



BEFORE THE TALENT PLANNING COMMISSION

STATE OF OREGON, CITY OF TALENT

IN THE MATTER OF PLANNING FILE NO. SPR 2022-006 FOR A)
SITE PLAN REVIEW OF A 22-UNIT SENIOR HOUSING DEVELOP-)
MENT LOCATED AT SUNCREST ROAD. [MAP NO. 38-1W-23B) ORDER
TAXLOT 180, 1802 & 1803], THE TALENT PLANNING COMMIS-)
SION FINDS THE FOLLOWING:)

1. The Planning Commission held a properly noticed public hearing on this matter on September 27, 2022;
2. The Planning Commission asked the Community Development Director to present a Staff report and a final order with findings and recommendations at the September 27, 2022 public hearing;
3. At the public hearing evidence was presented and the public was given an opportunity to comment;
4. The Planning Commission finds that the proposed 22-unit project is allowed and is consistent with the intent of the Residential- High Density (RHD) and outlined in the Talent Zoning Code and with the approval criteria of the Talent Municipal Code;

The Talent Planning Commission approves the requested Type III Site Plan Review (SPR 2022-006) application for a 22-unit senior housing development with the following conditions of approval:

GENERAL CONDITIONS

1. Any new lighting on the site shall be downward facing so as not to project light on to adjacent properties.
2. Dumpsters will be screened with CMU enclosure and metal gates as well as landscaping.
3. Mechanical equipment and other site equipment and utilities shall be screened so they are not visible from the street and open space. Screening shall be compatible with architectural elements in the development.
4. The applicant/owner shall apply the proper screening and buffering along Suncrest Road to buffer the parking area as per the proposed landscaping plan indicates.
5. Applicant shall obtain an access permit for all work done in the right-of-way.

PRIOR TO START OF CONSTRUCTION

6. Applicant must submit building and architectural plans for the assessment of associated development fees.
7. Applicant must obtain sewer service connection permits from RVSS prior to start of building construction. Permit will be issued by RVSS upon payment of related development fees.
8. Applicant must submit a stormwater management plan in accordance with the Regional Stormwater Quality Design Manual. Plan must be approved by RVSS prior to the start of construction.
9. Applicant must record a Declaration of Covenants for all new stormwater quality features as applicable.
10. Applicant must obtain an erosion and sediment control permit from RVSS.
11. Fence permits are required, please obtain a fence permit prior to construction.
12. The Talent Irrigation District's T-5-C lateral runs along the entire northwesterly property line. The easement is 10 feet in width (5 feet from the center of the property on each side) and needs to be shown and recorded on the Lot Line Adjustment exhibit. There shall be no structure or deep-rooted plants permitted within the easement. Crossing agreements with the District and Bureau of Reclamation are required for all crossing of the easement.
13. If the facility is to be relocated or modified, specification must meet the District's standards and be agreeable to the District. A new written and recorded easement must be conveyed to the district.
14. If a written or recorded easement does not exist for an existing facility, then one must be provided in favor of the District.
15. Property may have private facilities (ditch or pipeline) that the District does not manage. Arrangements may need to be made or provide continued service through the subject property for downstream water users.
16. If property currently has water rights and is being partitioned or a lot line adjustment is being made, easements must be written and recorded which allow access for all of the pieces of the property with water rights to continue to have access to the water.
17. Upgrade to District facilities may be required to support any land use changes or developments, such as pipe installations or encasing existing piping under roads or concrete.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

- 18. All new sewer and stormwater facilities must be inspected and accepted per RVSS standards.
- 19. The District relies on the Bureau of Reclamation’s Storm Water Policy. No urban storm water or point of source flows will be allowed into the District’s facilities without going through the Bureau of Reclamation process. (Developments in historically agricultural areas need to be aware of agricultural run-off water and take appropriate action to protect the development from upslope water.)
- 20. There shall be no interruptions to irrigation water deliveries allowed.
- 21. T.I.D. is a Federal Project and some facilities and/or easement issues may need Bureau of Reclamation approval.
- 22. The developer will take all appropriate actions to ensure the reliability and protection of the original function of the District’s facilities.
- 23. Provide a conspicuously located Knox Box. Knox applications are available at Fire District 5 headquarters during business hours
- 24. Any fire department connection (FDC) shall be off building accessible from Suncrest Road and include a monitored post indicator valve. Additionally, the FDC must be located within 100 feet of a hydrant and be labeled with the building address and function.
- 25. All landscaping and buffering shall meet the criteria of the TMC 18.105, Landscaping, fences and hedges.

IT IS HEREBY ORDERED THAT the Talent Planning Commission approves the requested Subdivision (SUB 2022-006) application for a Site Plan Development Review to construct 22 units for senior living 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.

Chapter 18.40 HIGH DENSITY RESIDENTIAL

18.40.030 Building and uses subject to Type III site plan review

No building or structure shall be hereafter erected, enlarged or structurally altered; neither shall any land be developed except for the following buildings and uses, which are permitted subject to the provisions of Chapter 18.150 TMC and TMC 18.190.050.

E. Other uses determined by the planning commission to be similar to those listed above, or under TMC 18.40.020 or 18.40.030.

FINDING: The parcel is zoned High Density Residential (RHD), which allows for multiple-family residential developments, subject to notification of neighbors and compliance with Chapter 18.96. Notice was sent to property owners within 250 feet of the proposed project. The proposed 22-unit buildings would be new construction on the site. The proposed development will provide a density of the lot to 20.5 units per acre, this exceeds the required minimum 18 units per acre for the RHD zone district. This project is proposed on a relatively small parcel that has maximized its density development for the purposes of providing affordable housing in the area. **The provisions of this section have been met.**

18.40.060 Yard regulations

A. *Front Yard. The front yard shall have a depth of not less than 20 feet for dwellings and 24 feet for garages and carport entrances.*

B. *Side Yard.*

1. *Five feet for one- to two-story structures, plus five feet for three-story buildings; zero feet for attached single-family dwellings. The following additional provisions shall also apply to side setbacks:*

a. *Ten feet for street-facing side yards on corner lots when side street is a local or an alley; 15 feet when side street is a collector or arterial; 20 feet for garage and carport entrances.*

b. *Ten feet on one side for zero-lot-line lots.*

C. *Rear Yard. Ten feet; five feet for alley-access garages.*

FINDING: The proposed development is a single-story multi-family development with the appropriate setbacks applied. The lot is a triangle shape with the front (west property line) and the rear (east property line) acting as longest property lines. On the northwest property line will maintain minimum setback of 5 feet for the side yard setback, the neighborhood to the northeast is in the same RHD zone and use. The requirements from this property line are ten feet for the rear yard setback. The southwest side of the project site faces Suncrest Road and there is a 22-foot setback from the road on the north end and 22-foot setback on the south end to the nearest building. This setback exceeds the required 20 feet. The parking area will be located between the proposed residents and the front property line with proposed landscaping acting as the buffer zone. **The provisions of this section have been met.**

18.40.070 Lot area and dimensions

In the RHD zone, the minimum lot area shall be as follows:

A. *Minimum Lot Area.*

For triplex, quadplex and multiple-family dwellings: 5,000 square feet.

B. *Maximum Building Coverage.*

1. *Seventy-five percent.*

C. *Minimum Lot Width.*

3. *For triplex, quadplex and multiple-family dwellings: 50 feet.*

D. *Maximum Building Height.*

1. *Forty feet or three stories, whichever is less.*

FINDING: The lot exceeds the minimum area of 5,000 sq. ft. The total building square footage for the project is 14,732 sq. ft., at 47 % coverage. The total paving coverage is 5,880 sq. ft. or 19 % coverage for a total lot coverage of 66%. This is 9% under the maximum 75% allowable lot coverage. The residential buildings are proposed to be single story, well below the maximum 40 feet height. The minimum lot width for the proposed project is 196 feet this also exceeds the minimum required 50 feet. **The provisions of this section have been met.**

18.40.080 Recreation area for multiple-family dwellings.

A minimum of 250 square feet of usable recreation area shall be provided for each multiple-family dwelling unit. The recreation area may be in one or more locations, and may include recreation buildings, but no area with any minimum dimension of less than 15 feet, except for bicycle paths, shall be counted toward this requirement. Recreation area may be counted towards the required landscaped open space in TMC 18.105.020.

FINDING: The required recreation area for the 22-unit residential development is 250 sq. ft. X 22 units = 5,500 sq. ft. of open space. The applicant is proposing a 520 square foot community building and landscaping are for a total 9000 square feet of open space/recreation area. **The provisions of this section have been met.**

18.40.090 Landscaping, fences, walls and signs.

In the RHD zone, all required landscaping shall be installed in accordance with Chapter 18.105 TMC including any required perimeter buffer in accordance with TMC 18.105.050. Fences and walls shall be permitted in accordance with Chapter 18.105 TMC. Signs shall be permitted in accordance with Chapter 18.120 TMC. [Ord. 966 § 2 (Exh. B), 2021; Ord. 952 § 1 (Exh. A), 2019; Ord. 951 § 1 (Exh. A), 2019; Ord. 943 § 1 (Exh. A), 2018; Ord. 918 § 3 (Exh. A), 2016; Ord. 817 § 8-3C.482, 2006.]

FINDING: Landscaping is addressed below in Chapter 18.105 standards. Final development of the property will require compliance with these standards. **The provisions of this section can be met subject to conditions of approval.**

Chapter 18.96 MULTI FAMILY DESIGN

18.96.010 General Provisions

- A. *Purpose and intent. It is the policy of the city of Talent to provide for multiple-family dwellings that provide diverse housing options with units to accommodate a range of household sizes and income ranges; incorporate good site and building design; contribute to livability, safety, and sustainability; create a stronger community; and foster a quality environment for residents and neighbors.*

The guidelines and standards are intended to achieve the following principles that the city encourages for multiple-family development:

1. *Livability.* Development should contribute to a livable neighborhood by incorporating visually pleasing design, minimizing the impact of vehicles, emphasizing pedestrian connections, and providing open spaces for outdoor use.

FINDING: The senior housing project addresses the need for 22 individual units in an accessible manner while evoking a communal feel. Walkability is emphasized through connection sidewalks. Open space in the form of landscape area occupies 29% of the .71 acre lot. This proposed project is also near the RVTD bus line which is along Highway 99. **The provisions of this section have been met.**

2. *Compatibility.* Development should have a human scale that is appropriate for the surrounding neighborhood and maintains the overall residential character of Talent.

FINDING: The overall development maintains a residential character. **The provisions of this section have been met.**

3. *Functionality.* Development should be functional, by providing desirable amenities for residents and by creating a circulation system that prioritizes pedestrian safety. [Ord. 966 § 3 (Exh. C), 2021.]

FINDING: The intended use is for senior citizens. The development provides connection homes in the form of 22-unit dwelling units with a priority of affordability and safe pedestrian use as its goal. **The provisions of this section have been met.**

18.96.020 Applicability and required review

B. *Review Process.* An applicant for multiple-family dwellings may elect to use either the objective or discretionary process. The objective process uses clear objective standards that do not require the use of discretionary decision-making. The discretionary process uses design guidelines that are more discretionary in nature and are intended to provide the applicant with more design flexibility.

2. *Projects reviewed through the discretionary process will be evaluated through a Type III site development plan review, pursuant to Chapter 18.150 TMC, and shall comply with the design guidelines in TMC 18.96.040*

18.96.040 Design Guidelines

A. *Building Orientation and Entrances.* Buildings shall be located with the principal facade oriented to the street or a street-facing open space such as a courtyard. Building entrances shall be well-defined and easily identifiable.

FINDING: All buildings on the property are located more than 20 feet from the front property line and have primary orientation towards the street along Suncrest Road. **The provisions of this section have been met.**

B. Building Mass and Facade. The development shall be designed to reinforce human scale and incorporate transparency through appropriately placed windows that do not compromise residents' privacy.

FINDING: The proposed dwellings are single-story residences approximately 14 feet wide. The 14 single family residences that face Suncrest Road will have a maximum building length of 360 feet. The additional 8-units will face south perpendicular to Suncrest Road for a total length of 200 feet. All units will have metal clad or fiberglass, double hung windows in the front for natural light exposure. Window trim will match the door trims. This development will not compromise residents' privacy. **The provisions of this section have been met.**

C. Building Design.

1. Building Materials. Buildings shall be constructed with architectural materials that provide a sense of permanence and high quality. Street-facing facades shall consist predominantly of a simple palette of long-lasting materials such as brick, stone, stucco, wood and similar siding, and wood and similar shingles.

FINDING: Exteriors are to be non-combustible using James Hardie Cement board siding, brick or stone veneer accents and/or stucco. The roof will be a 30-year composite (Asphalt Shingle) style. **The provisions of this section have been met.**

2. Design Features. Buildings with long monotonous exterior walls shall be avoided and shall instead incorporate varied architectural elements and facade materials arranged in a way to provide interest and a harmonious, balanced design.

FINDING: The project will alternate dark and light colors and textures to accentuate depth and individuality. **The provisions of this section have been met.**

3. Entrances. Architecturally defined and covered entryways shall be incorporated into the design of buildings.

FINDING: Each individual unit will have a front porch to create a sense of entry. **The provisions of this section have been met.**

D. Building Articulation. The appearance of building bulk shall be minimized by incorporating changes in wall planes, layering, horizontal datums, vertical datums, building materials, color, and/or fenestration to create simple and visually interesting buildings.

FINDING: Building articulation will be achieved by changes in siding materials and paint color. Due to the lot size and the modular unit footprints and required setbacks, the developer is unable to stagger the exterior wall planes, however with the changes in material, the front porches defining the entrances of each unit staff believes this will give the building interest and create visual definition throughout the development. In addition, the landscaping will provide aesthetic relief to the proposed row of modular buildings. **The provisions of this section have been met.**

E. Roofline Modulation. Building roofs shall be modulated to provide variety and contribute to residential character of the neighborhood.

FINDING: The roof pitch is a 6/12 that drops down to a shed overhang at the front porch. Comprised of either Asphalt Shingles (textured, 3 and 1) or Metal standing seam) the roof will be all one color with cedar shake gables ends. Each unit will have 3 solar tubes, evenly disbursed, to assist with natural daylighting. Since the units are prefab modular, roofline modulation is not achievable. **The provision has not been met.**

F. Common Open Space. The development shall provide sufficient open space for the purpose of outdoor recreation, scenic amenity, or shared outdoor space for people to gather.

FINDING: Common open space is provided with more than 9,000 square feet of landscaped areas including 520 square feet of community building. **The provisions of this section have been met.**

G. Parking Areas. Vehicle parking shall be integrated into the site in a manner that does not detract from the design of the building, the street frontage, or the site. Parking areas shall be located to minimize their visibility from the public right-of-way.

FINDING: All buildings on the property are located more than 20 feet from the front property line and have primary orientation towards the street along Suncrest Road. Because the proposed development is located on a triangular lot the parking area has been configured in the front of the buildings. The proposed landscaping will minimize the visibility of the parking to the greatest extent possible. **The provisions of this section have been met.**

H. Pedestrian Circulation. Site design shall promote safe, direct, and usable pedestrian facilities and connections throughout the development and to adjacent streets and pedestrian facilities.

FINDING: All buildings on the property are located more than 20 feet from the front property line and have primary orientation towards the street along Suncrest Road. **The provisions of this section have been met.**

I. Screening. Mechanical equipment, garbage collection areas, and other site equipment and utilities shall be screened so they are not visible from the street and open spaces. Screening shall be visually compatible with other architectural elements in the development. [Ord. 966 § 3 (Exb. C), 2021.]

FINDING: Adequate screening shall be provided for all mechanical equipment, garbage collection areas and other site equipment and utilities. Dumpsters will be screened with CMU enclosure and metal gates as well as landscaping. No roof top equipment is being used. All other utilities will be screened with landscaping. **The provisions of this section can be met subject to conditions of approval.**

Chapter 18.105 LANDSCAPING, FENCES AND HEDGES

18.105.020 Minimum landscaped area

a) A. The minimum percentage of required landscaping is as follows:

1. *Residential Zones.* Twenty percent of each lot for residential developments.

FINDING: More than thirty percent (30%) of the lot is proposed to be landscaped for the 22-unit development. The project is proposing to provide vegetation, trees and ground cover that will exceed the minimum requirements. The landscape plan shall meet the criteria of permitted trees within the City of Talent. **The provisions of this section can be met subject to conditions of approval.**

18.150.050 Buffer and screening

In order to reduce the impacts on adjacent uses of a different type, buffering and screening are required in accordance with Table 18.105.050-1 below.

A. General Requirements.

1. The property owner is responsible for the installation and maintenance of required buffers and screens including compliance with TMC [18.135.060\(A\)](#).
3. Where a proposed use abuts undeveloped property, only one-half of the buffer width shall be required.

B. Buffer Location. A buffer consists of an area within a required setback adjacent to a property line. It has a depth equal to the amount specified in Table 18.105.050-1 and contains a length equal to the length of the property line of the abutting use(s).

FINDING: More than thirty percent (30%) of the lot is proposed to be landscaped for the 22-unit development. The project is proposing to provide vegetation, trees and ground cover that will exceed the minimum requirements. The landscape plan shall meet the criteria of permitted trees within the City of Talent. The applicant has provided adequate buffering as specified in Table 18.105.050-1. (10 feet along the adjacent High Density Residential District) **The provisions of this section can be met subject to conditions of approval.**

C. Buffer Requirements.

1. At least one row of trees. These trees will not be less than 10 feet tall at the time of planting and not spaced more than 30 feet apart and five feet tall at the time of planting for evergreen trees and spaced not more than 15 feet apart. This requirement may be waived by the community development director when it can be demonstrated that such trees would conflict with other provisions of this code (e.g., solar access).
2. At least five five-gallon shrubs or 10 one-gallon shrubs for each 1,000 square feet of required buffer area.
3. The remaining buffer area shall be planted in accordance with TMC [18.105.030\(C\)](#).

D. Screening. Where screening is required or provided, at least one of the following techniques shall be provided in addition to the buffering requirements above:

1. One row of evergreen shrubs that will grow to form a continuous hedge at least six feet tall within two years of planting; or

2. A fence or masonry wall at least six feet in height to provide a uniform sight-obscuring screen; or
3. An earthen berm combined with evergreen plantings or a fence that forms a sight and noise buffer at least six feet tall within two years of installation.

E. *Clear Vision.* Buffering and screening provisions are superseded by the clear vision requirements of TMC [18.105.055](#).

FINDING: Screening is achieved with the use of shrubbery, trees, and a 6-foot fence along the east and north side of the lot. A 6-foot wood fence shall be constructed along the east and north property line. Clear vision is met at the new driveway access with low growing shrubbery. All landscaping will be installed professionally and maintained by a commercial landscaping company on a regular basis. The applicant shall plant up to 10 1-gallon shrubs for each 100 square foot of buffer area and shall meet the criteria outlined in 18.105.030 C. **The provisions of this section can be met subject to conditions of approval.**

Chapter 18.110 OFF STREET PARKING

18.110.060 Number of parking spaces required

A. *The number of off-street parking spaces required shall be not less than as set forth in Table 18.110.060-1, except as otherwise provided in this chapter.*

Use	Standard
Residential Uses	
Multifamily dwelling:	0.5 space per dwelling unit
Studio dwelling units	1 space per dwelling unit
One- and two-bedroom dwelling units	1.5 spaces per dwelling unit
Three-bedroom or larger dwelling units	

FINDING: The proposed multi-family development proposes a total of 22 spaces, as per the above requirements describes in table 18.110.060-1 (one space per each 1 bedroom unit). Two spaces are designated as ADA compliant parking spaces located with easy access to the front of each building. The community building is for residential use within the development complex and therefore the proposed parking spaces meet the combined requirements of the multi-family residences. **The provisions of this section have been met.**

18.110.100 Bicycle parking facilities

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

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

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

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided, unless demonstrated otherwise by the applicant. Street furniture includes benches, streetlights, planters, and other pedestrian amenities. Creative designs are strongly encouraged.

D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

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

F. Lighting. Bicycle parking shall be as well lit as vehicle parking for security, unless otherwise well lit by an existing streetlight in the public right-of-way.

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

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards in TMC [18.105.055](#). [Ord. 966 § 2 (Exh. B), 2021; Ord. 817 § 8-3].560, 2006.]

FINDING: The proposed multi-family building with 22 units requires 22 covered bicycle parking spaces located on the south side of the building. The applicant has proposed 22 covered bicycle parking spaces for the residential building. **The provisions have been met.**

18.110.120 Parking area design standards

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

C. The community development director or planning commission (for Type III reviews) may allow 35 percent of the required off-street parking spaces to be reduced to seven feet six inches by 15 feet to accommodate compact or hybrid electric cars.

D. *Parking Stall Standard Dimensions and Compact Car Parking.* All off-street parking stalls shall be improved to conform to city standards for surfacing, storm water management, and striping. Standard parking spaces shall conform to the dimensions below (Figure 18.110.120 and Table 18.110.120). Disabled parking shall conform to the standards in TMC [18.110.060\(C\)](#).

Table 18.110.120. Minimum Parking Space and Aisle Dimensions

A Angle	Type	B	C	D		E
		Stall Width (in feet)	Stall Depth (in feet)	1-Way Aisle Width (in feet)	2-Way Aisle Width (in feet)	Curb length perpendicular to Aisle (D) (in feet)
0° (parallel)	standard	8.0	8.0	12.0	24.0	22.5
	compact	7.5	7.5	12.0	24.0	19.5
30°	standard	9.0	17.0	12.0	24.0	18.0
	compact	7.5	14.0	12.0	24.0	15.0
45°	standard	9.0	19.0	12.0	24.0	12.5
	compact	7.5	16.0	12.0	24.0	10.5
60°	standard	9.0	20.0	18.0	24.0	10.5
	compact	7.5	16.5	15.0	24.0	8.5
90°	standard	9.0	19.0	24.0	24.0	9.0
	compact	7.5	15.0	22.0	24.0	7.5

FINDING: The proposed parking area will include 22 spaces. The stalls are identified to be 90 degree angle and will have a stall width of 9 feet and length of 19 feet with a 24 foot wide aisle. There are 7 compact spaces provided with stall width of 7.5 feet and length of 15 feet. The parking area will be improved to city standards **The provisions of this section have been met.**

18.110.130 Parking area improvements

All public and private parking areas which contain five or more off-street parking spaces shall be improved according to the following:

A. All parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement concrete, or other materials approved by the city engineer. The use of pervious asphalt paving in parking areas is encouraged to meet on-site storm water standards that may significantly reduce the requirement for drainage facilities.

FINDING: Proposed drive aisle is 24 feet wide and provides adequate space for proper movement and maneuvering of vehicles. The drive aisle does not impose backwards movement onto the public right-of-way. The applicant proposes to surface the parking area and access driveway with asphalt concrete. A new 24-foot residential driveway approach is proposed to access the parking from Suncrest Road. **The provisions of this section have been met.**

B. All parking areas, aisles, turnarounds, and outdoor vehicle sales areas shall be graded so as not to drain storm water over sidewalks, public rights-of-way, and abutting private property. Storm water runoff generated

beyond that which is normal for the site in its natural state shall, as much as possible, be retained on the site. Direct flow in stream channels is to be avoided. Methods to accomplish this provision include exhausting the possibilities of grading and draining parking lots into one or more of the following: pervaporation wells, trenches or ponds; vegetated or landscaped swales; natural drainage channels other than creek channels; and, for peak rainfall or runoff periods, seldom-used portions of the parking lot itself. It is the responsibility of the property owner to maintain the storm water system on his property in an operational manner so as to maintain the public safety and welfare; failure to maintain such a system in good repair may be constituted as a public nuisance in accordance with the provisions of any city ordinance regarding public nuisances. At least, drainage systems shall be conducted to public storm water sewers and ditches. (Please see Storm Drainage Design Standards.)

C. All spaces shall be permanently and clearly marked.

FINDING: Rogue Valley Sewer Service (RVS) requested that approval of the proposed development be subject to the following conditions:

Prior to the start of construction:

1. Applicant must submit building and architectural plans for the assessment of associated development fees.
2. Applicant must obtain sewer service connection permits from RVSS prior to start of building construction. Permit will be issued by RVSS upon payment of related development fees.
3. Applicant must submit a stormwater management plan in accordance with the Regional Stormwater Quality Design Manual. Plan must be approved by RVSS prior to the start of construction.
4. Applicant must record a Declaration of Covenants for all new stormwater quality features as applicable.
5. Applicant must obtain an erosion and sediment control permit from RVSS.

During Construction:

5. Sewer and stormwater facilities must be constructed and inspected per RVSS standards.

Prior to final acceptance of project:

6. All new sewer and stormwater facilities must be inspected and accepted per RVSS standards.
7. Any new sewer mains must be accepted by RVSS prior to the issuance of a sewer connection permit.

The provisions of this section can be met subject to conditions of approval.

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

FINDING: All parking facilities and driveways will not be located adjacent to residential or agricultural uses. The development proposes to construct a 6-foot-tall fence along the north-west adjacent to TA-5 property and east property line adjacent to high-density residential district. **The provisions of this section have been met.**

C. *All spaces shall be permanently and clearly marked.*

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

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

FINDING: All parking spaces shall be permanently and clearly marked to TMC code. A 6-inch stand curb is provided in lieu of wheel stops and bumper guards. The development proposes to construct a 6-foot-tall fence along the northwest and east property line. The development proposes to construct a 6-foot-tall fence along the northwest and east property line. **The provisions of this section have been met.**

F. *Trees and Landscaping.*

1. *A minimum of 40 percent of the outdoor parking area shall be shaded by trees within 15 years of planting, and by buildings at noon on August 21st, Pacific Daylight Time. Noon on August 21st constitutes a 58-degree solar altitude and shadow lengths shall be calculated by multiplying the height of a shadow-casting object by 0.625. Shadow patterns will be cast in a due north direction from the object.*
2. *Trees shall be retained and/or planted in landscaped areas, which shall cover not less than seven percent of the area devoted to outdoor parking facilities. Such landscaping shall be uniformly distributed throughout the parking area and may consist of trees plus shrubs, ground cover or related material. The intent is to break up large expanses of asphalt and thus provide shade in the warmer months and pervious surfaces for storm water, and aesthetic relief. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for sustainable plant growth, with appropriate timing devices to encourage water conservation.*
3. *Irrigation facilities or other provisions for the continuing care of the vegetation and protective curbs or raised wood headers shall be provided for landscaped areas.*

4. *Trees shall be of a type and distribution to reduce the reflection of heat by paved surfaces and should have an adequate lifespan, be pollution tolerant and have low maintenance requirements in order to save long-term costs. An approved recommended tree list will be provided to the applicant.*
5. *Trees shall be planted in a manner that will minimize interference with the solar access of adjacent properties.*

FINDING: The project has a parking area containing more than five parking spaces and is therefore subject to the requirements of 18.110.130. The primary landscaped area represents 45 percent of the parking area square footage which lays due west of the parking area allowing maximum shading. Trees will be planted appropriately to provide uniform maximum shading. A landscape island is included to break up the continuous run of parking which will include vegetation and trees. As proposed, the facility shall meet provision 18.110.130(F)(2), requiring a minimum of one tree per five parking spaces to break up large expanses of asphalt, provide shade, stormwater percolation and aesthetic relief. **The provisions of this section can be met subject to conditions of approval.**

G. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect light away from any abutting or adjacent residential district and limit excessive light pollution.

H. Building permits are required for all parking lot construction, repair or resurfacing. [Ord. 966 § 2 (Exh. B), 2021; Ord. 817 § 8-3].575, 2006.]

FINDING: All proposed lighting will be shielded to cast light down into the parking lot and walkways. **The provisions of this section can be met with the condition of approval.**

Chapter 18.115 DEVELOPMENT REVIEW STANDARDS

18.115.030 Pedestrian access and circulation

To ensure safe, direct, and convenient pedestrian circulation, all developments, except residential development of four or fewer units on a single lot, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicyclists.) The system of pathways shall be designed based on the standards in subsections (A) through (E) of this section:

5. *Walkways shall be constructed with a hard-surfaced material and shall be no less than five feet wide. If adjacent to a parking area where vehicles will overhang the walkway, a seven-foot-wide walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, bollards, or distinctive paving materials.*

FINDING: The proposed plan has a 7-foot concrete walkway throughout the development separating the buildings from the parking area. **The provisions of this section have been met.**

18.115.040 Street Trees

B. *Plantings.* Street trees shall be planted in planter strips on all arterial and collector streets, for all developments that are subject to land division or site design review, except that street trees may be planted in planter wells as provided in subsection (E) of this section. Street trees are encouraged, but not required, for local streets. When provided on local streets, street trees shall be in planter strips. Additional requirements for tree planting are provided in TMC 18.105.030. Planting on unimproved streets shall be deferred until the construction of curbs and sidewalks.

FINDING: The primary landscaped area represents 45 percent of the parking area square footage which lays due west of the parking area and the sidewalk thereby providing trees along the Suncrest Road, which is identified as a “Collector” street for the City. Based on the proposed landscape area along the street, the applicant will not be providing additional street trees. **The provisions of this section have been met.**

18.115.060 Vehicular access and circulation

C. *Access Permit Required.* A new or modified connection to a public street requires an access permit in accordance with the following procedures:

1. *Permits for access to city streets shall be subject to review and approval by the public works director based on the standards contained in this section and the provisions of TMC 18.115.050, Transportation facility standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval.*

FINDING: The applicant shall obtain an access permit for all work done in the right-of-way. **The provisions of this section can be met subject to conditions of approval.**

F. *Access Options.* When vehicle access is required for development, access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider.

2. *Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., shared driveway). An access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private access.*

G. *Access Spacing.* Driveway access shall be separated from other driveways and public and private street intersections in accordance with the following standards and procedures:

2. *Arterial and Collector Streets.* Access spacing on collector and arterial streets shall be determined by the public works director. Access to State Highway 99 shall be subject to review

and approved by the Oregon Department of Transportation (ODOT), based on the applicable standards contained in the city's transportation system plan and policies contained in the 1999 Oregon Highway Plan.

H. *Road Access Points.* For single-family (detached and attached), duplex, triplex and quadplex housing types, one street access point is permitted per lot. Alley access is strongly encouraged before other access points are considered; except that two access points may be permitted for duplexes, triplexes and quadplexes on corner lots (i.e., no more than one access per street), and subject to the access spacing standards in subsection (G) of this section. The number of street access points for multiple-family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared driveways may be required, in conformance with subsection (I) of this section, in order to maintain the required access spacing, and minimize the number of access points.

Standards for the number and location of road access points are as follows. Variations from these standards shall satisfy and be subject to the requirements of Chapter 18.160 TMC, Variance.

2. *Collector and Local Streets.* All uses: road access permit required as set forth in subsection (B) of this section, subject to general considerations for safety and transportation mobility; curb cuts and driveways. A minimum of 10 feet for local streets and 30 feet separation for collectors (as measured from the sides of the driveway/ street) from street intersections.

I. *Shared Driveways.* The number of driveway and private street intersections with public streets may be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. *Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they may be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).*
2. *Access and maintenance easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval to ensure continual emergency accessibility at all times.*
3. *"Private Access" signage and driveway approach shall be placed at the intersection with the public street to clearly identify the private access*

FINDING: The applicant has proposed to take access via a 24' wide driveway access at Suncrest Road, identified as a "Collector" Street in the Transportation System Plan (TSP). The applicant has provided one 24-foot-wide access to limit the access point onto the collector,

Suncrest Road for safety and access management purposes. **The provisions of this section have been met.**

J. Driveway Openings/Curb Cuts. Driveway openings or curb cuts shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

- 3. Access that serves more than eight dwelling units shall have a minimum driveway opening/curb cut and driveway width of 24 feet and a maximum width of 30 feet. These dimensions may be increased if the public works director determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.*
- 7. Driveway Aprons. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure 18.115.060-1. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous accessible route of travel, with a cross slope not exceeding two percent.*

K. Fire Access and Parking Area Turnarounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate aisles or turnaround areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to TMC 18.115.050, Transportation facility standards.

N. Construction. The following construction standards shall apply to all driveways and private streets:

- 1. Surface Options. Driveways, parking areas, aisles, and turnarounds shall be paved with asphalt, concrete or comparable surfacing, or a durable nonpaving material that will support emergency vehicles may be used to reduce surface water runoff and protect water quality.*
- 2. Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turnarounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with city standards.*
- 3. Driveway Aprons. When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing. (See also subsection (J)(7) of this section.)*

O. Road Access Permits.

- 1. New curb cuts, driveways and access along and to all streets in or adjacent to the city shall not be permitted unless a road access permit has been granted by the city. The road access permit is not to be construed as a mechanism to deny properties reasonable access to public roads and streets.*

FINDING: The applicant has proposed 24'-wide access driveway opening/curb cut to serve

the 22-units. Driveway apron shall be constructed of concrete and shall be installed according to City specifications and in conformance with ADA standards. The proposed access drive is not more than 150 FT from the public street. A road access permit will be required for all work in the public right-of-way. **The provisions of this section can be met subject to conditions of approval.**

Chapter 18.150 SITE DEVELOPMENT PLAN

The Type III major site development plan review shall be reviewed through a Type III process consisted with TMC 19.190.050.

Chapter 18.190 PROCEDURES FOR REVIEW OF APPLICATIONS AND APPEALS

18.190.050 Type III Procedure (quasi-judicial)

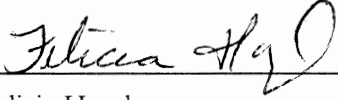
FINDING: Per the requirements of Chapter 18.150 and all its subsection pertaining, this proposed project meets the code criteria. **The provisions of this section have been met.**

18.190.05\90 Special Procedures

B. Neighborhood Meeting Requirement. Applicants shall meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input and exchange information about the proposed development. After a preapplication conference, the applicant shall meet with any adjacent property owners within 250 feet of subject property, prior to the city's acceptance of an application as complete. The city will furnish a form letter to the applicant to be mailed to all property owners within 250 feet of the subject property that provides due notice of the scheduled neighborhood meeting. The applicant shall be responsible for any costs associated with the mailing. The city's intent is to include neighbors in the design process, as well as improving communication among the city, neighbors, and applicant and, as a result, facilitating the public approval process.

FINDING: The applicants held a public meeting at the development site on September 22, 2022, between 6:00 and 7:00pm. The developer was on site to discuss the project and any concerns the neighbors may have. There were five individuals that attended the meeting. The setbacks were discussed for the project, the neighbors were happy with them, they liked that the development would be single story and not a commercial development. They also would prefer not to have conifer trees placed in the landscaping. Although several thought the design of the site looked like a motel, they were happy that each unit will be a different color and have varying textures to provide aesthetic distinction between units. They also appreciated that the development will be prefab housing. Overall, the attendees were positive about the project. **The provisions of this section have been met.**

CONCLUSION: The application for the Type III Site Development Review is consistent with the requirements of the Talent Zoning Codes. The proposed project is consistent with the development regulations required by the Talent Municipal Code. Staff recommends **APPROVAL** of this Site Plan Review.

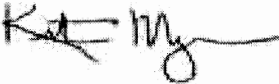


Felicia Hazel
Planning Commission Chair

9/28/2022

Date

ATTEST



Kristen Maze
Community Development Director

Sept. 27, 2022

Date