCOG.** The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

**Finding:** Any future modifications to the *Concept Plan* will be prepared in collaboration with the RVCOG.

**Conclusion:** Complies.

#### **2.22 Agricultural Task Force.**

**Finding:** The Agricultural Task Force submitted their recommendations to the County in the form of amendments to the County's Agricultural Lands Element. The County amended the Agricultural Lands Element to include a policy require coordination with applicable irrigation district. Implementation Strategies require evaluation of the effect of development on the district's ability to provide irrigation for agricultural purposes, and determination of any system changes or mitigation measures that would be necessary to ensure continued conveyance of irrigation water. Mitigation measures include relocating canals, piping canals, transferring water rights, quit-claiming water rights to the district, and co-location of irrigation district and public works facilities. Buried irrigation lines are on the perimeter of TA-4 and should not be significantly affected by development. The former orchard no longer has irrigation rights.

**Conclusion:** Complies, subject to implementation when UGB amendments are proposed.

# **NORTH TALENT CONCEPT PLAN**

***A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR***

***TA-5***

***AN URBAN RESERVE AREA OF THE CITY TALENT***

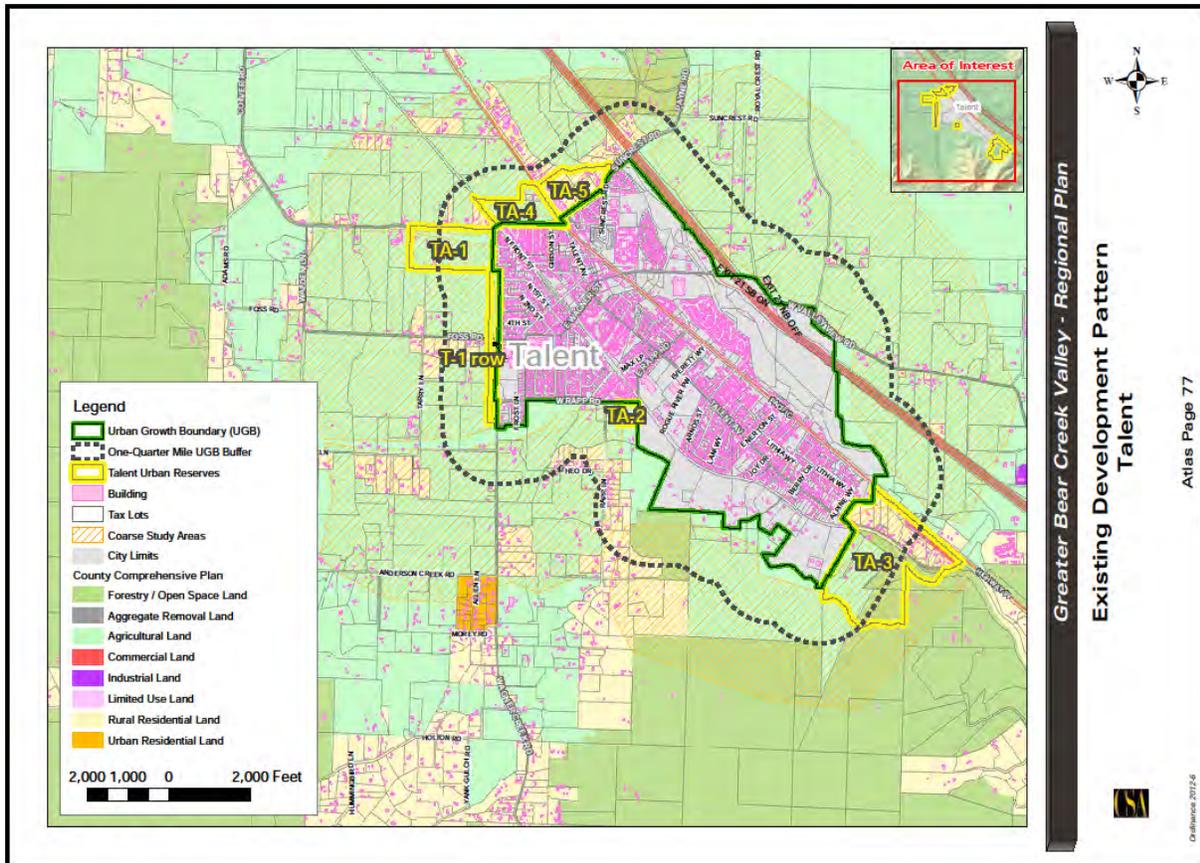
City of Talent

Adopted by City Council Resolution No. \_\_\_\_\_, November \_\_\_\_, 2015

## PART 1. INTRODUCTION

The Regional Plan Element of the Talent Comprehensive Plan requires that before any portion of an urban reserve area can be incorporated into an Urban Growth Boundary the city must prepare a Conceptual Land Use plan and Conceptual Transportation Plan showing how the addition will comply with commitments made in the Regional Plan. This document addresses that requirement for the urban reserve area known as TA-5. Figure 1 illustrates TA-5's relationship to the City and the other urban reserve areas.

Figure 1 – Talent Urban Reserve Areas



As used in this report the term ‘concept plan’ refers to a document setting forth a written and illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to the specific (site development). In the case of TA-5, the goal to be achieved is a first generation refinement of how the land use distributions and applicable performance indicators of the Greater Bear Creek Valley Regional Plan (GBCVRP) will be applied to TA-5.

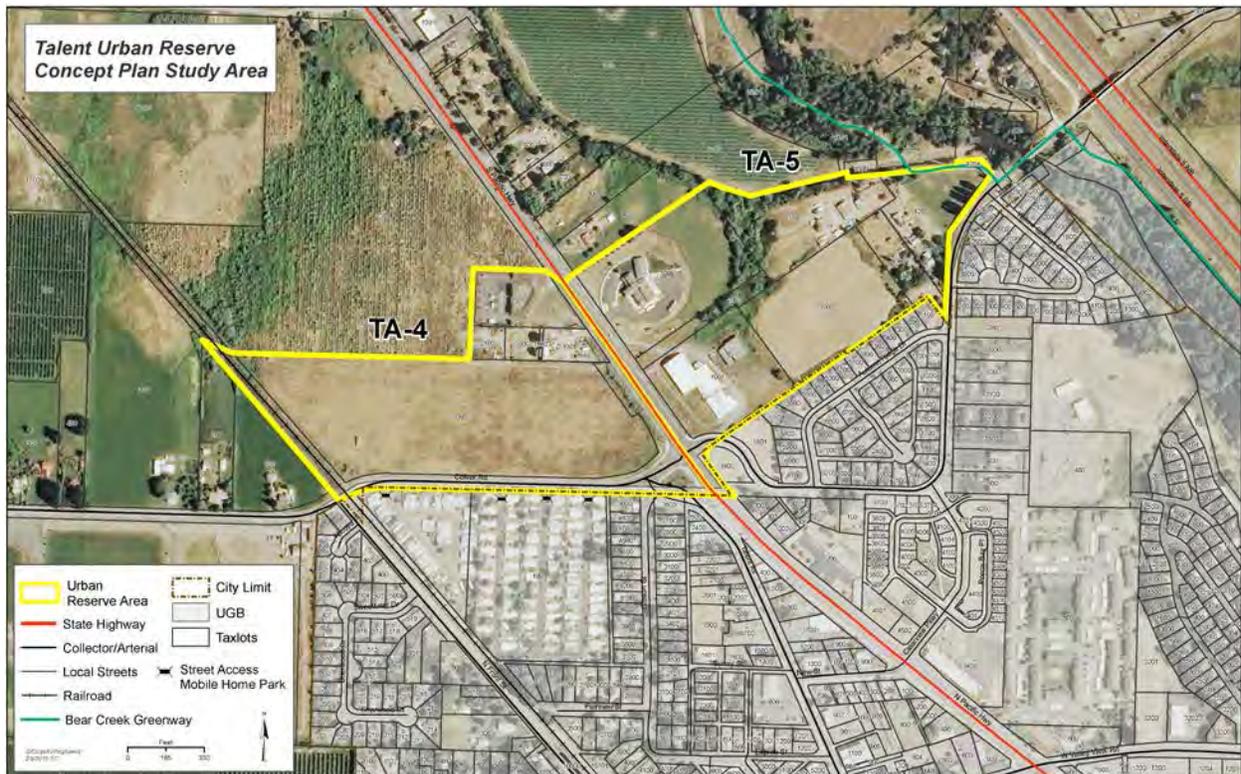
The *Concept Plan* is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan compliance. These items will be addressed at such time as the area’s planning proceeds through

inclusion in the urban growth boundary, annexation, zoning, site plan approval, and ultimately development, with each step being guided by the *Concept Plan*.

The *Concept Plan* illustrates the City's basic development program for TA-5, which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the Regional Plan Element and Greater Bear Creek Valley Regional Plan, including all applicable performance indicators set forth in these documents. The development concept for TA-5 complements and supports local and regional objectives relative to land use distribution and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

Figure 2 – Talent Urban Reserve Concept Plan Study Area



## PART 2. THE CONCEPT PLAN

The long-term objective for TA-5 is to provide land for residential and commercial development at the north end of the City east of Highway 99 and north of Suncrest Drive. While initial concepts reflect a density increase from east to west, the present concept shows lower densities along the present city limits, with increasing densities to the north. Employment uses concentrate along Highway 99, mixing with residential at the interface with residential areas.

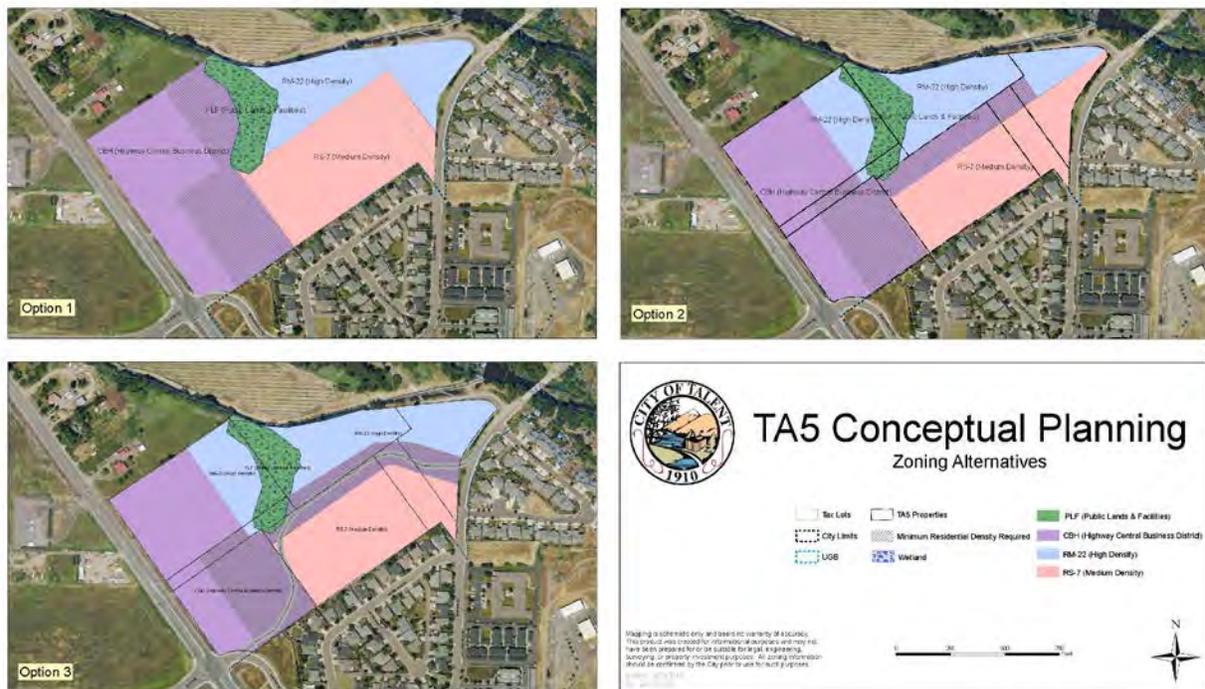
The Concept Plan is composed of two elements:

**a. The Conceptual Land Use Plan ('Land Use Plan')**

The primary objective of the Land Use Plan is to refine the land use categories and spatial distribution of those categories throughout TA-5. This is necessary because the Regional Plan Element addresses land use only in terms of general land use types, e.g., residential, employment, and percentage distribution of the land use.

The Regional Plan Element designates land uses within TA-5 as residential, employment, and open space. The area currently is zoned Rural Residential. Proposed urban residential lands will include a range of single-family densities, with additional residential uses on upper floors of commercial buildings. Uses near South Pacific Highway will primarily be commercial. Approximately 2.25 acres are included in the National Wetlands Inventory, and will not be available for residential or commercial development.

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



**b. The Conceptual Transportation Plan ("Transportation Plan")**

The only regionally significant transportation corridors affecting TA-5 are South Pacific Highway (OR 99) and Suncrest Road, a County regional corridor. RVTD manages a bus route along the highway, and the Bear Creek Greenway abuts the eastern edge of the growth area, providing the primary bicycle commuting route between Ashland and Central Point. The plan includes a transit stop abutting the highway.

Figure 4 – Talent URCP, Functional Classification and Freight Facilities



Figure 5 – Talent URCP, Bicycle/Pedestrian Systems & Transit Route



### c. Implementation Guidelines

The following guidelines are intended to serve as future action items:

**Policy TA-5.1 Land Use:** At time of inclusion in the City’s urban growth boundary (UGB) the property will be shown on the City’s Comprehensive Plan Map as Residential, Employment, and Open Space/Parks.

**Policy TA-5.2 Access:** Access from South Pacific Highway is restricted by a traffic separator to right-in/right out movements for the area within 500 feet of the Suncrest Road intersection. Southbound turns are not be permitted in this area. Primary access to TA-5 will be via Suncrest Road, with more refined connections to be determined prior to urban growth boundary amendments and again at the time of urbanization planning.

**Policy TA-5.3 Irrigation District Coordination.** As properties within TA-5 are added to the City’s urban growth boundary, and further proceed through the development process, i.e. annexation, zoning, site development, the City and property owner/developer shall collaborate with Talent Irrigation District (TID) and Medford Irrigation District (MID) as outlined in the protocols set forth in Jackson County’s Agricultural Element.

**Policy TA-5.4 Concept Plan Modification.** Modifications to the Concept Plan shall be subject to the same review and collaboration procedures used in approving the original Concept Plan, and shall be processed by the County as a Type 4 Review.

### PART 3. SUPPORT FINDINGS

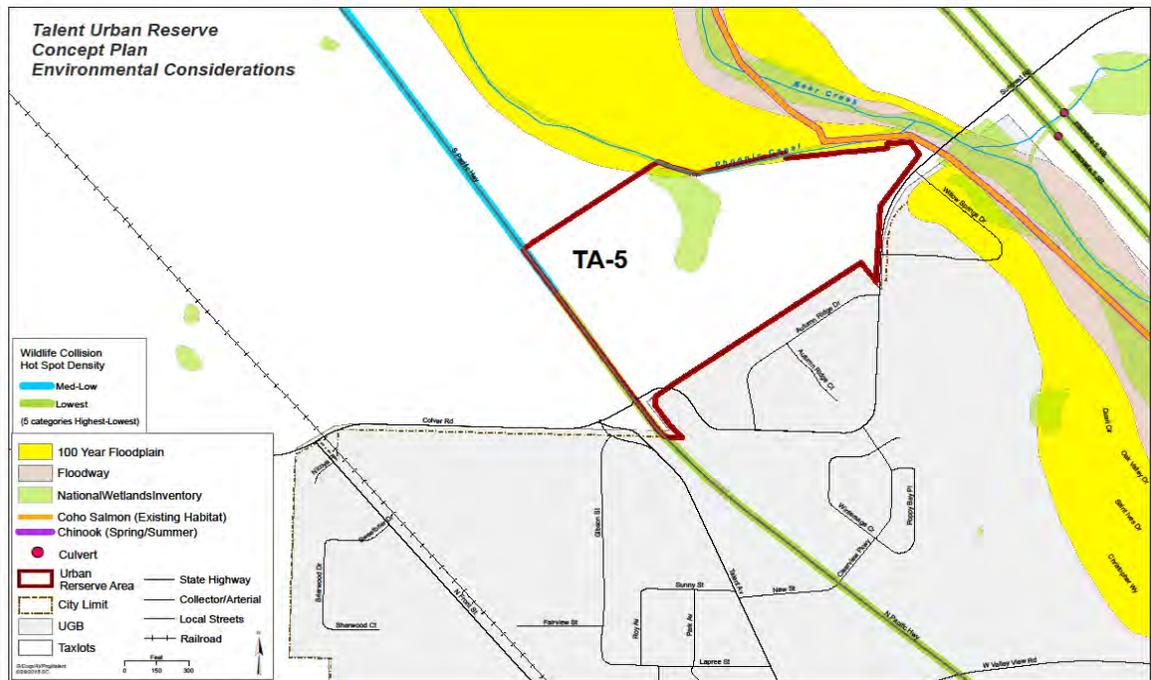
The findings presented in this section provide both background information and address the Regional Plan Element’s Performance Indicators.

#### a. Current Land Use Characteristics

This section describes the general character of TA-5 in its current condition.

**Natural Landscape:** A majority of the area is relatively level, perched above the Bear Creek floodplain. Portions on the east half of the area slope to the floodplain, creating a few areas with relatively steep slopes. Approximately 2.25 acres, mostly in Tax Lot 1100 but extending into tax lots 1000 and 1003, are included in the National Wetlands Inventory. The wetland significantly affects street location, but is an appropriate site for park or open space use. Because of its designation in the National Wetland Inventory, open space uses will predominate, but with some opportunity for paths or other forms of passive recreation.

Figure 6 – Talent URCP, Environmental Considerations



**Cultural Landscape:** TA-5 is a 27.39-acre block of parcels spread among five owners. Jackson County Fire District 5 headquarters are in the northwest corner of the growth area. Residential uses occupy the three eastern parcels, and the remaining parcels are vacant, including Tax Lot 1001, which was a fruit packing plant until it was destroyed by fire.

Table 1 – TA-5 Current Parcel Characteristics

Assessor's No.	Acreage	Zoning	Land Use	Ownership
381W23B TL 1000	6.83	RR-00	Fire Station	Fire District #5
381W23B TL 1001	4.85	RR-00	Vacant	Private
381W23B TL 1002	5.94	RR-00	Vacant	Private
381W23B TL1003	1.02	RR-00	Vacant	Private
381W23B TL1100	4.29	RR-5	Residential	Private
381W23B TL1200	2.96	RR-00	Residential	Private
381W23B TL1500	1.50	RR-00	Residential	Private
Total Acres	27.39			

**b. Current Land Use Designations & Zoning**

All of TA-5 is currently planned and zoned for residential use. Tax Lot 1100 is zoned RR-5 (Rural Residential 5-acre minimum lot size). The other parcels are zoned RR-00 which permits residential use of existing lots but does not permit creation of new parcels.

**c. Existing Infrastructure**

***Water***

Currently, public water service is not available to TA-5, but can be easily extended from the Talent water lines to the south inside the city limits.

***Sanitary Sewer***

A Rogue Valley sanitary sewer trunk line runs along Suncrest Road partially abutting the southeast edge of the urban reserve area. The main trunk line parallels Bear Creek, which flows at the northeast edge of the urban reserve area.

***Storm Drainage***

Rogue Valley Sewer Services provides stormwater management for the cities of Phoenix, Talent, Central Point and urbanized, unincorporated Jackson County. In March 2004, RVCOG and a consultant firm prepared a Stormwater Program Guide to help local governments in the Rogue Valley achieve compliance with National Pollutant Discharge Elimination System (NPDES) requirements. The overarching objective is to minimize adverse effects of development on the region's water quality. Talent has numerous examples of innovative stormwater management projects, demonstrating an ability to manage similar projects in TA-5. Stormwater drainage will be available as the area develops.

***Street System***

South Pacific Highway (OR 99) is the western boundary of the property. Nearly half of the TA-5 frontage is access-controlled by a raised median extending northwesterly from the intersection of the highway with Suncrest Road. Suncrest Road abuts the southern edge of TA-5 near the intersection and then again near Willow Springs Drive. No other access exists to the area, although Clearview Drive provides a second connection from Suncrest Road to South Pacific Highway.

***Irrigation District***

An MID canal abuts TA-5 for a short distance westward from the Greenway before it turns north toward Phoenix. Required buffer setbacks will protect the canal from encroachment, but increased residential use in the area could create conflicts. As properties within TA-5 are added to the City’s urban growth boundary, and further proceed through the development process, i.e. annexation, zoning, site development, the City and property owner/developer shall collaborate with MID as outlined in the protocols set forth in Jackson County’s Agricultural Element. The MID manager noted that the probable recommended solution will be to pipe the canal where it abuts TA-5.

**d. Performance Indicators**

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators, not all of which are applicable to all urban reserve areas. Table 3 identifies the primary Performance Indicators applicable to the TA-5 Concept Plan.

Table 2 - Performance Indicators Specific to Conceptual Plans

<b>Applicability</b>			
<b>Number</b>	<b>Description</b>	<b>Yes</b>	<b>No</b>
2.1	County Adoption		X
2.2	City Adoption		X
2.3	Urban Reserve Management Agreement		X
2.4	Urban Growth Boundary Management		X
2.5	Committed Residential Density	X	
2.5.1	Minimum Residential Density Standards	X	
2.6	Mixed-Use/Pedestrian Friendly Areas	X	
2.7	Conceptual Transportation Plans	X	
2.7.1	Transportation Infrastructure	X	
2.8	Conceptual Land Use Plans	X	
2.8.1	Target Residential Density	X	
2.8.2	Land Use Distribution	X	
2.8.3	Transportation Infrastructure	X	
2.8.4	Mixed Use/Pedestrian Friendly Areas	X	
2.9	Conditions Specific to Certain URAs		X
2.10	Agricultural Buffering	X	
2.11	Regional Land Preservation Strategies	X	
2.12	Housing Strategies	X	
2.13	Urban Growth Boundary Amendments	X	
2.13.1	UGB Expansions Outside of URAs		X
2.14	Land Division Restrictions	X	
2.14.1	Minimum Lot Size	X	

2.14.2	Cluster Development	X	
2.14.3	Land Division and Future Platting		X
2.14.4	Land Division and Transportation Plan		X
2.14.5	Land Division Deed Restriction		X
2.15	Rural Residential Rule Ashland		X
2.16	Population Allocation		X
2.17	Park Land	X	
2.18	Buildable Land Definition		X
2.19	Greater RVMPO Coordination	X	
2.19.1	Prepare Conceptual Transportation Plan	X	
2.19.2	Designate and Protect Planned Transportation Infrastructure	X	
2.19.3	Regionally Significant Transportation Strategies	X	
2.19.4	Supplemental Transportation Funding	X	
2.20	Future Coordination with RVCOG	X	
2.21	EXPO		X
2.22	Agricultural Task Force	X	

**e. Applicable Performance Indicators**

The following addresses each applicable performance indicator per Table 3:

**2.5. Committed Residential Density.** Land within a URA and land currently within an Urban Growth Boundary (UGB) but outside the existing City Limit shall be built, at a minimum, to 6.6 dwelling units per gross acre from 2010 to 2035, and 7.6 units per gross acre from 2036-2060. This requirement can be offset by increasing the residential density in the City Limit.

**2.5.1.** Prior to annexation, each city shall establish (or, if they exist already, shall adjust) minimum densities in each of its residential zones such that if all areas build out to the minimum allowed the committed densities shall be met. This shall be made a condition of approval of a UGB amendment.

***Finding:** Talent intends to establish three residential zones in TA-5 that increase in density from south to north. The primary reason for this pattern is to create a more compatible land use pattern with the single-family dwelling pattern in the Autumn Ridge and Willow Springs subdivisions abutting TA-5. Title 8, Chapter 3, Articles 1-4 of the Zoning Code establish maximum densities but do not include minimum densities. Minimum densities will need to be added to the Zoning Code to ensure the committed residential densities are met. If the City chooses not to apply minimum densities throughout Talent, it can apply them to its Urban Reserve Areas through an overlay.*

***Conclusion:** Will comply upon amendment of the zoning code prior to UGB amendment.*

**2.6 Mixed-Use/Pedestrian Friendly Areas.** For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of dwelling units (Alternative Measure No. 5) and employment (Alternative Measure No. 6) in mixed-use/pedestrian-friendly areas as established in the 2009 Regional

Transportation Plan (RTP) or most recently adopted RTP. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the target corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit. This requirement is applicable to all participating cities.

***Finding:*** In order to contribute to the region’s compliance with Regional Transportation Plan Alternative Measures, Talent will include an area of mixed use in a portion of the employment zones, requiring minimum residential densities in commercial buildings. While DLCD acknowledged an overall density in future growth areas of 6.6 units per acre for residential development, increasing to 7.6 units per acre for development after 2035, alternative Measures call for 49 percent of new development in mixed use pedestrian-friendly areas (activity centers) within ¼ mile of a transit stop to be at a minimum density of 10 units per acre.

***Conclusion:*** *Complies.*

**2.7. Conceptual Transportation Plans.** Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

**2.7.1. Transportation Infrastructure.** The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intra-city and inter-city, if applicable).

***Finding:*** No arterials are proposed in TA-5. Preparation of the *Concept Plan* included a review of the City’s Transportation System Plan (TSP), the County’s Transportation System Plan, and the RVMPO’s 2013-2038 Regional Transportation Plan. South Pacific Highway is a principal arterial that accommodates RVTD Route 10. Suncrest Road is a collector. Two recent transportation projects evaluated the effect that TA-5 would have on the transportation system. The City completed an update to its TSP in August 2015, and ODOT is currently working on the Exit 21 Interchange Area Management Plan off Valley View Road. Although not required, both studies evaluated the effect of development in TA-5 recognizing that development is likely by the end of the planning periods for each study. Both studies found that development at the levels anticipated in TA5 would not have a significant effect on the interchange or on the volume to capacity ratios of intersections near TA5.

**Conclusion:** Complies.

**2.8. Conceptual Land Use Plans:** A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

**2.8.1. Target Residential Density:** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 above will be met at full build-out of the area added through the UGB amendment.

**Finding:** See Finding 2.5.

**Conclusion:** Will comply upon adoption of minimum densities in zones applied to future growth areas.

**2.8.2. Land Use Distribution.** The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1B, CP-1C, TA-5, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-5.

**Finding:** The Regional plan designates 43 percent of TA-5 Residential, 49 percent Employment, and 8 percent Open Space/Parks. Agricultural buffers will be required to protect the orchard along the north side of the irrigation canal.

**Conclusion:** Complies.

**2.8.3. Transportation Infrastructure.** The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 2.7.1 above.

**Finding:** The required transportation infrastructure per 2.7 is included in the TA-5 Concept Plan (see Finding 2.7).

**Conclusion:** Complies.

**2.8.4. Mixed Use/Pedestrian Friendly Areas.** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 2.6.1 above will be met at full build-out of the area added through the UGB amendment.

**Finding:** See Finding 2.6.

**Conclusion:** Complies.

**2.10. Agricultural Buffering.** Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their

Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

**Finding:** Talent adopted agricultural buffering standards when it adopted the Regional Plan. TA-5 abuts EFU zoned lands along its northerly border (see Figure 4). The buffering standards differentiate among soil qualities in the agricultural areas and among development types in the urban areas. By definition the adjacent farmland is considered “high potential impact” because its soils are Class IV or better. The adopted buffering standards will be imposed at the time of development.

**Conclusion:** Complies.

**2.11. Regional Land Preservation Strategies.** Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of approval of a UGB amendment.

**Finding:** A community buffer was proposed to ensure continued physical separation of Phoenix and Talent, but because of concerns about the effect of such a designation without compensation to property owners, the buffer was not adopted. The area is predominantly agricultural land, helping to preserve the separation between the two communities.

**Conclusion:** Complies. The strategy of establishing community buffers is optional, not mandatory.

**2.12. Housing Strategies.** Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan.

**Finding:** Planners from participating jurisdictions are completing a regional housing strategy, drawing from existing innovative policies throughout the region, including incorporation of state policies on housing.

**Conclusion:** Complies

**2.13 Urban Growth Boundary Amendment.** Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

**Finding:** The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The TA-5 Concept Plan addresses this requirement in anticipation of an urban growth boundary application into TA-5.

**Conclusion:** Complies.

**2.14 Land Division Restrictions.** In addition to the provisions of Oregon Administrative Rule 660-021-0040, the following apply to lots or parcels which are located within an URA until they are annexed into a city:

**2.14.1** The minimum lot size shall be ten acres

**Finding:** All of the parcels in TA-5 are smaller than 20 acres, preventing any divisions until the parcels are annexed into the City limits.

**2.17 Park Land.** For purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.

**Finding:** Because the open space allocated in TA-5 is a wetland, it will not be a developed park.

**Conclusion:** Complies.

**2.18 Buildable Lands Definition.**

**Finding:** The term “buildable lands” as defined in OAR 660-008-0005(2) is used by the City in managing its Buildable Lands Inventory and is the basis for determining future need.

**Conclusion:** Complies.

**2.19. Greater Coordination with the RVMPO.** The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

2.19.1. Prepare the Conceptual Transportation Plans identified in Section 4.1.7.

2.19.2. Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 4.1.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.

2.19.3. Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and

2.19.4. Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

**Finding:** The TA-5 Concept Plan was prepared in collaboration with RVMPO with attention given to the effective implementation of the Regional Plan. On March 11, 2015, the RVMPO Technical Advisory Committee reviewed and approved the *Concept Plan*. Because of adjustments made to the map since then, the plan will be submitted again for by the Technical Advisory Committee and the Policy Committee.

**Conclusion:** Complies.

**2.20 Future Coordination with the RVCOG.** The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

**Finding:** Any future modifications to the *Concept Plan* will be prepared in collaboration with the RVCOG.

**Conclusion:** Complies.

### **2.22 Agricultural Task Force.**

**Finding:** The Agricultural Task Force submitted their recommendations to the County in the form of amendments to the County's Agricultural Lands Element. The County amended the Agricultural Lands Element to include a policy require coordination with applicable irrigation district. Implementation Strategies require evaluation of the effect of development on the district's ability to provide irrigation for agricultural purposes, and determination of any system changes or mitigation measures that would be necessary to ensure continued conveyance of irrigation water. Mitigation measures include relocating canals, piping canals, transferring water rights, quit-claiming water rights to the district, and co-location of irrigation district and public works facilities. Medford Irrigation District indicated that the most likely solution for TA-5 would be to require piping of the canal that serves as a portion of the northern boundary

**Conclusion:** Complies, subject to implementation when UGB amendments are proposed.



Option 1



Option 2



Option 3

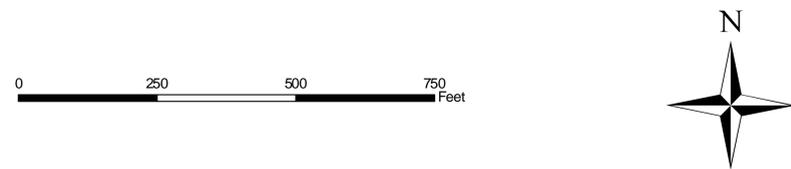


# TA4 Conceptual Planning

## Transportation Alternatives

- TA4 Properties
- Tax Lots
- City Limits
- UGB
- Proposed ROW
- Industrial (I)
- Industrial Commercial (IC)
- Wetland
- Proposed Local Centerline

Mapping is schematic only and bears no warranty of accuracy. This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed by the City prior to use for such purposes.  
 Plotted: 2/10/2015  
 By: Zac Moody





# TA5 Conceptual Planning

## Zoning Alternatives

- Tax Lots
- City Limits
- UGB
- TA5 Properties
- Minimum Residential Density Required
- Wetland
- PLF (Public Lands & Facilities)
- CBH (Highway Central Business District)
- RM-22 (High Density)
- RS-7 (Medium Density)

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Plotted: 9/24/2015  
By: Zac Moody

