

Zac Moody

From: Laz Ayala <lazayala.laz@gmail.com>
Sent: Monday, March 23, 2015 8:23 PM
To: dconverse@rvcog.org
Cc: Zac Moody; Mark Knox
Subject: TA4

Hello Dick-

I wanted to follow up on the proposed "limited retail" proposal in TA4. I think limiting retail only to products produced within the project is limiting and will result with undesired results. I don't see the need to place additional condition on uses allowed under existing light industrial zoning. I have no problem designating TA4 as an employment area, but the specific uses ought to be those permitted under Talents industrial code.

Thanks again for your efforts.

Misspelled from my iPhone

Laz Ayala

September 10, 2015

William Cecil
271 Autumn Ridge Drive
Talent, OR 97540
541-535-5863
wcecil@charter.net

Planning Commission Chair
City of Talent
PO Box 445
Talent, OR 97540

Dear Planning Commission Chair:

It is my understanding that the Planning Commission is in the early stages of planning to bring Urban Reserve Area TA-5 into the Urban Growth Boundary for the City of Talent. For a number of years, I was Talent's representative to the Regional Problem Solving Process that defined the Urban Reserve Areas. I was also part of the committee that defined Talent's process for annexing Urban Reserve Areas. I am anxious to see how this process plays out.

My home in Talent is adjacent to the Urban Reserve Area TA-5. I and my neighbors are naturally concerned as to how this area will be developed. Our primary concern at this time is if two (or more) story structures are built adjacent to our back fences, we will lose the quality of life we now enjoy. In addition, it would affect our property values. I hope you will consider this concern as you continue with the planning process. I may have other comments as the planning process for TA-5 continues.

I wish you luck in planning for a new addition to the City while trying to protect the quality of life and property values of existing citizens. I would like to suggest that you plan for homes similar to the homes in the Autumn Ridge Subdivision adjacent to the property line, then increase densities or type of structures as the development moves inward. When I was on the Planning Commission we used a similar approach when the Clearview Development was built adjacent to the Autumn Ridge Subdivision. This has worked out quite well.

Planning Commission Chair

September 10, 2015

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Unfortunately, I will not be able to attend your next planning commission meeting so am asking this letter be made part of the Public Record. I also ask that I be put on a mailing list (e-mail is acceptable) that will keep me informed of the progress of this land use action.

Sincerely,

William Cecil

Cc: Zack Moody, Community Services Director, City of Talent

August 19, 2015

Talent City Council
110 East Main Street
Talent, OR 97540

RE Transportation Plan Adoption

Dear Councilors,

I represent Darlene Kinnan who resides at 361 Suncrest Road in Talent. On her behalf, I ask that you enter this letter into the record to oppose the adoption of the Transportation System Plan as it is proposed. The concerns raised regard the alignment and location of a proposed collector road that is identified as Project 48 in the proposed TSP Update.

Ms. Kinnan has lived on the property more than 25 years and her deceased husband was the Chief of Police. Her concern is impact of the road. As it is proposed, the road would pass close to her home and might not allow for proper setbacks to the building. In addition, a representative from the historical society has looked into the background of the area and told her and her neighbor Linda Nordin that the area was an old school site and possibly land in the area was used for a burial site. These issues need to have additional investigation prior to the establishment of a road location to further develop the area. Other impacts from the road would be to encroach upon areas that are extremely wet with standing water in the winter.

In the proposed Transportation System Plan, the road location is shown as a dashed line indicating that it is to be a future street. From previous studies, it does not appear that the curved road location will be the final alignment. In the Oregon Administrative Rules 660-012-0000 (3) general plans with are adequate for small town with slow growing populations. The Goal further states that fast growing areas require more detailed plans be created and adopted. With the Regional Problem Solving plan being adopted to accommodate a doubling of population, it appears that the fast growing requirement of detailed plans is required in this case. The Planning Commission is scheduled for work sessions for consideration of Concept Plans to include the TA5 Area where the proposed collector street will impact the property on which Ms Kinnan lives. I would appear that it would be more reasonable to review the Concept Plan for development before the TSP is adopted to establish a street through the area. This would also give staff additional time to investigate the historical and physical issues raised by the residents of the area.

As Ms. Kinnan's representative, I am opposed to the adoption of the plan as shown without a very specific explanation for the need and a more specific location for the proposed road through the

review of a concept plan to establish the location and densities of future land development. This area has been proposed for employment sector lands, high density residential with up to 22 dwelling units per acre as well as some open space. This type of development requires careful thought and detailed analysis of transportation system locations with regard to ownership lines and existing conditions. I suggest that this part of the plan be delayed until after the Planning Commission finishes their development of a specific Concept Plan for development of this area. I ask that the Council direct staff to provide detailed options for traffic systems in this area with analysis of site distances, intersection spacing and angles of road intersections in order to make the needed decision for any future development of the area.

Sincerely,

Bob Hart
Land Use Consultant
Bob Hart Consulting LLC
5126 W. Evans Creek Road
Rogue River, OR 97537
541 582-8890

cc Ms Darlene Kinnan
PO Box 737
Talent OR 97540



Bob Hart
Consulting LLC

Land Use Planning and Development

August 19, 2015

Talent City Council
110 East Main Street
Talent, OR 97540

RE Transportation Plan Adoption

Dear Councilors,

I represent Linda Nordin who resides at 351 Suncrest Road in Talent. On her behalf, I ask that you enter this letter into the record to oppose the adoption of the Transportation System Plan as it is proposed. The concerns raised regard the alignment and location of a proposed collector road that is identified as Project 48 in the proposed TSP Update. This option was previously reviewed with a decision not to recommend the road and was removed from the 2014 Transportation Systems Plan. The project is currently shown on January 2015 TSP Update as figure 4.7 with two options. A copy is attached. The plan before you shows a general location of a proposed road that has been the subject of many discussions in the Regional Problem Solving plan for the area with numerous alignments proposed. No final alignment proposal has come from all the meetings of agencies and public as part of the RPS. Issues that have been discussed include inadequate site distance, non standard distances between intersections, non standard intersection angle, slopes of the area and possible impacted wetlands. The development of the proposed road produces some very serious practical difficulties.

As shown on the plan submitted for your adoption, a cloud would be placed on Ms. Nordin's property for any development and would adversely affect the value of the property by showing a proposed future road that appears likely to go through her house. Ms. Nordin's home was built in 1910 and qualifies as an historic structure and should be preserved. She has lived here for 45 years and have been a real estate agent for more than 25 years. During this time many changes have come to the area but none so impactful as what is proposed. The Regional Plan shows this area, identified as TA-5, as being used for a combination of employment lands, high density residential lands and open space. Discussions have included a density for the residential area to be up to 22 dwelling units per acre.

I am opposed to the adoption of the plan as shown without a very specific explanation for the need and a more specific location for the proposed road. A review of the proposed TSP mentions the future collector road only to the extent of making a connection between Highway 99 and Suncrest

Road for TA-5 and does not have any details of the need or basis for the road location or functional classification (page 36 of the plan). A further review of the policies shows that collector streets are to have direct access from abutting properties with a spacing of at least 50 feet. The narrowness of the area for this collector would make local side streets very short and not cost effective or require that direct access be available for abutting parcels. Spacing is suggested in the policy to be minimum 300 feet between local roadways. Because of the physical constraints of the limited area to be served, a detailed local roadway plan appears to be necessary in order to assure that the traffic design load of up to 6,000 trips per day be realized without the congestion that is normal with direct access driveways. I suggest that this part of the plan be delayed until after the Planning Commission finishes their development of a specific Concept Plan for development of this area to identify the residential densities for the area and employment area parameters for the area served by the proposed street. The Planning Commission is already scheduled to have workshops beginning on the 27th of August to discuss this area and review future plans for this area. The adoption of the Traffic Plan should be done in conjunction with the Concept Development Plan. As it is proposed now, the adoption of Traffic Plan before the Concept Plan would commit the City to a road location without knowing the details needed to make the right decision about the proposed collector road.

I ask that you delay adoption of the Traffic Plan to further consider the actual alignment of the proposed collector street compared to the "general" location as is currently proposed. At a minimum I ask that you postpone any action on the traffic plan until you receive a report from the Planning Commission on a Concept Plan for the future Development of the area. If there is no consensus on requirements for the proposed collector street, it should be removed from the Transportation System Plan.

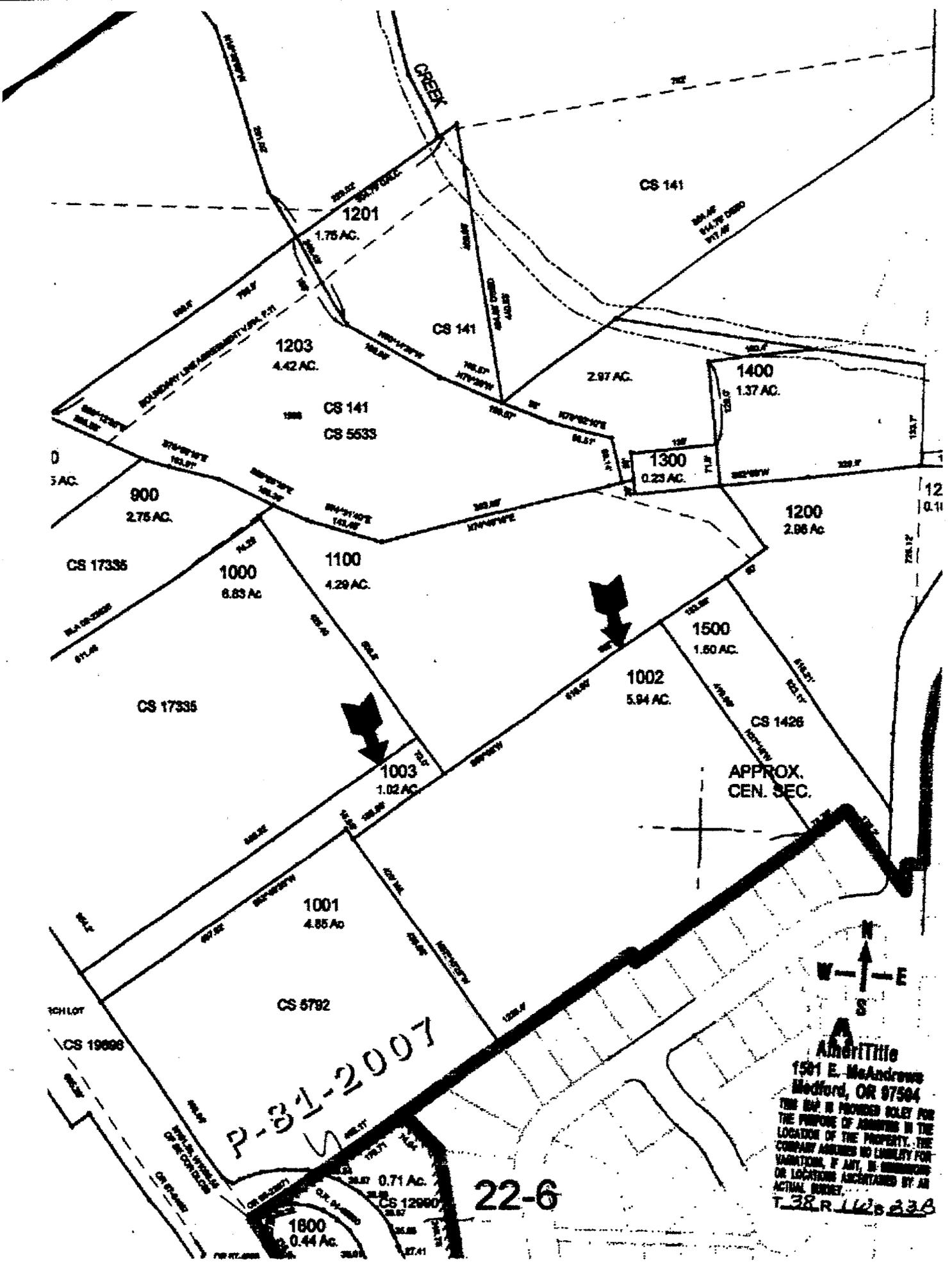
Sincerely,



Bob Hart
Planning Consultant
Bob Hart Consulting LLC
5126 W. Evans Creek Road
Rogue River, OR 97537

cc Linda Nordin
PO Box 834
351 Suncrest Road
Talent OR 97540

ATTACHMENTS:
TSP 2007 4.1
TSP 2015 4.7



P-31-2007

AmeriTitle
 1501 E. McAndrews
 Medford, OR 97504
 THIS MAP IS PROVIDED SOLELY FOR THE PURPOSE OF ADDRESSING THE LOCATION OF THE PROPERTY. THE COMPANY ASSUMES NO LIABILITY FOR ERRORS, IF ANY, IN DIMENSIONS OR LOCATIONS ASCERTAINED BY AN ACTUAL SURVEY.
 T.38.R. 112's 238

Table 4-1. Transportation Facility Projects List from the 2007 TSP Update (Chapter 7)

| Project ID | Location | Description | Mode | | | | Consistent with Other Plans | Recommended Action for 2014 TSP Update |
|-------------------------------|--|---|---------|------|-----|---------|-----------------------------|--|
| | | | Vehicle | Bike | Ped | Freight | | |
| LONG RANGE (2015-2020) | | | | | | | | |
| L.01 | Westside Bypass—Wagner Creek Rd/Rapp Rd to Colver Rd | Construct new collector street west of city | ✓ | ✓ | ✓ | ✓ | PMP | Must note project outside UGB will need county coordination |
| L.02 | Suncrest Rd realignment | Redirect Suncrest Rd along N side of Autumn Ridge subdivision between OR 99 and I-5 overpass. | ✓ | ✓ | ✓ | ✓ | NA | Suncrest Rd connection east of OR 99 unlikely because of existing development – Remove project |
| L.03 | Main St & Talent Ave signalization | Install traffic signals | ✓ | ✓ | ✓ | | NA | Consider removing from TSP – Adequate demand not expected |
| L.ni | Local Street Network Improvements | Upgrade local streets with curb, gutter and sidewalks | ✓ | | ✓ | | NA | Include a local connections map but do not include specific projects in Project List |
| L.ne | Local Street Network Expansion | Construct new local streets as part of subdivisions and development | ✓ | | ✓ | | NA | |

Acronyms: OR 99 CP = Corridor Plan, PMP = Parks Master Plan, RDMP = Railroad District Master Plan, RTP = Regional Transportation Plan, STIP = Statewide Transportation Improvement Program, WCGP = Wagner Creek Greenway Plan, WVVP = W. Valley View Road Plan

Source: Transportation System Plan Update Adopted March 2007, Table 7-5.

Three short-range projects have been completed or partially completed since the 2007 update. These projects include:

- S.04, Downtown Circulation and Redevelopment, Construct phased improvements in the W. Valley View Plan
- S.09, Talent Avenue from Colver Road to Lapree Road, Upgrade to minor arterial standard
- S.11, Nerton Street, Complete connection between Crimson Court and Kamerin Springs subdivisions

Three projects are not recommended for the 2014 Update:

- M.05, OR 99 & Creel Road intersection, Install traffic signal and turn lanes – this intersection is included in the project (S.05) that will improve OR 99 from Rapp Road to the south city limits. The highway project is currently funded in the Statewide Transportation Improvement Program (STIP). It does include turn lanes but neither existing nor forecast traffic volumes would meet warrants for a traffic signal.
- L.02, Main Street & Talent Avenue, install traffic signals – neither existing nor forecast traffic volumes would meet warrants for a traffic signal.

p.93

• L.02 Suncrest Rd Realignment (See page 5)



- L.03, Suncrest Road Realignment, Redirect Suncrest Road along the side of the Autumn Ridge subdivision between OR 99 and I-5 overpass – planned development east of the traffic signal would make the realignment very unlikely.

Two projects have alternatives that will be discussed in Section 4.3 of this memorandum but an improvement at these locations is still recommended:

- S.02b, Multimodal pathway, Connect to Bear Creek Greenway near Suncrest Road – several alternative treatments of the Suncrest Road connection with the Greenway are evaluated.
- S.07, Rapp Road Railroad Crossing, Upgrade crossing – an alternative alignment for the railroad crossing is evaluated.

The other arterial and collector and multimodal projects in Table 4-1 are still justified and are recommended for inclusion in the 2014 TSP Update. However, the local references are not necessary since no specific projects are called out.

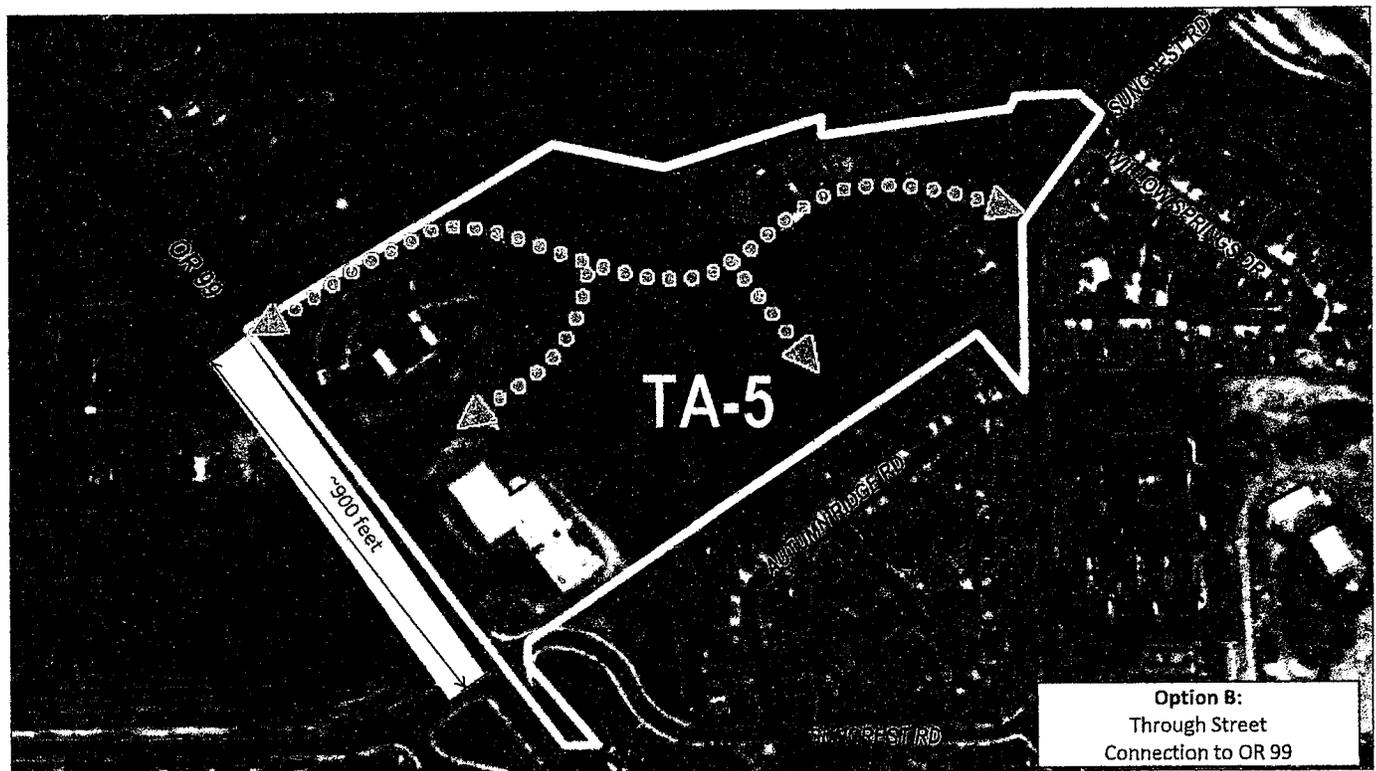
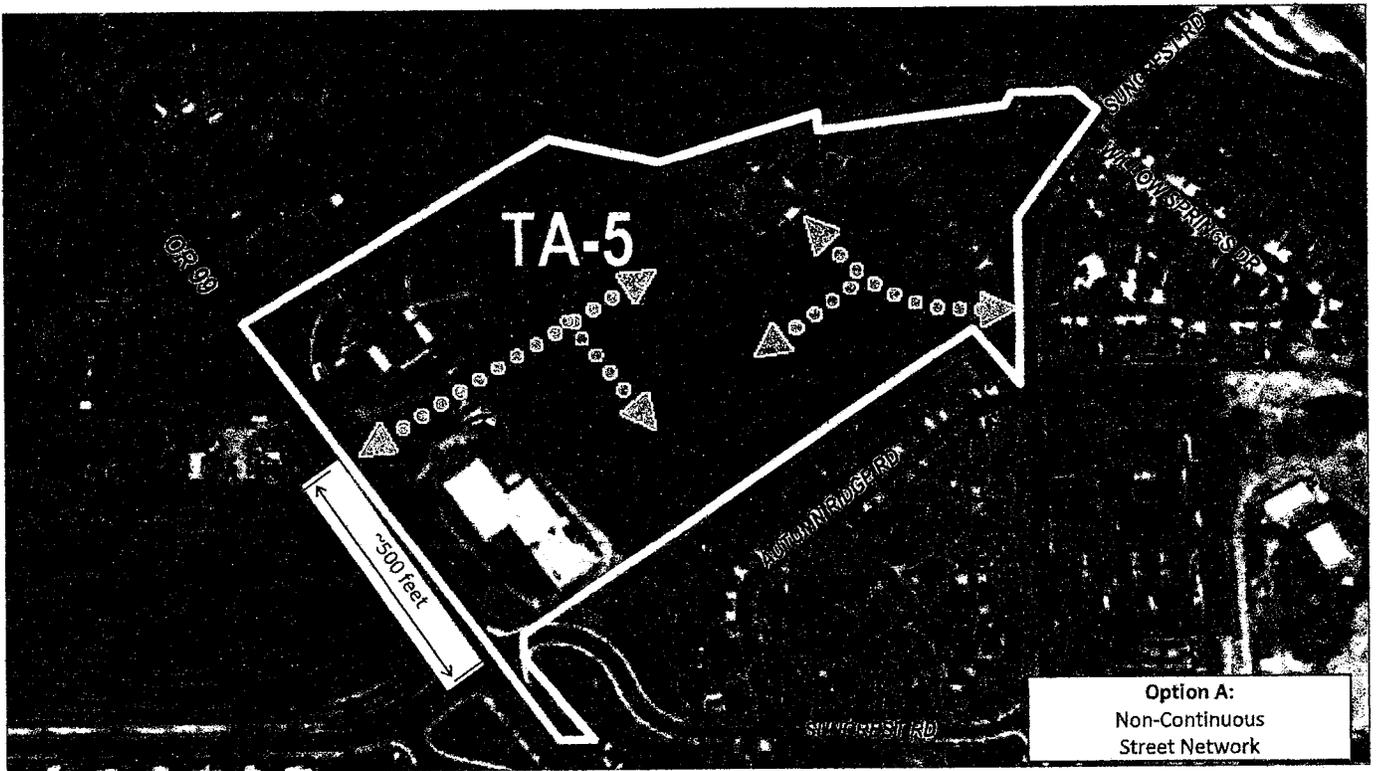
Local Street System Enhancements – Chapter 5

Chapter 5 of the 2007 TSP Update discusses enhancing the local street system to provide attractive alternative routes to OR 99. Table 5-1 and Maps 5-1 through 5-8 (2007 TSP) identify proposed and possible extensions of the existing street system.

Table 4-2 in this memo lists the projects contained in the 2007 TSP Update and Figure 4-2 illustrates the location of these projects. Each project in the list was assessed to determine consistency with the TSP Facility Projects List (Chapter 7) and recommends an action for the 2014 Update.

Table 4-2. Transportation Facility Projects List from the 2007 TSP Update (Chapter 5)

| Project ID | Location/Description | Mode | | | | TSP Facility Projects List | Recommended Action for 2014 TSP Update |
|------------|--|---------|------|-----|---------|----------------------------|---|
| | | Vehicle | Bike | Ped | Freight | | |
| 0 | New Street extension (under construction, 2006) (Proposed) | ✓ | | ✓ | | | Street completed |
| 11 | Westside Bypass (Wagner Creek Rd to Colver Rd) (Proposed) | ✓ | ✓ | ✓ | | TSP L.01 | Not local but include with Facility Project ID |
| 12 | First St connection to Bypass (Possible) | ✓ | | ✓ | | | Unlikely because of existing development – Remove project |
| 13 | Second St connection to Bypass (Possible) | ✓ | | ✓ | | | |
| 14 | First-to-Front St connection (Possible) | ✓ | | ✓ | | | |
| * 21 | Suncrest Rd bypass (Proposed) | ✓ | ✓ | ✓ | | TSP L.02 | Unlikely because of existing development – Remove project |



Legend

 Urban Reserve Area Boundary

 Potential Street



City of Talent TSP

Figure 4-7

S-5: Conceptual Street Network for Urban Reserve Area TA-5

From: darnell watson [mailto:mydoodlebug_2000@yahoo.com]
Sent: Monday, October 12, 2015 5:44 AM
To: Darlene Kinnan
Subject: Letter B

To: Mayor, City Council Members
Re: Objections to property development plans in Talent
From: The Watson/Kinnan family

I am writing this letter, to make a public record of our very strong objections to the property development plans in Talent, Oregon, as we understand them, given how badly they will impact our land, at 361 Suncrest Rd. in Talent, Oregon.

And by impact, I mean completely destroy our property value, our peaceful surroundings, and everything we have invested over the past 25 years as property owners.

Our family has owned our property for nearly 25 years now, as my folks, Darlene, and Dale Kinnan, previously the Talent Chief of Police, purchased it originally, and I assumed ownership nearly 15 years ago. My folks put a great deal of money, time and labor into making a home out of this property, and when I took over, I added a bigger home, to accommodate three families, who share a home and a life together. That would be my mom, myself, and my son, so we are not talking about one person or couple; we are talking about three families, who share, and have built a home and a life together on this land.

What drew us to this property, was its beauty and serenity and privacy. Had it been lacking in any of these qualities, we would not have bought the land, or continued to invest in it over the years. If we had believed, for one minute, that someone would build a road through our property, and surround us with multiple residences, we would have bought land elsewhere, but the zoning for this property, did not provide for that. How you can change the zoning, for your person gain, is both disgusting and unethical. It should also be illegal. Frankly, the way you lured people to borrow money, knowing there was a extremely good chance they would default their hard earned land to you, was predatory, distasteful and also disgusting. And you succeeded in taking their land, knowing full well that the loan you extended had very little chance of being repaid. That was their mistake, but it was also your greedy, predatory strategy, in your desire to attain vital property to your plan. And having made that advance, you apparently have decided to offer other property owners two choices. Sell out to you, or have their land rendered worthless, if you proceed with any of your three proposals to build an access road from Suncrest to the highway. Every single one of your proposals will destroy our land value, and our family life, and you know that. Apparently, this is of no consequence to you, in your quest to make your cheap fortune, that can only be built by destroying the lives of others. You know damn well what the outcome will be, of any of those three road proposals, and you seem to think this is a game. Sell to you, and lose our home of 25 years, or stay, and have everything we have built and invested in, ruined,

To date, I have invested nearly everything I have, into this house and property, not just for me, but for my mom and my son as well. I have sacrificed much, believing that I was providing not just a home, but a future as well. For my mom (and stepdad, who recently passed away), it was meant to be their retirement. A peaceful, beautiful home, to enjoy their twilight years, near family and friends. For me, it is meant to be my home, and ultimately, my place of retirement as well. For my son, it is meant to be his home, near family, and soon, his university, as he will enroll in Southern Oregon University, for undergraduate school, after graduating from high school.

The development plans, as we understand them, will include an access road, that will ultimately destroy everything we have invested in, on our land. It will destroy the peace, the privacy, the beauty and the wildlife around us. It will render our home, and everything we have of value there, completely worthless. Not just financially, as my entire investment made during my professional life, will be in ruins, but also, the sanctity of our home. We will have no peace, no privacy and no natural beauty left. Just a heavily traveled road, that will, no matter which plan you opt for, destroy our land and our family life. Something you have absolutely no right to do - destroying our home and investment, for your personal gain. There are other places to build, that won't include destroying other people's homes, family life and investments, so take your plans elsewhere. Build elsewhere. Profit elsewhere. But stay the hell away from us.

We object in the strongest way possible to these plans. Twenty five years ago, we invested in a piece of property, a home, a community and lifestyle, that was meant to endure for multiple generations of our family. Now, for the sake of a handful of new homes, which could easily be built elsewhere, you want to destroy everything we have invested in, and believed in, and trusted in. Every family pet is buried on our land. My stepdad's ashes are scattered around the property. This home has been the gathering place for every major family occasion, for twenty five years, and we pray, hope and plan, will continue to be, as my son comes of age as well. And by hope, plan and pray, I mean we will fight this in every way possible, to protect our home and lifetime investment. My mother has every right to enjoy her twilight years in our home. I have every right to retire to the home that I have invested my life's earnings in, and my son has every right to live in our home, as he pursues his college education, and his own life's dreams.

We have absolutely no interest in selling and we do not support, or condone, in any way, the development plans, and the proposed access road, which will literally render our family property worthless, in every possible way.

We will fight this to the end, with every means possible, to protect our investment, and our family. If you think your ultimatum is the only means of proceeding, you're wrong. If you dare try to destroy our property, we will pursue every means possible, to render your investment worthless. You have no idea how far we're willing to go, but trust me - it won't end well. We can start by enjoying target practice at 5 a.m. every morning. The bigger and louder the guns, the better. And trust me...they do make some loud ones. Did you know they make canons too? We can make every square surrounding inch of property a living hell for you. And we will. Trust me. We will. Take your damn maps and greed and arrogance, and build somewhere else. Somewhere that doesn't include destroying a lifetime investment for families that have worked damn hard for everything they have. Families that didn't have to swindle others, to get ahead. You are the worst kind of developer. A parasite and a thief. We will not do business with you. Not now. Not ever.

The Watson/Kinnan/Welch/Watson-Takahashi families

Darnell & Daren
c.o TUS
2641 Yamazaki
Noda, Chiba 278-0555

P.o. Box 737
Talent, Or 97540

October 21st, 2015

Talent Planning Commission
Attn: Zac Moody, Planning Director
110 East Main Street
Talent, OR 97540

Subject: TA-4 and TA-5 Recommendations to City Council – 10.22.15 Agenda Topic

My name is Mark Knox and I'm a Land Use Planning Consultant working with Laz Ayala who owns property in both of the subject Urban Reserve Areas TA-4 and TA-5. Over the last 15 years, Mr. Ayala or I have been extensively involved in the Bear Creek Regional Problem Solving (RPS) Plan participating in numerous public meetings relating to the City of Talent as well as the other municipalities in the Rogue Valley. To this end, we enthusiastically support Talent's comprehensive planning efforts that not only preserve the City's limited resources, but are also intended to build sustainable neighborhoods and to create economic development opportunity.

That said I have a few comments and suggestions listed below relating to the concept plans for the Colver Road Industrial Concept Plan (TA-4) and the North Talent Concept Plan (TA-5) that we would like to have the Planning Commission consider and include in the recommendations to the City Council.

TA-4: First, we would request the Concept Plan name be changed from Colver Road Industrial Concept Plan to *Colver Road Business Park Concept Plan*. Although this particular reserve area will serve some light manufacturing and employment related businesses as expected under the Regional Plan, it could also serve busi-



TA-4

ness professional and hi-tech manufacturing offices as allowed under the City's industrial zoning designation. Further, because the property owner intends to develop his portion of TA-4 (17.48 acres) based on market conditions at the time of development, he believes the industrial term and its negative connotation is not appropriate and a reference the neighboring residential property owners to the south would also probably like to discourage.

Second, it appears the three options for TA-4 primarily differ based on a slightly different street pattern. However, Option 2 is the most logical design due to its planned streets only being accessed from Colver Road and not Highway 99. Option 2 takes into account ODOT and the City of Talent's access management policies and with the recent signalization improvements at the intersection of Colver Road and Highway 99, there is little to no need for additional street or driveway outlets onto the highway. All of the options appear to show only two outlets/curb cuts onto Colver Road, which should be adequate for the size of the property and the type of employment envisioned.

Third, it is our understanding the alignment of the identified streets within TA-4 are general in nature and that as long as future development plans illustrate a substantial consistency, the future development plans would be approved. Further, this may include the elimination of a particular street if the entire parcel or a significant portion of it is developed by one or two users that do not need a public street or there are no other parcels the street would serve.

Lastly, we would request the Planning Commission eliminate the northern half of the north-south road extending through the Ayala property as identified on Option 2 as it provides little to no public benefit. The combined acreage of the parcels to the north of the Ayala property are roughly four acres in size and have limited development potential based on their size and current use and/or ownership. Specifically, of the roughly four acres, 2.70 acres are owned by Pacific Corp and largely used as a substation for hi-voltage electrical transmission service. The remaining two parcels are .48 acres (vacant, owned by a church) and .97 acres (single-family residence). These parcels have unobstructed access onto Highway 99, including a center median turn-lane for full mobility. As such, in our opinion, there doesn't appear to be a public or private benefit of extending the subject road to the northern parcels and when weighed by the road's financial expense, it would become a financial burden to those property owners required to install the road. However, the southern half of the road is a logical proposal as it would likely serve a significant number of ingress/egress vehicle trips for multiple businesses.

TA-5: In general, the decision to locate future residential housing next to existing residences and commercial development next to existing primary transportation corridors is logical and understandable. That said, in review of the three options provided, there doesn't appear to be any significant distinction as it relates to the 4.85 acre Ayala Property and therefore we support either option. In addition, it should be understood that we wholeheartedly support mixed-use developments (residential above commercial space) and are actively involved in the construction or planning of "thirteen" two and three story mixed-use buildings in Ashland *{We would encourage all Planning and City Council members to visit some of these projects to experience their vitality and mixed-use design}*.

However, as noted in previous public discussions with the Planning Commission and City Council, our primary concern with TA-5's conceptual land use planning is the timing and market demand for the commercial uses, specifically the commercial uses that are tied to the residential mixed-use concept and density obligations where only a particular type of commercial user is willing (and is deemed appropriate) to occupy commercial space below residential housing due to obvious conflicts. These uses tend to be business professional offices, light retail, coffee, etc. and generally *only* occupy the commercial space when the residential market above and around them is "saturated" and therefore demand their services. Unfortunately, until the saturation point occurs, mixed-use commercial space will sit empty and have a negative streetscape appearance and/or become a draw

to existing businesses due to newer space, customized space, cheaper leases, etc. As such, it's our opinion language needs to be provided within the accompanying zoning code to allow the ground floor commercial spaces to be "temporarily" occupied as residential housing until the saturation occurs and the market demands more commercial uses.



TA-5

Note: It should be understood, the City of Ashland has recognized this market constraint does exist and language has been specifically codified within their North Mountain Neighborhood Master Plan, a mixed-use and residential development of over 500 residential units, that provides for residential use within the planned commercial spaces as long as the spaces are constructed to commercial building codes (for eventual easy and inexpensive conversion). Since initial construction began in 1997, the North Mountain Neighborhood is roughly $\frac{3}{4}$ complete and is just now beginning to develop the commercial core area that includes four three-story mixed-use buildings. One of the mixed-use buildings is complete and a second will begin construction in December of 2015.

In conclusion, we support the Planning Staff's efforts of comprehensive land use planning. We contend Talent has an employment and residential housing shortage which will be mitigated by the inclusion of both TA-4 and TA-5. Thank you for your consideration and time spent on these complex matters.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Knox". The signature is stylized and fluid.

Mark Knox
Urban Development Services, LLC

Phone: 541-821-3752

E-Mail: knox@mind.net

Zac Moody

From: john harrison <johnahar62@gmail.com>
Sent: Friday, October 23, 2015 8:40 AM
To: Zac Moody
Subject: Thurs Meeting

Hey Zac,

The meeting was very informative and I am glad so many people are getting involved with the Community of Talent. It is a gem here in the valley, regardless of my issues with TA5, I feel the city is heading in the right direction and you are doing as much as you can with so little funds.

I have a few questions about TA2 and other undeveloped parcels of land. Could you make time for me some time next week, I would like you to help me understand more about this process, I am new at getting involved with the community, my wife is active with so many projects. As I have stated to you, I want to assist in anyway that I can. The lady taking the minutes is amazing at what she does....just ten minutes of your time is all that I am requesting. Thank you....

john harrison