



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

IN THE MATTER OF PLANNING COMMISSION FILE NO. DCA        )  
2015-001, AMENDMENTS TO THE TALENT ZONING AND        )        ORDER  
SUBDIVISION CODES, ADDING TITLE 8, CHAPTER 3 DIVISION    )  
L, ARTICLE 9, AND AMENDING TITLE 8, CHAPTER 3 DIVISION    )  
M AND TITLE 8, CHAPTER 2, SECTION 260, THE CITY OF  
TALENT PLANNING COMMISSION FINDS THE FOLLOWING:

1.     The Planning Commission held a properly noticed public hearing on this matter on December 8, 2015;
2.     The Planning Commission requested that the Community Development Director present a staff report and a proposed final order with code language, findings and recommendations;
3.     The proposed text amendments are consistent with the Talent Comprehensive Plan and the 2015 Transportation System Plan.
4.     At the public hearing evidence was presented by the Community Development Director and the public was given an opportunity to comment;

**IT IS HEREBY ORDERED THAT based on the information presented in the staff report and the following findings of fact, the Talent Planning Commission recommends approval of the amendments to the Talent Zoning and Subdivision Codes adding Title 8, Chapter 3, Division L, Article 9, Traffic Impact Study, amending Title 8, Chapter 3, Division M, Article 1, Section 150 (B), amending Title 8, Chapter 3, Division L, Article 2, Section(s) 244 and 246, and amending Title 8, Chapter 2, Section 260. New language allows the City to require a Traffic Impact Study when certain thresholds have been met.**

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

*8-3M.160(G) Decision-Making Considerations. The recommendation by the Planning Commission and the decision by the City Council shall be based on consideration of the following factors:*

1.     *The Statwide Planning Goals and Guidelines adopted under Oregon Revised Statutes (ORS) Chapter 197 (for Comprehensive Plan amendments only);*

**FINDING:** Not applicable as this is not a Comprehensive Plan amendment. A development code amendment is presumed to enact policies in the Comprehensive Plan; the findings validating that presumption are outlined below. **The provisions of this section are not applicable.**

2. *Comments from any applicable federal or state agencies regarding applicable statutes or regulations;*

**FINDING:** The City sent the full text of the proposed amendment to the Department of Land Conservation and Development (DLCD), which has exclusive oversight of code amendments to ensure compatibility with State Goals, Statutes and Administrative Rules. At the present time, no responses from either DLCD or any other public agencies have been received. Staff would note that it has reviewed all Federal and State laws associated with transportation and contends that these amendments are consistent with all applicable State and local regulations. **The provisions of this section have been met.**

3. *Any applicable intergovernmental agreements; and*

**FINDING:** No intergovernmental agreements were found to be applicable to the proposed ordinance amendments. **The provisions of this section are not applicable.**

4. *Any applicable Comprehensive Plan policies and provisions of the Talent Zoning Code that implement the Comprehensive Plan. Compliance with Section 160 of this Article shall be required for Comprehensive Plan Amendments, Zoning Map, and Text Amendments.*

#### **Element D: Transportation**

#### **LAND USE**

*Goal: Encourage land uses that reduce the reliance on single-occupancy automobiles.*

#### **POLICIES:**

4. *The City shall adopt a new Subdivision Code that includes simplified Planned Unit Development requirements, and that includes design standards and review criteria for adequate transportation facilities. Such provisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.*
5. *The City shall revise the Talent Zoning Code wherever appropriate, especially the articles regarding Off-Street Parking, Site Development Plan review and Conditional Use Permit review, to add or improve transportation-related design standards and review criteria. Such revisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.*

**FINDING:** Section 8-2.260(D) of the existing Subdivision Code addresses the need for traffic study requirements, but lacks specific criteria for determining when a TIS is required or if one is required, what standards and criteria must be addressed. Section 8-3.150 also addresses the need for traffic impact studies and provides some minimal clarification as to when a TIS is necessary, but it too lacks specific standards. This section provides an unclear

threshold, stating that a TIS is required when more than 500 vehicle trips are generated. It does not specify if these are new trips or cumulative trips, nor does it differentiate between land uses for the type of TIS required.

The amendments propose changes to both the Subdivision and Zoning Codes that will provide consistency between the two codes and set forth applicability standards as well as specific requirements for a TIS. The new language clarifies who is qualified to prepare and review the TIS and details the content requirements of the TIS. As proposed, the study would include a detail of the study area (area of influence), description of the proposal, phasing and time table for development. The proposed language requires submittals of trip generation data and level of service tables to ensure a 95% level of service. Most importantly, the study requires local or regional intersection details specific to background traffic volumes and trip distribution assignments. The addition of these provisions helps to ensure that traffic issues created from a development or zone change are not assigned to a different area.

An analysis methodology is also required as part of the TIS. This section is within the TIS section of the proposed amendments and must be prepared using analysis software programs following the most recent Highway Capacity Manual procedures. The analysis methodology, as written requires the applicant to address existing, background and total conditions. The existing conditions data includes a detailed infrastructure inventory, traffic volumes measured within the previous twelve months and existing peak hour intersection operations. The background conditions data includes traffic forecasts based on traffic growth rates as well as an evaluation of the volume to capacity ratio and level of service. The total conditions data is a forecast of the both the existing and background conditions and evaluates potential safety problems from conflicting turning movements, distance to nearest driveway and stacking and queuing issues.

Approval criteria and mitigation requirements have also been included in the proposed language to provide staff and the engineer the ability to impose reasonable conditions of approval to address any on or off-site deficiencies for present and proposed phases of the proposed land use action or development.

The proposed additions of the Traffic Impact Study section and supplemental language to the Zoning Code and changes to the Subdivision Code successfully implement Policies 4 and 5 above. **The provisions of this section have been met.**

## **TRANSPORTATION SYSTEM MANAGEMENT**

***Goal:** Maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.*

***Objective 2:** Maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.*

**POLICIES:**

1. *The City shall give the physical improvement of intersections a higher priority in the design process than general street corridor widening, when seeking ways to increase capacity and relieve congestion on a street.*
  
3. *The City shall facilitate implementation of bus bays by RVTD on congested arterial streets as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays shall be developed in consultation between the City and RVTD.*

**FINDING:** As stated in the finding above, the addition of specific TIS thresholds and requirements provides the City with an opportunity to correct any existing or proposed traffic or parking related issues at the time of development or redevelopment.

Approval criteria and mitigation requirements included in the proposed language provide staff and the engineer the ability to impose reasonable conditions of approval to address any on or off-site deficiencies for present and proposed phases of the proposed land use action or development. These conditions could include but are not limited to requiring special transit related studies to facilitate the installation of RVTD bus bays on congested arterial streets. **The provisions of this section have been met.**

\_\_\_\_\_  
Eric Heesacker  
Chairperson

\_\_\_\_\_  
Date

ATTEST

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

\_\_\_\_\_  
Date