



Study Session Agenda Report

Meeting Date:	October 26, 2017	Primary Staff Contact:	Zac Moody
Department:	Community Development	E-Mail:	zmoody@cityoftalent.org
Staff Recommendation:	None	Estimated Time:	TBD

ISSUE BEFORE THE COUNCIL

Study Session – Potential RPS Amendment

BACKGROUND

The information provided as part of this report is intended to supplement the conversation that we will have during the study session and to bring Councilors and Planning Commissioners that were not part of the Regional Problem Solving process or Conceptual Planning for TA4 and TA5 up to speed.

RECOMMENDATION

None

RELATED COUNCIL POLICIES

None

POTENTIAL MOTIONS

None

ATTACHMENT

- Study Session Outline
- Exhibit A1 – Adopted URAs
- Exhibit A2 – 2015 Conceptual Planning
- Exhibit B – Performance Indicators
- Exhibit C- Commercial/Industrial BLI
- Exhibit D – Residential BLI
- Exhibit E – Affordable Housing (Range of Housing Types)
- Exhibit F – 2017-18 Work Plan

Planning Commission/City Council Study Session
Regional Plan Amendment

Overview of Regional Plan

- History of the Plan Development
- Adopted Talent Urban Reserves (**Exhibit "A1"**)
- Discussion of 2015 Conceptual Planning (**Exhibit "A2"**)
- Discussion of TA4 and TA5 Land Allocations and Performance Indicators (**Exhibit "B"**)

Discussion of Recent Buildable Lands Inventory Studies

- Current Industrial/Commercial Supply (**Exhibit "C"**)
- Current Housing Supply (**Exhibit "D"**)
- Discussion of Housing Needs by Housing Types

Urban Growth Boundary Alternatives Analysis Explanation

- Task Prioritization
 - Appoint a Citizen Advisory Committee (CAC)
 - Talent's Efficiency Measures – Accommodating Growth with the UGB
 - Identify and Address State and Local Priorities for UGB Expansion (including discussion of affordable housing) (**Exhibit "E"**)
 - Evaluate and Compare Expansion Study Areas (TA4/TA5)
 - Summary Analysis
 - Recommendation for Expansion

Regional Plan Amendment

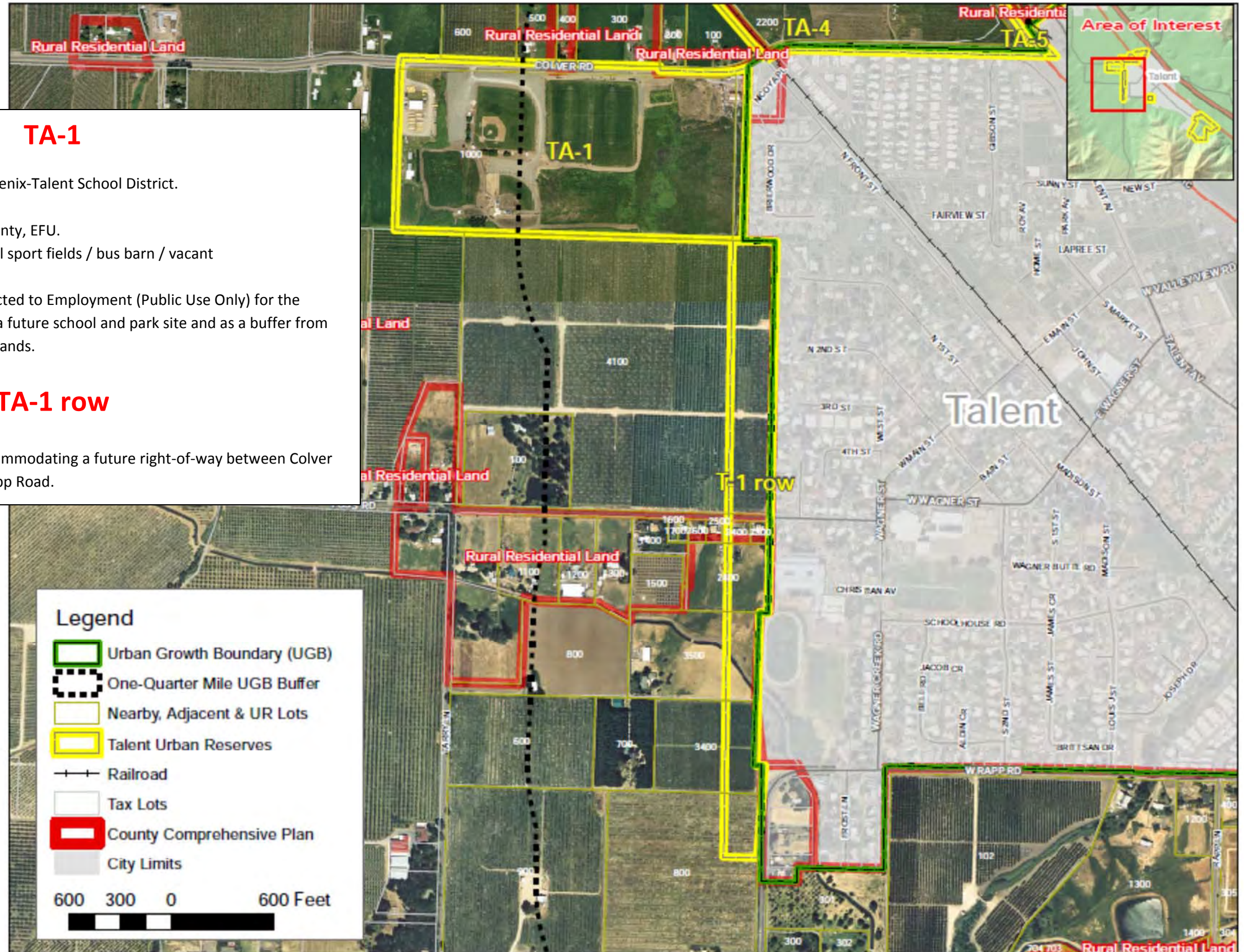
- Amendment Process
- URAs under Consideration (TA4/TA5)
 - TA4 – Changed from Industrial to Residential
 - TA5 – Reduce Commercial Land Allocation/Increase Residential Land Allocation
- Discussion of Proposed Land Allocations and New Performance Measures

UGB Amendment Application

- Next Steps

Project Timeline (**Exhibit "F"**)

Exhibit A1



TA-1

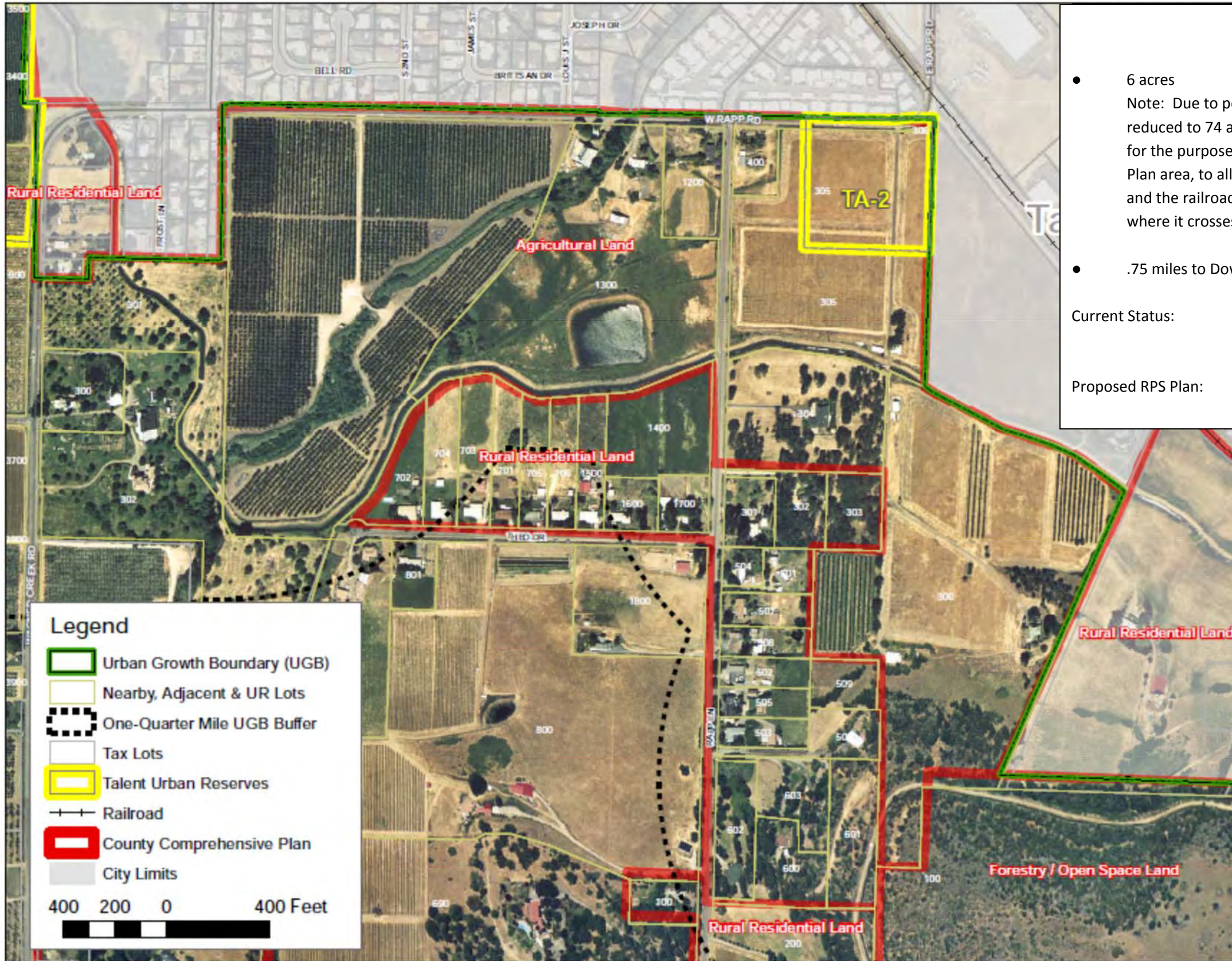
- 43 acres, Owned by the Phoenix-Talent School District.

Current Status: Jackson County, EFU.
Recreational sport fields / bus barn / vacant

Proposed RPS Plan: 100% restricted to Employment (Public Use Only) for the purpose of a future school and park site and as a buffer from agriculture lands.

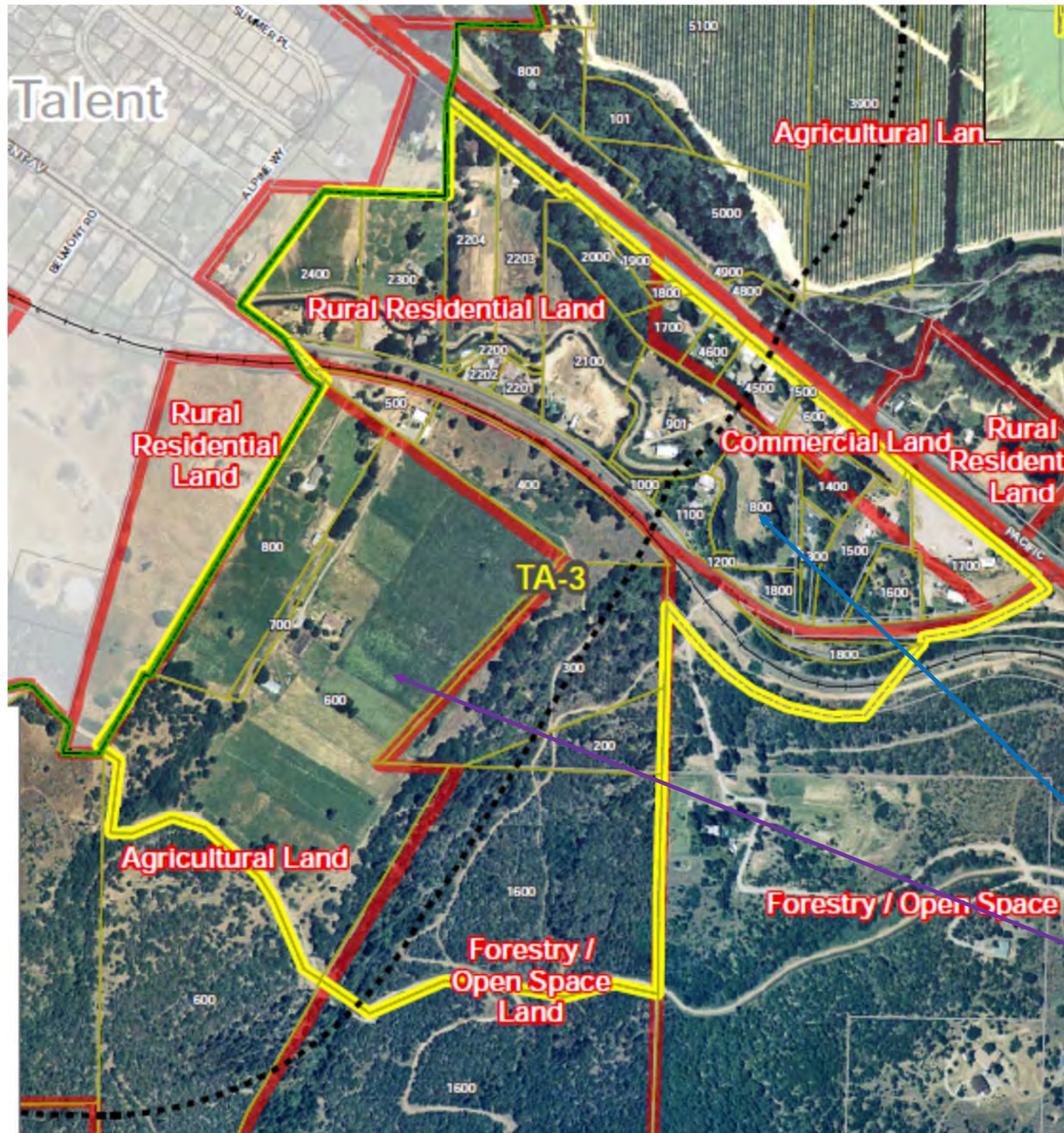
TA-1 row

- For the sole purpose of accommodating a future right-of-way between Colver Road and Foss Road and Rapp Road.



TA-2

- 6 acres
Note: Due to political pressure, TA-2 was originally over 100 acres, later reduced to 74 acres and at time of adoption reduced to 6 acres, primarily for the purpose of providing City street access to the Rail Road District Master Plan area, to allow a minimum of 300' clear separation between the new street and the railroad tracks and to provide for possible realignment of Rapp Road where it crosses the railroad tracks.
 - .75 miles to Downtown Talent (15 minute walk)
- Current Status: Jackson County, EFU
Agriculture farm use
- Proposed RPS Plan: 89% Residential and 11% Open Space



TA-3

- 101 +/- Acres 32 Owners 25 owners / 1 acre average (north of Talent Ave)
7 owners / 11 acre average (south of Talent Ave)
- Multiple Constraints
2 miles to Downtown Talent
35% + slopes
RR Crossing
TID Ditch
Limited and Costly Infrastructure
Access Management Issues
Low Density Yield
Small Parcels
Multiple Owners (32)
Trees
Dependant Development Scenarios (multiple)
- Gateway to Talent opportunity
- Possible "net" residential yield – 2 to 4 units per acre

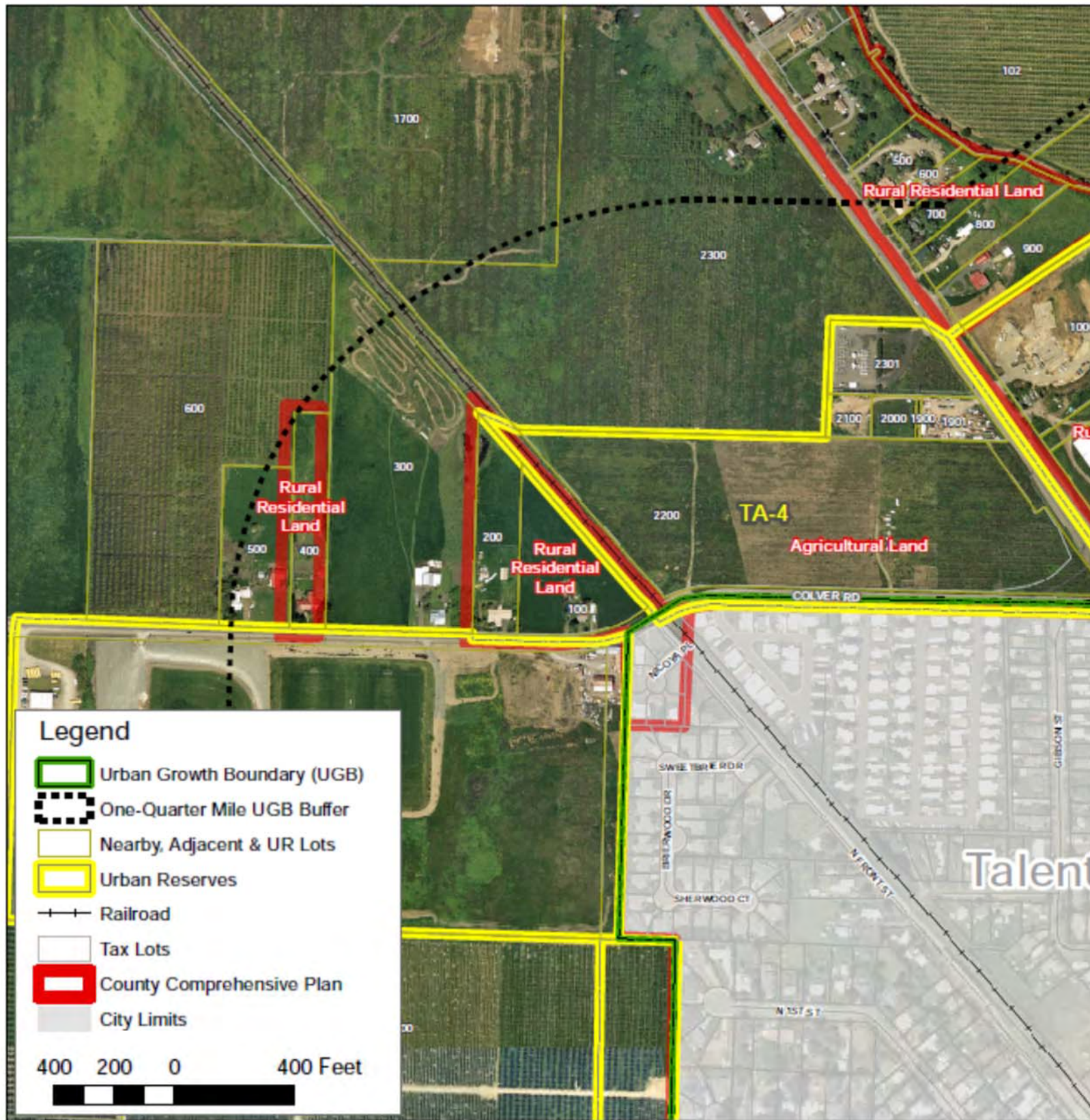
Current Status: Jackson County, Rural Residential, EFU, Woodland Reserve, General Commercial
Proposed RPS Plan once annexed 95% Residential and 5% Employment

Possible Scenario: Leave "as is", consider removing TA-3 North and amending TA-3 South or consider removing from URA all together.

TA-3 North of Talent Avenue: TA-3 North presents many challenges, all of which are listed above. In order to develop TA-3 in a cost effective, logical and resource efficient manner, a master plan would need to be generated and virtually all property owners agreeing to the plan, shared costs and a financing mechanism that would allow independent development timing.

TA-3 South of Talent Avenue: TA-3 South also presents many challenges, most notably vehicular access issues from Talent Avenue and the dependency of the Talent Rail Road Master Plan area being developed first. The west half of TA-3 south is comprised of farm land of roughly 10 - 25% slope. The east half of TA-3 south has severe slopes above 25% and a traversing ravine.

The overall net yield based on the cost of the infrastructure to provide City services makes TA-3 highly unlikely to develop or meet projected RPS density goals, desirable affordable housing or address various housing goals.



TA-4

- Level
- 5 – 8 minute walk to Downtown Talent
- Infrastructure ready
- Multi-modal and neo-traditional Master Plan Opportunity
- Affordable development land (no physical constraints, infrastructure ready, etc.)
- No identifiable off-site constraints (traffic, infrastructure, etc.)
- Gateway to Talent opportunity
- 4 property owners, independent development scenarios
- South side of Colver Road, within City limits, is 100% residential
- Possible “net” residential yield – 12 to 14 units per acre (after open space, streets, etc. are removed)

Pacific Corp:	2.5 acres Electrical Substation / Storage Yard / Vacant
Andrew Edwards:	1 acre Mobile Home / Storage Yard
Emanuel Apostolic Church:	½ acre Vacant
Laz Ayala	17.5 acres / vacant
Total Acres:	21.5 +/- acres, largely vacant but for the smaller parcels to the north, encompassing 4 acres or roughly 20% of the TA-4 Urban Reserve Area
Current Status:	Jackson County, EFU, planned to come into the City of Talent as 100% Industrial
Possible Scenarios:	A) Change the designation from Industrial to Residential (100%) B) Change the designation from Industrial to Residential on the 17.5 acres (80%) C) Change the designation from Industrial to Residential on the smaller parcels as well as the frontage of the 17.5 acres along HWY 99 (60% +/-)

TA-5

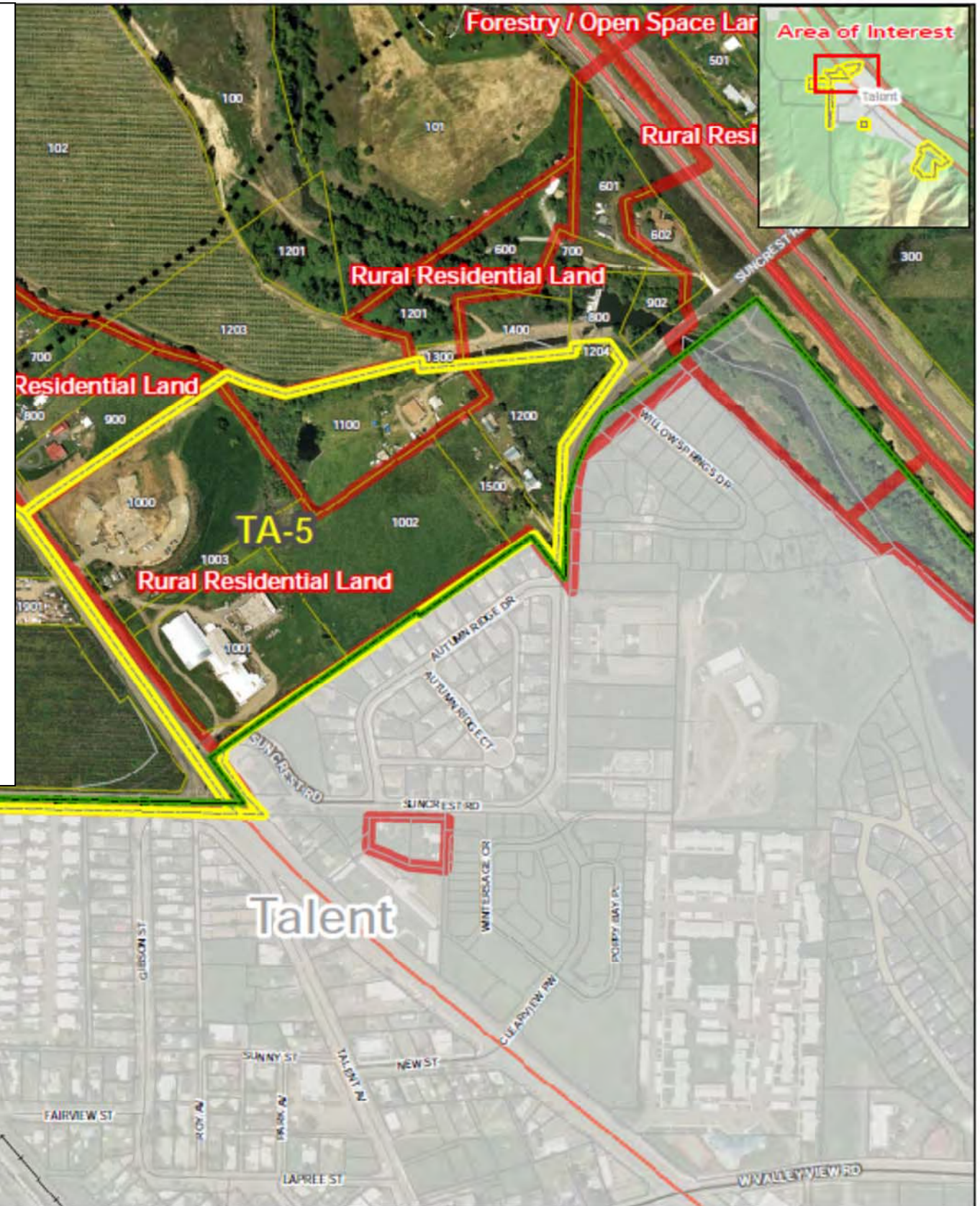
- Level, but sharp drop off HWY 99 - roughly 5' and larger slopes at east end of property
- 8 to 14 minute walk to Downtown Talent
- Infrastructure ready, but for access management issues with Suncrest Road
- Gateway to Talent opportunity
- 6 property owners, partially dependent development scenarios
- Possible "net" residential yield – 6 to 8 units per acre (after open space, streets, fire station, slopes, trees, existing structures, sensitivity measures to neighbors are removed or accounted for).

JC Fire District #5:	6.83 acres	Fire Station / Vacant
Ayala Family Trust:	4.85 acres	Vacant / Flat
Suncrest Homes:	5.94 acres	Vacant / Flat – includes spur out to HWY 99
Darnell Watson	4.29 acres	Single Family House / Vacant/ Wetlands
Linda Nordin	1.5 acres	Single Family House / Trees / Slopes
Siekert Family Trust	2.96 acres	Single Family House / Floodplain

Total Acres: 26 +/- acres

Current Status: Jackson County, Rural Residential, planned to come into the City of Talent as 43% Residential, 8% Open Space and 49% Employment

Possible Scenario: A) Change the distribution to 65% Residential, 25% Employment and 10% Open Space - Essentially this allocation retains the Fire Station site as employment and all other lands residential and open space.



Legend


- Urban Growth Boundary (UGB)
- Urban Reserves
- City Limits
- One-Quarter Mile UGB Buffer
- Nearby, Adjacent & UR Lots
- Tax Lots
- Railroad
- County Comprehensive Plan

400 200 0 400 Feet

Exhibit A2



City Council Agenda Report

Meeting Date:	November 18, 2015	Primary Staff Contact:	Zac Moody 
Department:	Community Development	E-Mail:	zmoody@cityoftalent.org
Staff Recommendation:	Approval	Estimated Time:	15 minutes

ISSUE BEFORE THE COUNCIL

Approval of TA4 & TA5 Conceptual Plans

BACKGROUND

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

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

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

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

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



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

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

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

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

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

RELATED CITY POLICIES

Element H: Regional Plan – Talent Comprehensive Plan

COUNCIL OPTIONS

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



POTENTIAL MOTIONS

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

ATTACHMENT

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

RESOLUTION NO. 15-931-R

**A RESOLUTION APPROVING A CONCEPTUAL LAND USE AND
TRANSPORTATION PLAN FOR TA4 AND TA5, A URBAN RESERVE AREAS OF
TALENT, OREGON**

WHEREAS, on August 15, 2012 by Ordinance No. 12-865-O the City Council adopted the City of Talent Regional Plan Element as Element H of the City's Comprehensive Plan; and

WHEREAS, the Conceptual Land Use and Transportation Plan for TA4 and TA5 has been prepared in accordance with the adopted Regional Plan Element and the Greater Bear Creek Valley Regional Plan including all applicable performance indicators set forth in these documents; and

WHEREAS, as a condition of the Regional Plan Element of the City of Talent it is required that a Conceptual Plan for an Urban Reserve Area (URA) be adopted by the City prior to the expansion of the City's urban growth boundary (UGB) into the applicable URA; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TALENT
ORDAINS AS FOLLOWS:

The City Council approves and adopts the Conceptual Land Use and Transportation Plan for TA4 and TA5, Urban Reserve Areas of the City of Talent

Duly enacted by the City Council in open session on November 18, 2015 by the following vote:

AYES: 0 NAYS: 0 ABSTAIN 0 ABSENT 0

Melissa Huhtala, City Recorder and Custodian of City Record

COLVER ROAD BUSINESS PARK CONCEPT PLAN

A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR TA-4

AN URBAN RESERVE AREA OF THE CITY TALENT

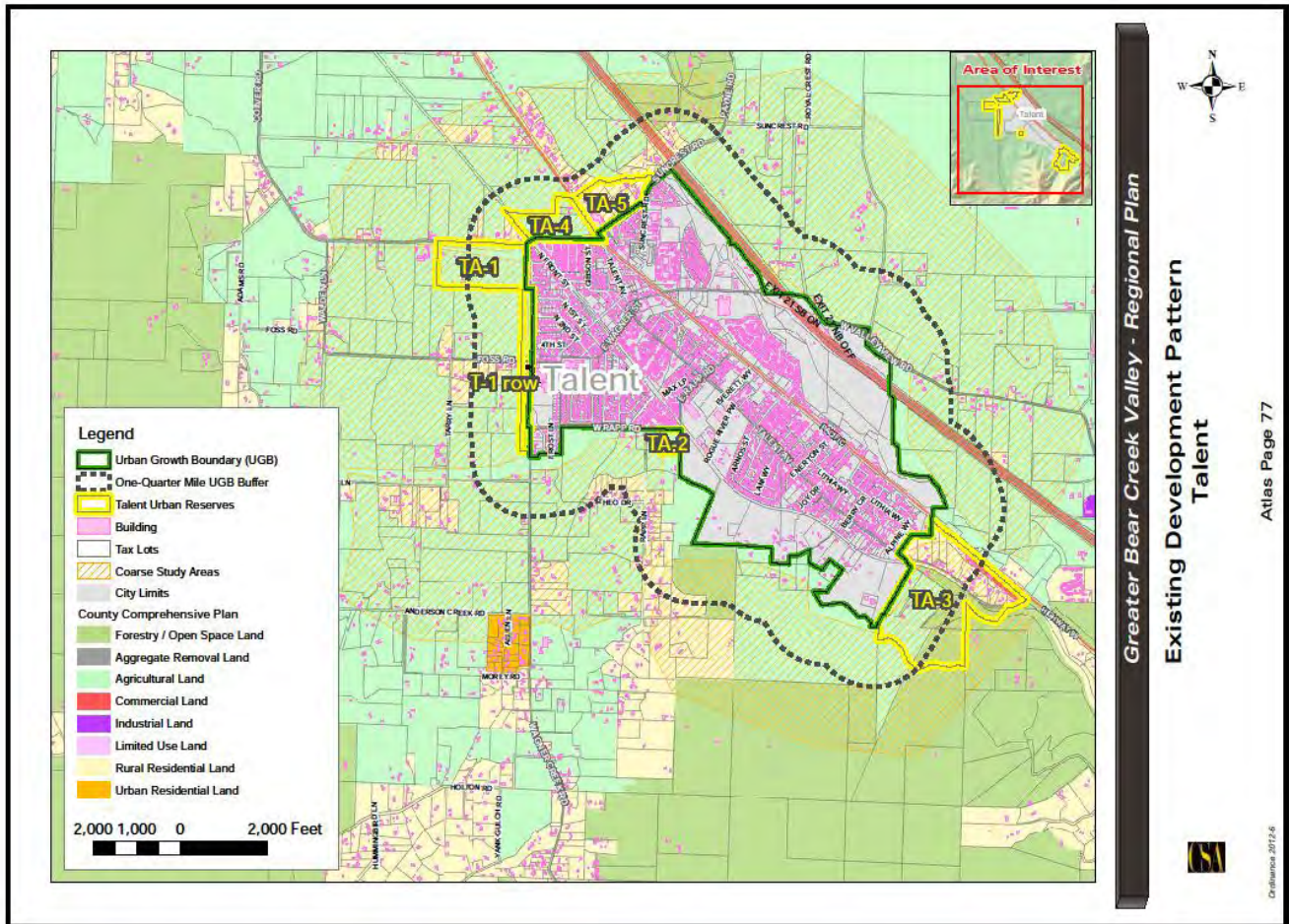
City of Talent

Adopted by City Council Resolution No. 931, November 18, 2015

PART 1. INTRODUCTION

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

Figure 1 – Talent Urban Reserve Areas



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

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

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

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

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

Figure 2 – Talent Urban Reserve Concept Plan Study Area



PART 2. THE CONCEPT PLAN

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

The Concept Plan is composed of two elements:

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

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

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

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



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

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

Figure 4 – Talent URCP, Functional Classification and Freight Facilities



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



c. Implementation Guidelines

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

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

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

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

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

PART 3. SUPPORT FINDINGS

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

a. Current Land Use Characteristics

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

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

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

Table 1 – TA-4 Current Parcel Characteristics

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

b. Current Land Use Designations & Zoning

All of TA-4 is currently planned and designated for agricultural (EFU) use. Tax Lot 22.48 was in orchard use for many years, but the orchard was removed more than ten years ago. The other parcels give no evidence of farm use.

c. Existing Infrastructure

Water

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

Sanitary Sewer

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

Storm Drainage

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

Street System

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

Irrigation District

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

d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators⁴, not all of which are applicable to all urban reserve areas. Table 3 identifies the primary Performance Indicators applicable to the TA-4 Concept Plan.

Table 2 - Performance Indicators Specific to Conceptual Plans

Applicability			
Number	Description	Yes	No
2.1	County Adoption		X
2.2	City Adoption		X
2.3	Urban Reserve Management Agreement		X
2.4	Urban Growth Boundary Management		X
2.5	Committed Residential Density		X
2.5.1	Minimum Residential Density Standards		X
2.6	Mixed-Use/Pedestrian Friendly Areas		X
2.7	Conceptual Transportation Plans	X	
2.7.1	Transportation Infrastructure	X	
2.8	Conceptual Land Use Plans	X	
2.8.1	Target Residential Density		X
2.8.2	Land Use Distribution	X	
2.8.3	Transportation Infrastructure	X	
2.8.4	Mixed Use/Pedestrian Friendly Areas		X
2.9	Conditions Specific to Certain URAs	X	
2.9.11	Development of TA-1 restricted to school or park/open space use		X
2.9.12	Development of TA-4 restricted to industrial uses	X	
2.9.13	Development of TA-ROW restricted to transportation uses		X
2.10	Agricultural Buffering	X	
2.11	Regional Land Preservation Strategies		X
2.12	Housing Strategies		X
2.13	Urban Growth Boundary Amendments	X	
2.13.1	UGB Expansions Outside of URAs		X
2.14	Land Division Restrictions	X	
2.14.1	Minimum Lot Size	X	
2.14.2	Cluster Development		X
2.14.3	Land Division and Future Platting		X
2.14.4	Land Division and Transportation Plan		X
2.14.5	Land Division Deed Restriction		X
2.15	Rural Residential Rule Ashland		X
2.16	Population Allocation		X
2.17	Park Land		X
2.18	Buildable Land Definition		X
2.19	Greater RVMPO Coordination	X	
2.19.1	Prepare Conceptual Transportation Plan	X	
2.19.2	Designate and Protect Planned Transportation Infrastructure	X	
2.19.3	Regionally Significant Transportation Strategies	X	
2.19.4	Supplemental Transportation Funding	X	
2.20	Future Coordination with RVCOG	X	
2.21	EXPO		X
2.22	Agricultural Task Force	X	

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 2:

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

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

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

Conclusion: *Not applicable.*

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

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

Conclusion: *Not Applicable.*

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

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

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

Conclusion: Complies.

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

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

Finding: See *Finding 2.5*.

Conclusion: Not Applicable.

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

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

Conclusion: Complies.

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

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

Conclusion: Complies.

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

Finding: See Finding 2.6.

Conclusion: Not Applicable.

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

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

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

Conclusion: Complies.

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

Finding: Talent adopted agricultural buffering standards when it adopted the Regional Plan. TA-4 abuts EFU zoned lands along its northerly border (see Figure 4). The buffering standards differentiate among soil qualities in the agricultural areas and among development types in the urban areas. By definition the adjacent farmland is considered “high potential impact” because its soils are Class IV or better. Because new adjacent uses will be industrial, they are considered “non-sensitive” receptors and have slightly less restrictive setback and buffering requirements. These requirements will be imposed as a condition of development approval.

Conclusion: Complies.

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

Finding: The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The

TA-4 Concept Plan addresses this requirement in anticipation of an urban growth boundary application into TA-4.

Conclusion: Complies.

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

2.14.1 The minimum lot size shall be ten acres

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

Conclusion: Complies.

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

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

Conclusion: Complies.

2.18 Buildable Lands Definition.

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

Conclusion: Complies.

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

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

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

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

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

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

Conclusion: Complies.

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

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

Conclusion: Complies.

2.22 Agricultural Task Force.

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

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

NORTHEAST TALENT CONCEPT PLAN

A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR TA-5

AN URBAN RESERVE AREA OF THE CITY TALENT

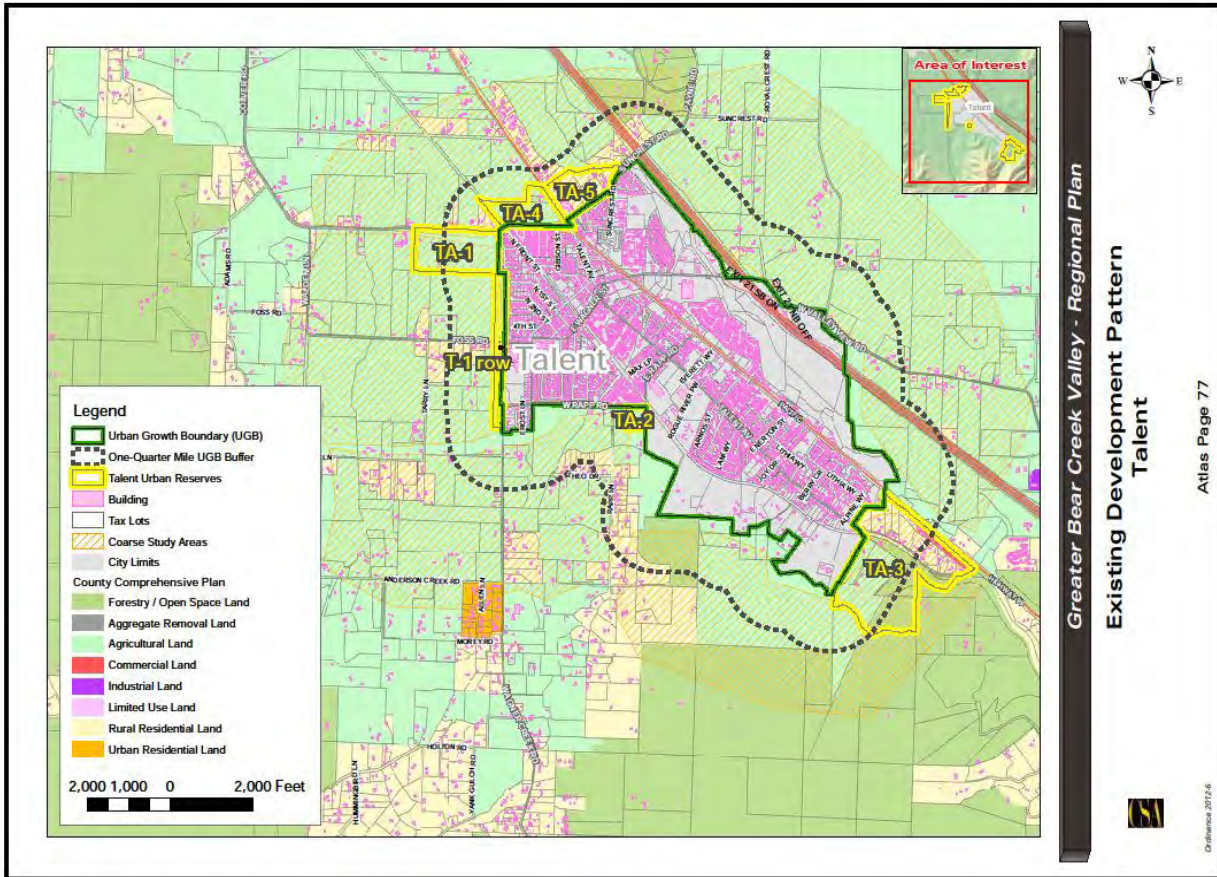
City of Talent

Adopted by City Council Resolution No. 931, November 18, 2015

PART 1. INTRODUCTION

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

Figure 1 – Talent Urban Reserve Areas



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

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

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

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

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

Figure 2 – Talent Urban Reserve Concept Plan Study Area



PART 2. THE CONCEPT PLAN

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

The Concept Plan is composed of two elements:

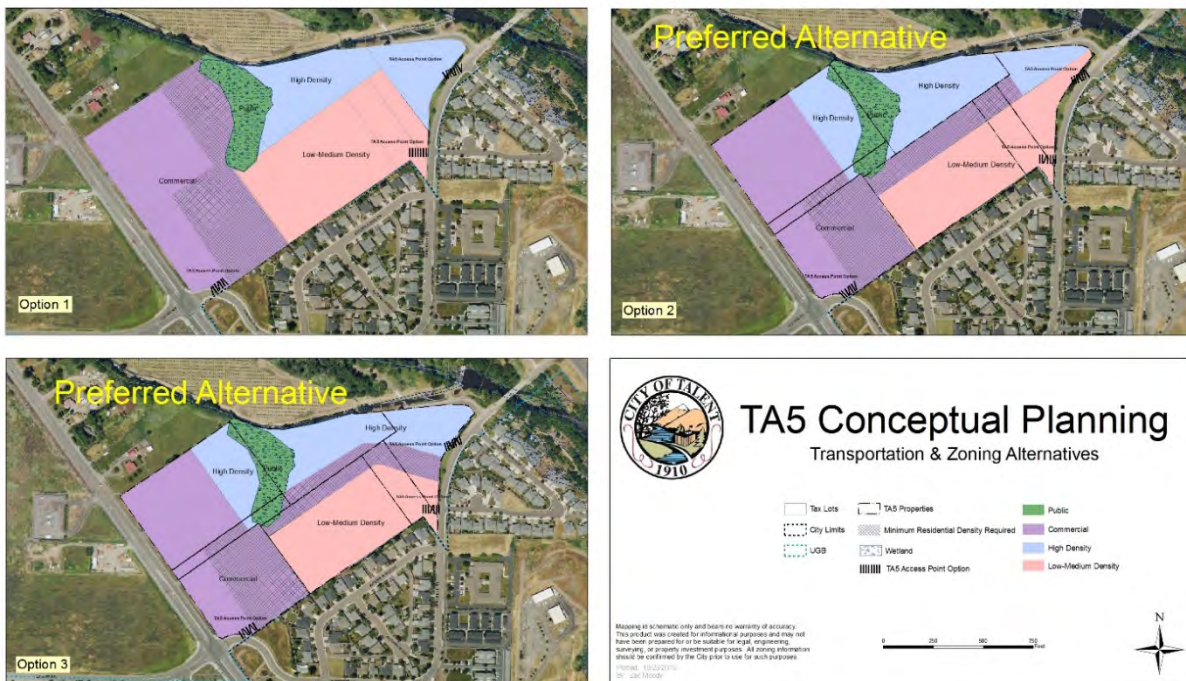
a. The Conceptual Land Use Plan ('Land Use Plan')

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

The Regional Plan Element designates land uses within TA-5 as residential, commercial, and open space. Proposed urban residential lands will include a range of single-family densities, with additional residential uses on upper floors of commercial buildings. Some commercial areas will include an overlay allowing ground floor residential in commercially designed buildings until the saturation occurs and the market demands more commercial uses. This allowance is intended to encourage development of the area without drawing commercial businesses from the downtown area.

Approximately 2.25 acres are included in the National Wetlands Inventory, and will not be available for residential or commercial development.

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



b. The Conceptual Transportation Plan (“Transportation Plan”)

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

Figure 4 – Talent URCP, Functional Classification and Freight Facilities



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



c. Implementation Guidelines

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

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

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

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

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

PART 3. SUPPORT FINDINGS

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

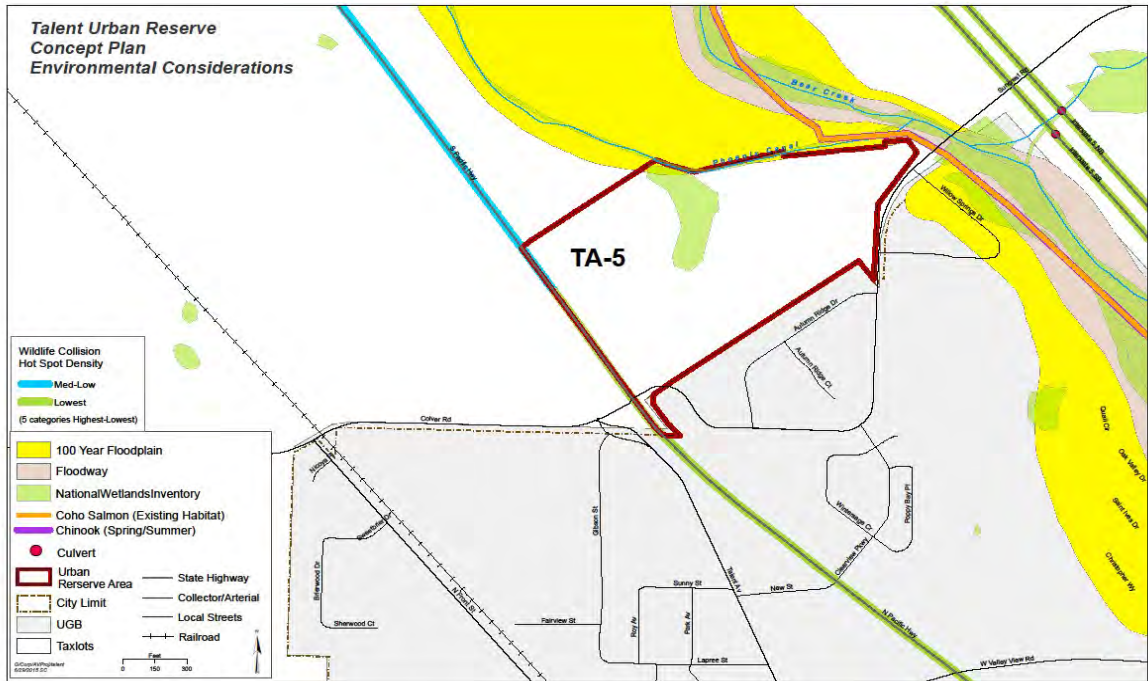
a. Current Land Use Characteristics

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

Natural Landscape: A majority of the area is relatively level, perched above the Bear Creek floodplain. Portions on the east half of the area slope to the floodplain, creating a few areas with relatively steep slopes. Approximately 2.25 acres, mostly in Tax Lot 1100 but extending into tax lots 1000 and 1003, are included in the National Wetlands Inventory. The wetland significantly affects street location, but is an appropriate site for open space use.

Because of its designation in the National Wetland Inventory, open space uses will predominate, but with some opportunity for paths or other forms of passive recreation.

Figure 6 – Talent URCP, Environmental Considerations



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

Table 1 – TA-4 Current Parcel Characteristics

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

b. Current Land Use Designations & Zoning

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

c. Existing Infrastructure

Water

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

Sanitary Sewer

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

Storm Drainage

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

Street System

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

Irrigation District

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

d. Performance Indicators

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

Table 2 - Performance Indicators Specific to Conceptual Plans

Applicability			
Number	Description	Yes	No
2.1	County Adoption		X
2.2	City Adoption		X
2.3	Urban Reserve Management Agreement		X
2.4	Urban Growth Boundary Management		X
2.5	Committed Residential Density	X	
2.5.1	Minimum Residential Density Standards	X	
2.6	Mixed-Use/Pedestrian Friendly Areas	X	
2.7	Conceptual Transportation Plans	X	
2.7.1	Transportation Infrastructure	X	
2.8	Conceptual Land Use Plans	X	
2.8.1	Target Residential Density	X	
2.8.2	Land Use Distribution	X	
2.8.3	Transportation Infrastructure	X	
2.8.4	Mixed Use/Pedestrian Friendly Areas	X	
2.9	Conditions Specific to Certain URAs		X
2.9.11	Development of TA-1 restricted to school or park/open space use		X
2.9.12	Development of TA-4 restricted to industrial uses		X
2.9.13	Development of TA-ROW restricted to transportation uses		X
2.10	Agricultural Buffering	X	
2.11	Regional Land Preservation Strategies	X	
2.12	Housing Strategies	X	
2.13	Urban Growth Boundary Amendments	X	
2.13.1	UGB Expansions Outside of URAs		X
2.14	Land Division Restrictions	X	
2.14.1	Minimum Lot Size	X	
2.14.2	Cluster Development	X	
2.14.3	Land Division and Future Platting		X
2.14.4	Land Division and Transportation Plan		X
2.14.5	Land Division Deed Restriction		X
2.15	Rural Residential Rule Ashland		X
2.16	Population Allocation		X
2.17	Park Land	X	
2.18	Buildable Land Definition		X
2.19	Greater RVMPO Coordination	X	
2.19.1	Prepare Conceptual Transportation Plan	X	
2.19.2	Designate and Protect Planned Transportation Infrastructure	X	
2.19.3	Regionally Significant Transportation Strategies	X	
2.19.4	Supplemental Transportation Funding	X	
2.20	Future Coordination with RVCOG	X	
2.21	EXPO		X
2.22	Agricultural Task Force	X	

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 3:

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

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

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

The City already has a mechanism in place to formally review Concept (Master) Plans as part of its Urban Growth Boundary Amendment process outlined in Section 8-8. This will be another step to ensure that all of the requirements have been completed before amending the UGB. Section 8-8.510 includes four districts distinctive to Master Plan Development (MPD) regulations and four districts common throughout the City that are available for application to lands in MPD areas. Three of the zones are residential:

A. Residential 4 (RS-4). A low-density residential district allowing detached single-family homes on lots no less than 7,000 square feet (0.16 acres) at a maximum density of four units per acre and a minimum density of two units per acre.

B. Residential 8 (RS-8). A medium-density residential district allowing detached and attached single-family homes on lots no less than 3,500 square feet (0.08 acres) at a maximum density of eight units per acre and a minimum density of 4 units per acre.

C. Residential/Commercial 16 (R/C-16). A mixed residential-commercial district allowing high-density residential in combination with retail-oriented and commercial office uses. The maximum residential density is 16 units per acre and a minimum of 8 units per acre.

The minimum density standards may need to be increased to ensure an overall minimum density of 6.6 units per acre, or 7.6 units per acre after 2035.

The Master Plan provisions also include a commercial zone similar to existing zones within the city limits.

Conclusion: *Will comply upon implementation of the City's Master Planned Development standards of the zoning code if target densities are assured prior to a UGB amendment.*

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

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

Conclusion: *Complies.*

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

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

Finding: No arterials are proposed in TA-5. Preparation of the *Concept Plan* included a review of the City's Transportation System Plan (TSP), the County's Transportation System Plan, and

the RVMPO's 2013-2038 Regional Transportation Plan. South Pacific Highway is a principal arterial that accommodates RVTD Route 10. Suncrest Road is a collector. Two recent transportation projects evaluated the effect that TA-5 would have on the transportation system. The City completed an update to its TSP in mid-2015, and prior to that, an Interchange Area Management Plan was completed for the Interstate 5 connection off Valley View Road. Although not required, both studies evaluated the effect of development in TA-4 and TA-5 in recognition of the fact that development is likely at least by the end of the planning periods for those studies. The studies found that development at the levels anticipated in the Urban Reserve Areas would not have a significant effect on the interchange or on the volume to capacity ratios of intersections near the Urban Reserve areas.

Conclusion: Complies.

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

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

Finding: See Finding 2.5.

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

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

Finding: TA-5 was not designated as commercial agricultural land.

Conclusion: Not Applicable.

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

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

Conclusion: Complies.

2.8.4. Mixed Use/Pedestrian Friendly Areas. The Conceptual Land Use Plan shall

provide sufficient information to demonstrate how the commitments of Section 2.6.1 above will be met at full build-out of the area added through the UGB amendment.

Finding: See Finding 2.6.

Conclusion: Complies.

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

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

Conclusion: Complies.

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

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

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

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

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

Conclusion: Complies

2.13 Urban Growth Boundary Amendment. Pursuant to ORS 197.298 and Oregon
Talent Urban Reserve Area TA-5 Page13

Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

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

Conclusion: Complies.

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

2.14.1 The minimum lot size shall be ten acres

Finding: All of the parcels in TA-5 are smaller than 20 acres, preventing any divisions until the parcels are in an urban area.

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

Finding: Because the open space allocated in TA-5 is a wetland, it will not be a developed park, except to the extent that trails and other compatible forms of recreation may be created through coordination with the Oregon Department of State Lands.

Conclusion: Complies.

2.18 Buildable Lands Definition.

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

Conclusion: Complies.

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

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

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

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

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

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

Conclusion: Complies.

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

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

Conclusion: Complies.

2.22 Agricultural Task Force.

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

Medford Irrigation District indicated that the most likely solution for TA-5 would be to require piping of the canal that serves as a portion of the northern boundary.

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

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

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.

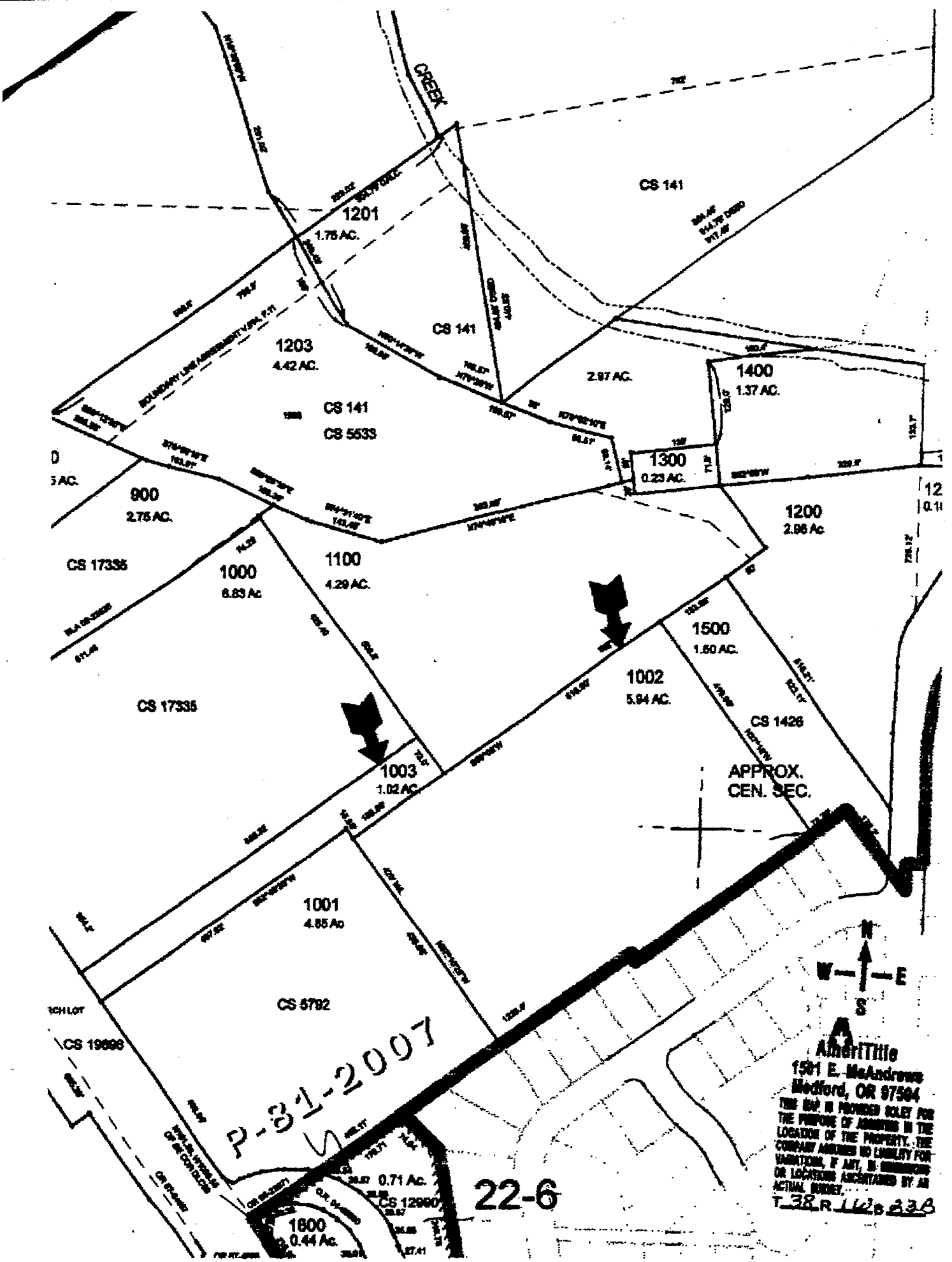
Sincerely,



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



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
 VARIATIONS, IF ANY, IN DIMENSIONS
 OR LOCATIONS ASCERTAINED BY AN
 ACTUAL SURVEY.
 T.38.R. 112's 238

22-6

P-31-2007

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

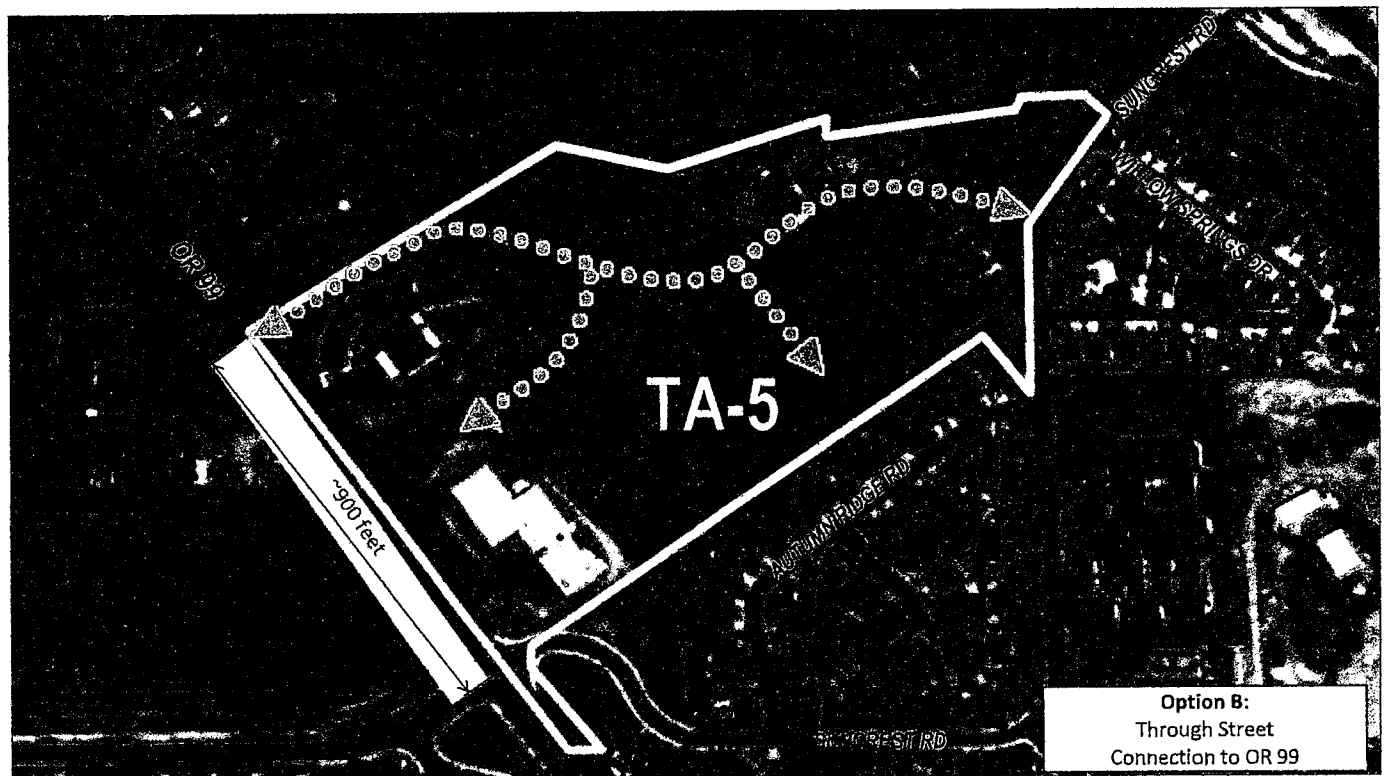
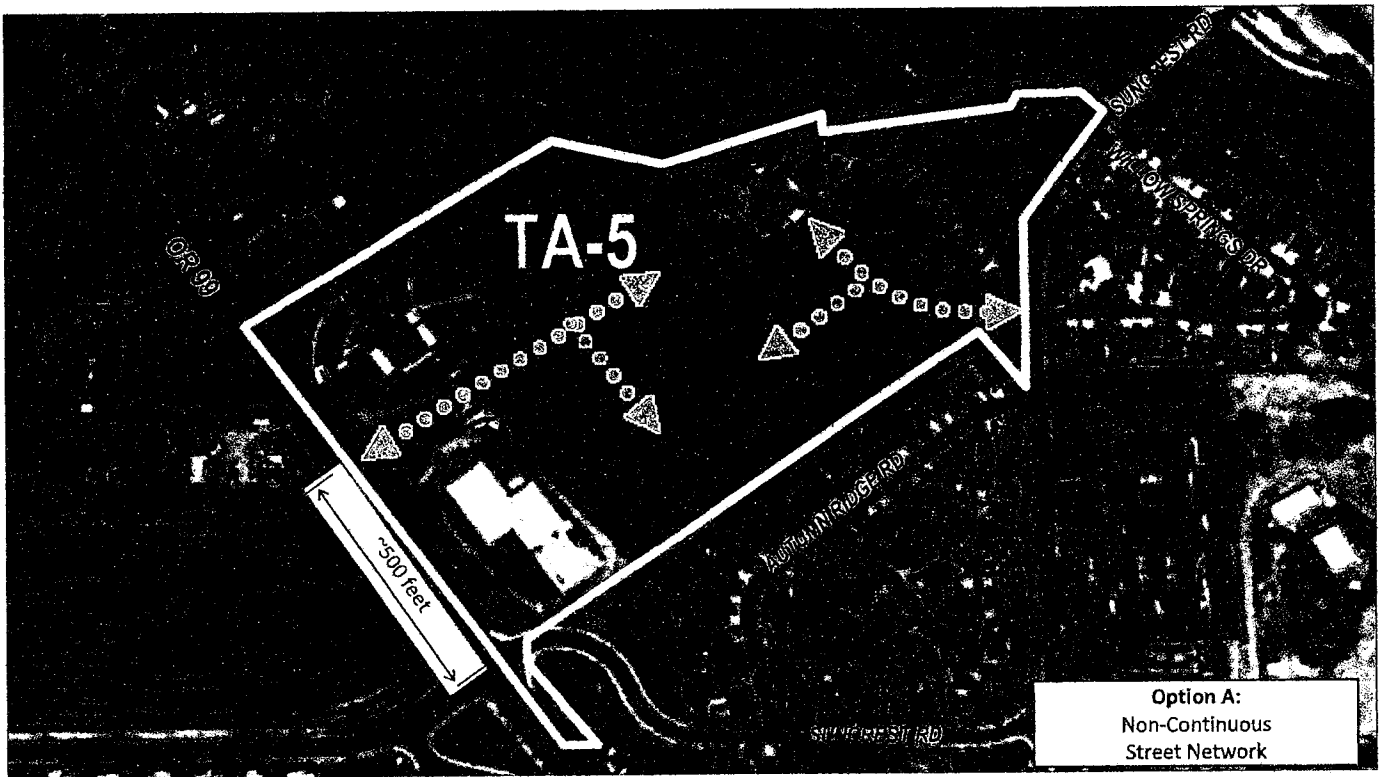
Chapter 5 of the 2007 TSP Update discusses enhancing the local street system to provide attractive alternative routes to OR 99. Table 5-1 and Maps 5-1 through 5-8 (2007 TSP) identify proposed and possible extensions of the existing street system.

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

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

Page 2

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

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 20, 2015

Talent City Council
110 Main Street
Talent, OR 97540

Since I have lived at 351 Suncrest Rd for 45 years and have been a realtor for 25 years, I have been involved in some of the planning actions along Suncrest Rd since development started in 1990. I do not want to sell my property now or in the future. However, I am very concerned about the conceptual plans known as **North Talent Conceptual Plan**. The development being proposed now in this area will impact my property more than anything the City of Talent has previously planned!

It is my understanding that you will be finalizing the conceptual zoning and transportation plan at the Oct 22nd meeting. I would like this letter to be submitted with my concerns.

A letter prepared by Bob Hart, Land Use Planner, stating my concerns was submitted into the public record at the Public Hearing on Aug 19th, (see attached for your review) also a letter from my neighbor Darlene Kinnan (representing Darnell Watson, the owner). At the meeting the Amended Comp Plan and the Conceptual Transportation Plan was adopted by Council, without any comments by council members regarding these concerns, per the audio of that meeting. It seems more consideration is given to the residents of Autumn Ridge and Willow Springs than the three long term property owners that will be greatly impacted by your decisions and could possibly have their homes removed my eminent domain! *Why?*

However, I am in agreement with the residents of Autumn Ridge that two story, high density zoning along their fence line would adversely affect their quality of life and the residents of Willow Springs, as well, will be effected by any future proposed street. They purchased here because of the beauty of the area and the rural feel. We all want to protect it!

However, I adamantly oppose the new map showing the proposed street with commercial on both sides all the way from Hwy 99 to Suncrest Rd (see attached). *Why are you proposing commercial in this area so far from Hwy 99?* From the planning minutes 9/24, "Moody stated that there were *two homes* in that area that would not benefit from a buffer". *What does that mean and which ones?* The map also proposes high density in our area. I strongly opposed any and all high density, two story commercial or residential buildings along my property line. It would block what little view I have left, block my solar sunlight and will not be compatible with the neighborhood.

All the proposed conceptual street locations through TA-5 are vague to say the least, *impractical* and unnecessary. Due to the many constraints in this area it is illogical for a street to be developed. Several TSP maps have shown the street going through my home or taking out my front yard, the latest map would take out my barn. These "proposed" options has restricted my private property rights and the value of my property. Also, *has there been discussion of the agriculture farm equipment that travels Suncrest Rd to access the many orchards on Payne Rd and that area east of Bear Creek?* Farm equipment would not be compatible in a commercial, high density residential area. This is still a very rural agriculture community.

The records show the proposed street as a developer cost, but *doesn't the property owner also share in the cost by liens placed on their property?* This could be a great burden, possibly cause financial hardship. *Is this why the city is requiring the street to be shared by property owners?*

In the **Adopted Transportation Plan Vol 1 & 2, of the Street Systems Plan, page 32** the street is shown as a dotted line connecting somewhere between Hwy 99 and Suncrest Rd, the street being 60 to 70 ft wide with bike paths and walk ways. Per Zac Moody, the exact location will not be determined until the Master Plan is submitted by the developers after adoption of the UGB, so why are we being held hostage with clouds on our title until that happens, when 2 years, 20 years, 50 year, NEVER! If there is no consensus on requirements for the proposed street, it should be removed from the Transportation Plan, or at least put some time limits for development.

It should be noted that the Nordin, Kinnan/Watson, Siekert properties are all on wells and septic systems, they have not been identified on any plans and will be adversely affected by the proposed street and development. Another concern, not being addressed is the TID underground pressurized irrigation line bordering the Autumn Ridge fence line (which will be retained for my property and the Siekert property to receive irrigation). How would that be maintained if there was a problem, what about setbacks? Per Talent ordinances, the Wetlands require 50 ft setbacks, these constrains, including the street plus many more, limit the amount of land that can be developed.

There is considerable history in this area of Suncrest Rd. My home was built in 1910, it qualifies as a historic structure and should be preserved (see picture attached). It was owned by Dr. Charles W McFadden, a dentist from Minnesota. It was known as the McFadden Ranch with 55 acres of pears. Most of the barns and outbuilding on the adjoining properties were part of his ranch. It has been documented that the 1st school in Jackson County, the Eden School, was located near Suncrest Rd, along the banks of Bear Creek. A cemetery was also located near the school. It has been suggested that these historic sites were here along the north east side of Suncrest Rd near Bear Creek according to the Talent Historical Society.

The developers, Laz Ayala and Charlie Hamilton are pushing for the UGB expansion and annexation.....but THEY have only owned their properties a very short time: Laz since **Aug 2014** and Charlie since **May 2015**. Both properties were purchased as a distressed sale....meaning the previous long term owners; Associated Fruit and the Nordin property were severely affected by the market crash and they were able to pick up them up at a substantial discount. Does this matter? Absolutely! They are determining my future and my neighbors and when they are finished with their project, made their profits...they will be gone, unaffected by the impacts they've created.

It appears all the cities and counties in Oregon are pursuing this mixed use, high density, commercial development with top down decisions. The high densities may work in larger cities but it is inconsistent with the desires and vision of the citizens of Talent: to maintain a small, rural feeling within the community.

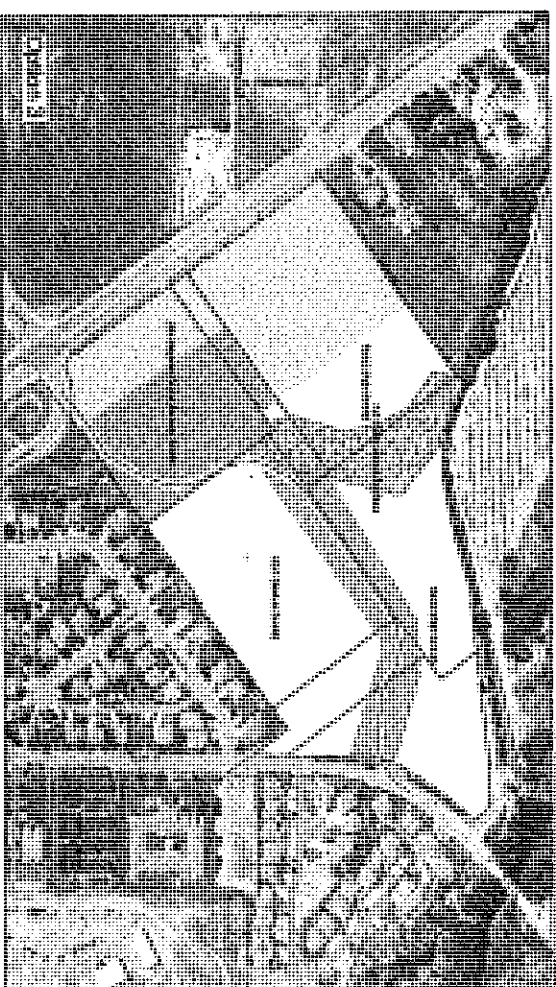
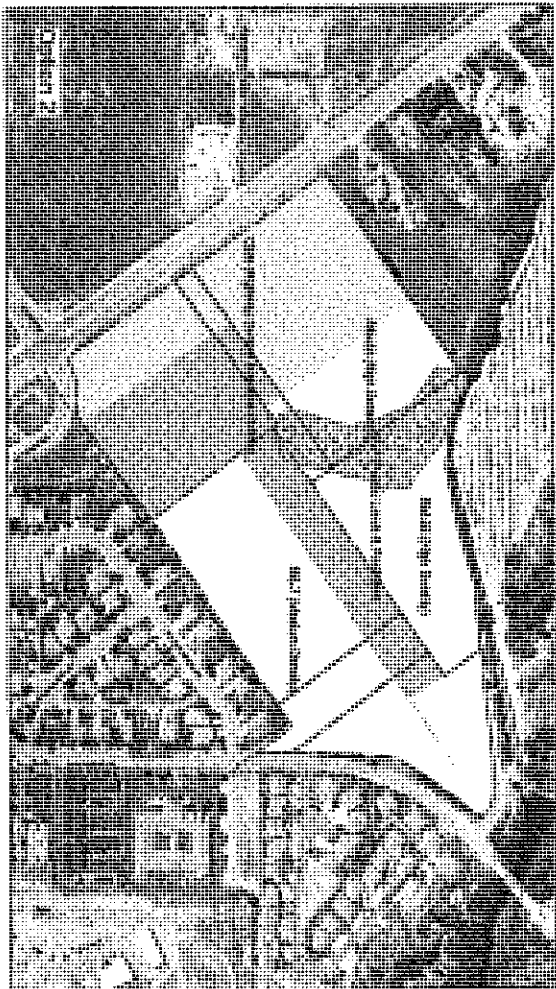
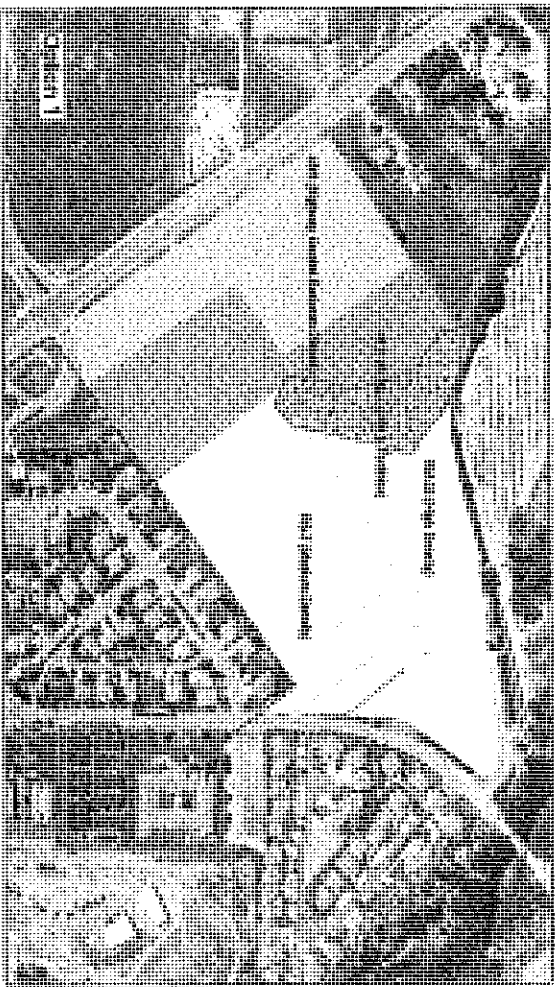
I hope you will give all of us in this little community on Suncrest Rd your utmost attention regarding our concerns.


Sincerely,

Linda Nordin
351 Suncrest Rd, Talent
381w2b tax lot 1500

Cc: Zac Moody, Talent City Planner

Attachement:
Public Hearing letter dated Aug 19th, 2015
Latest Zoning and street Map, Sept 24th, 2015
Picture of Historic Home at 351 Suncrest Rd





TA5 Conceptual Planning

Zoning Alternatives

Tax Lots Tax Lots

City Limits City Limits

US9 US9

Wetland Wetland

TRD Properties TRD Properties

Minimum Residential Density Required Minimum Residential Density Required


PLF (Public Lands & Facilities) PLF (Public Lands & Facilities)


CBH (Highway Corridor Business District) CBH (Highway Corridor Business District)

RM-22 (High Density) RM-22 (High Density)

RS-7 (Medium Density) RS-7 (Medium Density)

Map(s) is schematic only and bears no warranty of accuracy. This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, or other professional use. The user assumes all liability for any use of this product not intended or authorized by the City prior to use for such purposes.





N

*Plotted 9/24/15
by: Joe Moody*



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

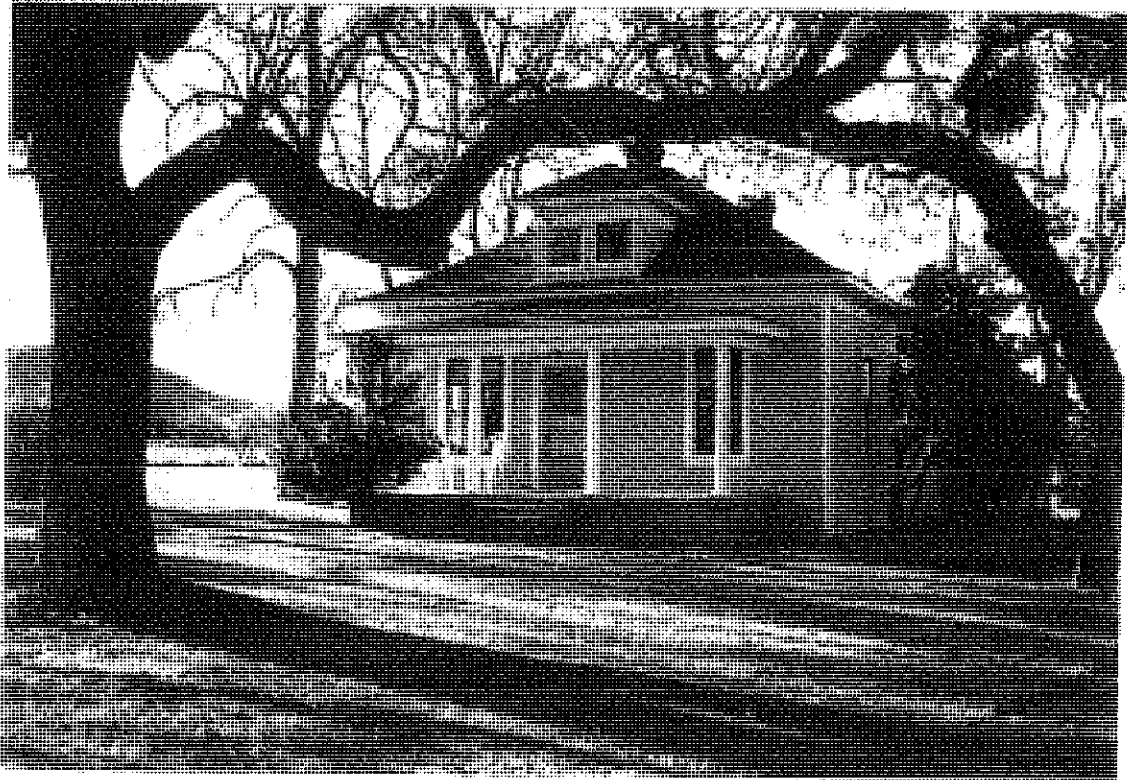
Road for TA-5 and does not have any details of the need or basis for the road location or functional classification (page 36 of the plan). A further review of the policies shows that collector streets are to have direct access from abutting properties with a spacing of at least 50 feet. The narrowness 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



*Nordin Property
351 Suncrest Rd*

*year Built 1910
C.M. McFadden Ranch
55A - Near Orchard*

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.

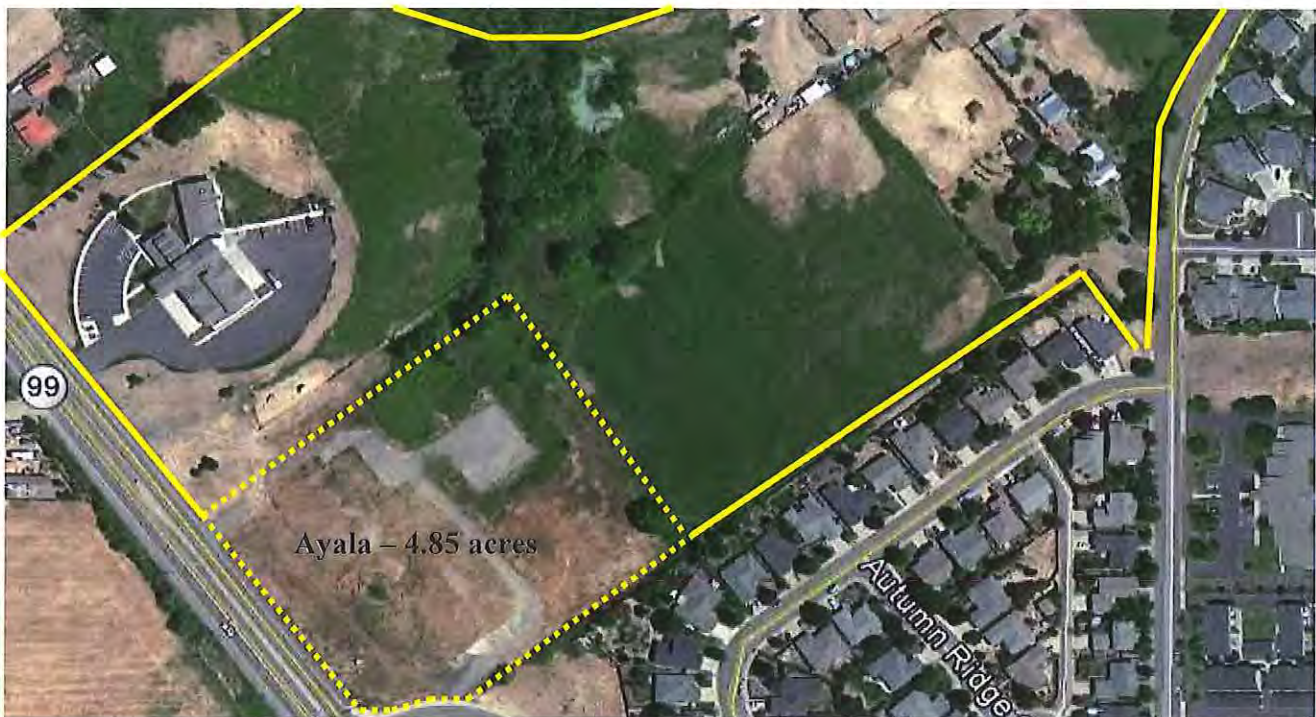
Third, it is our understanding the alignment of the identified streets within TA-4 are general in nature and that as long as future development plans illustrate a substantial consistency, the future development plans would be approved. Further, this may include the elimination of a particular street 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,

Mark Knox
Urban Development Services, LLC

October 21, 2015

To: The Talent City Council

From: The Watson/Kinnan/Welch/Watson-Takahashi family

Regarding the transportation plan:

I am submitting this letter, to make it public knowledge, that I and my family have no interest in, or intention of, selling our property at 361 Suncrest Rd., which we have had in our family for 25 years now.

We are vehemently opposed to your plan for multiple reasons (see letter submitted by my mother, Darlene Kinnan, prepared by Bob Hart, Land Use Planner for the record at Aug 19th Public Hearing). First and foremost, every one of your proposed roads will destroy our property, both literally and financially.

My family bought this property 25 years ago, precisely because of its natural beauty and serenity. Your road would effectively bring traffic either through our front yard or next to our master bedroom, twenty four hours a day. We would have no privacy and no peace, ever again. This home was an investment, for my parents, to enjoy their twilight years, for me, to enjoy my future retirement, and for my son, to live with family, and after graduation, to live near his university campus, and as well near other family. Moreover, all of our family pets are buried on our property, and my stepdad's ashes are spread there as well. Four generations have lived in our home, and we expect there to be many more to follow. This home and property is not just a financial investment; it has been, and is, an investment in family and tradition as well.

Beyond these considerations, there are other reasons to object to this plan.

We have a beautiful pond on our land, that is flourishing with wildlife. We have everything from foxes, to quail, to beavers, to raccoons, to ducks, to Canadian Geese to coyotes, that provide much natural beauty on a daily basis. Your plan would also destroy all of that habitat and wildlife.

Also, it should be mentioned, that every time the orchard owners (the orchard is adjacent to our property) water their orchard, there are several inches of standing water on our property, and the neighbor's property as well. This should be a physical deterrent to your plans, if nothing else.

Please understand that we cannot and do not support this plan in any way possible, and we will fight this in every way possible. I believe we have sufficient legal grounds to stand on, but beyond that, you cannot simply capriciously decide to destroy both our property and our family life, or that of our neighbor's either. There are other places to build, where you will not find similar obstructions, and you will cause such grievous harm.

Sincerely,
Watson/Kinnan/Welch/Watson-Takahashi family
Darnell Watson
c.o TUS
2641 Yamazaki
Noda, Chiba 278-0555

P.O. Box 737
Talent, OR 97540

ATTACHED: LETTER 8/19 BY BOB HART

10-22-15

To whom it may concern:

Regarding the 3 properties in question -
co-operation with these owners and with
those affected in Autumn Ridge and
Willow Springs will make it easier for all
concerned.

We are all concerned about property
values if apartments are built next to
homes, existing or new. They should be
built near Highway 99. No two story
homes should be built behind the row
of Autumn Ridge houses next to the empty
pasture to insure their privacy.

Single family dwellings would be the
answer for most parties involved.

As a reminder to all, citizens, or
developers cannot always have their
own way. The city's obligation is to
listen to the people who pay them,
and decide what is best for as many
as possible.

John and Charles Sickert
365 Suncrest Rd

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

November 17, 2015

To: Mayor and City Council
City of Talent

From: Chuck and Judy Siekert
365 Suncrest Rd
Talent, OR 9750

381W23B TAX LOT 1200

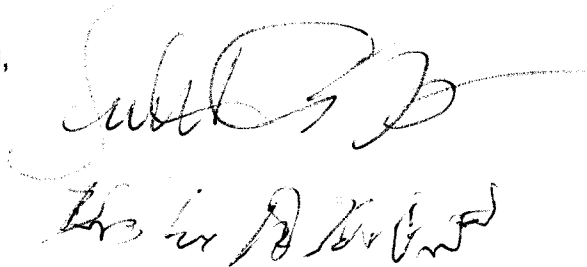
We request this letter be submitted into the record for the Council meeting on Nov 18th regarding the proposed conceptual zoning plan for TA-5.

It is our understanding from the planning meeting Oct 22nd that commercial zoning is proposed on part of our property and the zoning will allow "two story building on each side of the road". We are not opposed to development, however, we are opposed to this proposed zoning. If the road has been taken out as Mr Moody stated, why is there commercial located here? It seems low density, one story development would be more compatible with the neighborhood and the lay of our land.

One of our biggest concerns about the proposal is the effect it will have by reducing our property values and our ability to sell the property. The proposed zoning and the undefined future street location severely impacts our chances to sell in the immediate future. We are in our 70's and the sale of this property will be part of our retirement, but with this proposed development we are stuck in limbo. This uncertainty infringes on our property rights.

We have lived here 40+ years and we are asking you, the council members, to consider our property rights and concerns before adopting this final zoning map.

Thank you,

The image shows two handwritten signatures in black ink. The top signature is a cursive signature that appears to be 'Judy Siekert'. The bottom signature is also in cursive and appears to be 'Chuck Siekert'. Both signatures are written over a light blue horizontal line.

Cc: Zac Moody, Talent Planner

Zac Moody

From: zad@q.com
Sent: Wednesday, November 18, 2015 11:05 AM
To: Zac Moody
Subject: FW: city planning letter

Mr Moody...

This is a copy of the letter my daughter Darnell A. Watson, 361 Suncrest Rd, Talent, Or . is submitting this evening to yourself and the council....Please acknowledge receipt....

Thank You

Darlene Kinnan

From: darnell watson [mailto:mydoodlebug_2000@yahoo.com]
Sent: Tuesday, November 17, 2015 11:21 PM
To: Darlene Kinnan; Ljnordin
Subject: city planning letter

To: Talent City Council
Re: Proposed development
11/18/15

I am writing this third letter, to make it public record once again, that we do not support these development plans, nor do we have any intention whatsoever, of selling our property.

Regarding the various plans for building a road, each and every one of those plans will destroy our property, including the natural beauty, the peacefulness, the privacy and the value of said property. Each of the current plans will run perilously close to our home, creating constant noise and impacting potential setbacks as well. As I stated before, I have invested my life's earnings into all of these things, not just for me, but for my family as well. We have owned this property for over twenty five years, and four generations have called it home, thus far. Under no circumstances do we plan to sell out, so a handful of people can destroy what we have sacrificed much to have.

As far as the "wetlands" plans are concerned, that pond, which is the heart of said wetlands, did not exist before my folks bought this land over 25 years ago. My stepdad, former Talent police chief, Dale Kinnan, built that pond by himself, so we could have something beautiful to enjoy on our land. That is our private property, and it only exists, though the labors of Dale, and the irrigation from our neighbor, Linda Nordin (on property she previously owned). This is not a site to make public property. This is private property, and we will not compromise the peacefulness, the natural beauty, the value or the safety of said property. All of your plans will result in ridiculous levels of traffic and noise, essentially laying waste to everything valuable about our land and our home. Our family will never have a day of peace, much of our wildlife will be driven out or destroyed, and our pets and small children will constantly be at risk. Moreover, my life's investment will be reduced to virtually nothing. Moreover, there is every possibility that you are talking about building on a burial site, which you have no legal right to do.

Given the impact of this proposal on our land and our home, and the historical implications as well, we must ask that you desist with carrying out this plan, until you have thoroughly researched the legality and morality of your plans, and determined what other options are available.

We are prepared to pursue every legal means available to stop this plan, inasmuch as it will leave our land and home in ruins. This we cannot abide by, nor can our neighbors. We are in this together, and will fight this with everything we have.

Regards,

The Kinnan, Takahashi, Watson and Welch family.

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

P.o. Box 737
Talent, Or 97540

have a doodlebug day!!

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www.avast.com

November 18, 2015

Talent City Council
110 East Main Street
Talent, OR 97540

Re: TA5 Incorporation into the UGB

Dear Councilors:

This is to request that the Talent City Council not approve the Concept Plan that proposes bringing TA5 into the Urban Growth Boundary. Bringing TA5 into the UGB will not successfully address the planning challenges that such incorporation is intended to solve, whether now or at any time within the next 30 to 50 years.

The Concept Plan does not demonstrate a realistic and practical "desired goal", regardless of how it may be "further refined over time", because the goals which the Regional Plan wants to achieve are not realistically or practically attainable. Private ownership of land within the boundaries of TA5, the topography of TA5 and the transportation drawbacks posed in TA5 add up to the unfeasibility of any such incorporation.

Why is the City planning to incorporate a proposed urban growth area for those who might possibly reside within its boundaries in 15, or 30, or 50 years in disregard of the concerns of those who reside here presently? Is it realistic to base incorporation upon a Concept Plan that can only be successful if execution of the plan requires optimum conditions, both present and future, to fulfill local and regional plan goals? Incorporation fails the common sense test if those who reside in TA5 now must suffer unwarranted and unnecessary intrusions upon their peace and quiet and be fearful of a loss of the enjoyment and value of their property while awaiting a long term planning process to reach completion when there is only a remote possibility that it ever will.

1. Existing private ownership of lands in TA5 is a bar to any reasonable development contemplated in the Concept Plan.

TA5 cannot be completed as proposed in the Concept Plan.

There are three privately owned properties situated at the east end of TA5. (Tax lots 1100, 1200 & 1500, all under Assessor's No. 381W23B.) All 3 properties contain private residences and outbuildings associated with rural properties. There is no statement in any part of the TA5 incorporation process that any of these owners are willing to participate in any phase of a development plan. The record before you indicates that they intend to resist any plans for development that must include their properties. No position or conclusion has been stated to show how the development of TA5 will proceed if these property owners, whether as a group or singularly, do not participate in a development plan. During the planning process open to public comment, all suggested concept plans showed a roadway through these properties connecting to Suncrest Road on the east and to the junction with Suncrest Road and North Pacific Highway on the west.

Private land ownership will not allow a connection to Suncrest Road at the northeastern end of TA5. It looks nice on paper but the practical result is that it may never occur. The end result is that if any development is to take place on the remaining parcels in the foreseeable future (within 5 to 10 years) it must do so based solely upon ingress and egress from North Pacific Highway and/or Suncrest road only.

2. Ingress and egress from Suncrest Road at North Pacific Highway as the sole access to TA5 is impractical.

TA5 is not a 27.39 acre area that will be available for the City to use in solving future residential and Highway Central Business District (CBH) growth needs. There are only 11.81 acres or less available for TA5 development of which 5.94 acres are for RS-7 residences and 5.87 acres for CBH. (2.25 acres of wetlands are not discussed here.)

The privately owned tax lots 1100 (4.29 acres), 1200 (2.96 acres) and 1500 (1.50 acres), totaling 8.75 acres, are not presently available for RS-7 or RS-22 development and it is more reasonable to conclude that they never will be than to base incorporation upon the possibility that at some future date they might be. This leaves only 5.94 acres, presently owned by a real estate developer, available for RS-7 residential development in the foreseeable future. Can development of this small parcel satisfy any significant need for more residences?

Fire District #5 owns, occupies and uses tax lot 1000 consisting of 6.83 acres in the TA5 boundary as a fire station. It is reasonable to conclude that it is substantially unavailable for development and that its present use will be unchanged for the most part. There is no statement in the Concept Plan that any portion of this property may be available to realize the proposed uses for which TA5 is being incorporated. Since the ownership and use of this property is not likely to change in the foreseeable future, any plan for incorporation into the UGB should contain a definitive statement as to its availability for achieving future plan goals.

This leaves only 5.87 acres or less available for CBH development, tax lots 1003 (1.02 acres) and 1001 (4.85 acres).

The only access to the 5.94 acre RS-7 residential parcel and the 5.87 CBH commercial parcel is from their south eastern boundaries, that is, North Pacific Highway and Suncrest Road, if development is to take place in the near future.

Tax Lot 1002, earmarked for residential use, has no independent ingress or egress to Suncrest Road or South Pacific Highway. To free this land-locked parcel for proposed residential development, access must be negotiated with the owner of Tax Lot 1001, or in the alternative, Tax Lot 1003 must be used for roadway purposes.

The Concept Plan shows an access point on Suncrest Road with the configuration of the road into TA5 left for future determination. The intersection of Suncrest Road and North Pacific Highway are so closely situated, and the curve in Suncrest Road that meets the

Highway at the signaled intersection is so limited in area that it is reasonable to question the safety of traffic that will flow into this constrained road junction. Commercial use of this way will bring larger vehicles into this intersection that must negotiate tight turns to enter their destination. This is creating traffic havoc, not providing a traffic solution. Leave the nightmare on Elm Street and do not re-establish it on Suncrest Road.

2. No study has been presented addressing the incorporation of wetlands. The 2.25 acres of existing wetlands, which are included in the National Wetlands Inventory, must be incorporated into any development of TA5. No study has been presented to show how this will interface with the proposed commercial and residential zoning. A significant portion abuts the existing fire station. The remainder will abut commercial and residential space yet to be zoned or developed. No study has been made to determine whether or not it is a protected habitat, whether it can be accessed for leisure activities (walking or bike path), whether setbacks to maintain the integrity of the area are necessary or have been considered. There is no statement regarding the requirements that may or may not be imposed by other governmental entities that have jurisdiction or oversight authority. If there is a wetlands perimeter that cannot be developed there should be a written study showing how that affects the allocation percentages between commercial and residential development areas. These are considerations that will not change and their known impact should be a part of the development of the Concept Plan.

3. Property owner concerns. There are 13 properties that have back yards and property line fences that abut lot 1002 in TA5. These owners have two primary concerns: 1. How development will affect property values, and, 2. How development will affect the present personal enjoyment of their properties.

a. Property values. It can be argued that a loss of value of a property based upon an adjacent proposed development is purely speculative. Nevertheless, there are concerns over the suggested zoning densities that raise legitimate fears for existing owners. Does higher density housing mean that setbacks will be minimal and result in structures being crowded next to rear fences? Will the structures be multi-storied such that second story houses will allow residents to look down into back yards and into windows of existing houses? Will smaller lot sizes mean activity from more people behind fences, resulting in noise and other unpleasant experiences. Will apartments be allowed, creating a group of residents who have no pride of ownership and no ownership in being a good neighbor? These are the unanswerable questions that present owners will have posed to them if they wish to sell while TA5 awaits ultimate completion.

Another element of value of any asset is its liquidity, the period of time and ease in which it can be replaced with cash or an asset of equal value. Unanswerable questions regarding development that may or may not take place in a prescribed time frame further affect the ability to sell and the sale price.

b. Property enjoyment. The other value of your property is being able to enjoy living on it and in it with no intention to sell. This value is intangible but every property owner

knows that it exists. It is the ability to have minimal noise, unfettered views, privacy in your patios and open windows, a general feeling of non-interference from irritating intrusions on your sense of well being. Crowding more people into a smaller space challenges every notion of owning and enjoying a residence. High density development and the commotion and traffic it brings will be a stark change in the existing neighborhood.

4. The need for inclusion of TA5 into the UGB has not been substantiated with currently available economic data.

The City last evaluated economic trends in a comprehensive manner in 2000. It did so using data from a 1990 Census. How can present economic trends be helpful to current decision making based upon 25 year old information? The inclusion of 2010 Census data will be more pertinent in guiding decision making on the need to expand the UGB's of the City. If TA4 can accommodate some high density housing because all of the acreage is not needed for commercial development, TA5 can be planned and developed with homes that are similar to those in the neighborhoods nearby.

The following language is from the request for proposal that the City has published which recognizes the need for further study on the issue of employment or commercial tracts.

With the potential inclusion of additional commercial and industrial lands into the incorporated limits of the City, the City of Talent's Comprehensive Plan lacks any cohesive direction for where the community should be going in terms of economic development. Recent interest in larger scale industrial development provides the positive economic momentum needed to move the City of Talent forward, and there is clear community support for developing a coordinated economic vision. The City recognizes that now is the time to actively engage with its partners to put together an economic strategy and vision for the community. This will require a robust outreach and engagement effort and a strategy for pulling the various community initiatives together in manner that is conducive to the development of a cohesive economic development strategy.

Until the above study is completed and analyzed it is premature to proceed with any consideration of a Concept Plan for TA5.

For the reasons stated above it is requested that the City Council not approve bringing TA5 into the Urban Growth Boundary at this time. It is further requested that the Council refer this action to the Planning Commission for further consideration based upon conclusions from a current economic analysis when completed.

Respectfully submitted, George Rice
Resident, 241 Autumn Ridge Drive
Talent, OR 97540

Cc: Zac Moody, Community Development Director

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

Talent City Council

Regular Council Meeting

November 18th, 2015

John and Kittie Harrison, retired US Postal Service

345 Willow Springs Dr.

Talent, Oregon 97540

RE: Request for reconsideration of Concept Plans TA4 & TA5 and statement of issues about Plans

I am speaking here tonight on behalf of myself and others who reside in the Willow Springs community. The purpose of my letter is to present some reasons why TA4 and TA5 should not be approved, and to request the Council to send the Concept Plans back for more citizen involvement and further input from the citizens of Talent as required by Goal 1 of the Oregon Statewide Planning Goals and Guidelines.

The issues I wish to speak about are listed below:

- **Environmental Impact**

The Plans call for High Density housing. The High Density area could have up to 200 apartments or more, which range from 10 units per acre to 22 units per acre. (Planning Commission Minutes, 9-24-2015) The Plans call for commercial use and High Density housing surrounding the wetlands. The wetlands are home to foxes, quail, beaver, raccoon, Canadian Geese, ducks, coyotes and other wildlife, all will be seriously affected, if not completely displaced. There is no empirical data on the environmental impact on the wetlands or wildlife within the Plans, and the Plans do not require environmental studies, or specific measures for mitigation of environmental impact. (City Plan Element B — Parks, Policy 2 (Conservation) and State Goal 5 — Natural Resources)

- **Adverse Community Impact**

Apartments can bring many different types of people here, increasing the need for more infrastructure and resources, stress on emergency personnel and the safety of our community. High Density apartments can draw desperate people, who do desperate things to survive, higher crime rates, property values will fall for surrounding areas, and safety for the residents will be degraded. I have seen this happen as a Postal Manager, setting up NBUs for mail delivery in the San Diego area. I have witnessed the many negative problems created by High Density apartments during my career, without better planning. We do not want to be like Medford and other cities of the valley with their problems.

- **Existing Housing Plan**
 The existing city plan requires growth to balance the mix of housing types within the city limits; there are large vacant tracks of land available. Developing inside the city limits will provide the city with opportunities for the development of higher value housing in TA4 & TA5. Before the city expands into TA4 & TA5, it should analyze whether the housing and economic needs can be accommodated inside the city limits, as contemplated by the existing city plan. (City Plan Element G — Housing Needs, Policies 1, 2 & 5)
- **Transportation Nightmares**
 Traffic on Suncrest Road is used daily by bicyclist, runners, agricultural equipment and residents in the surrounding area. We already have too many people driving too fast on the road. The addition of an undetermined location access road, will shift the transportation burden from Hwy 99 to Suncrest Road, which would only increase the risk of accidents, both in terms of frequency and severity. Transportation studies need to be done on the impact of the Plan on the existing neighborhoods and surrounding areas.
- **Current Downtown Area**
 If we increase more commercial zoning in the Plan TA4 & TA5, this will only bring disastrous results for the downtown area, and draw in marginal industries, such as car lots, grab and go retailers, pawn shops, body shops and more steel sided and cinder block buildings. We could lose the opportunity to attract non-local, quality businesses to Talent, such as in technology, medical and professional services. Talent needs to have more citizen input and studies to make the Concept Plans TA4 & TA5 better suited to preserve our community character and long term goals. Without better planning, we will not attract businesses that will support the kinds of architecture that is shown in the drawings in the Concepts Plans. (City Plan Element G — Housing Needs, Policy 4)
- **Existing Industrial Plan**
 We already have a master plan, the Talent Railroad District Master Plan. We already have an industrial park that is not being developed. After 12 years of studies and concepts, what happen to developing TA2? What happened to developing the central downtown area? Concept Plans TA4 & TA5 have goals and ideas that will benefit current developers in the short term, but for the long term, the Plans should be improved upon with more study and input from citizens to benefit all the residents of Talent. (City Plan Element E — Economy, Objective 2)
- **Loss of Community Identity and Character**
 Talent is recognized as a small, quaint, people-oriented town, offering quality of life for all residents, healthy values, affordable neighborhoods, a great place to raise children, an architectural and storied colorful history, and providing a safe haven for retired senior citizens. Talent is already at risk of losing all community identity. High Density apartments will only hurry this process.

- **Citizen Involvement**

More citizen involvement with the Plans will insure the success of TA4 & TA5, for the future of Talent. A two day notice with small signs posted is not sufficient time to prepare citizens to become involved with the Concept Plans. Getting citizens involved in the process will help insure that before any final plan is approved, we have collectively explored any and all alternative courses of action to improve the quality of life and community character of Talent. (State Goal 1 — Citizen Involvement and State Goal 2 — Land Use Planning)

For these reasons, and in order to protect and serve the quality of life and community character of Talent, on behalf of myself, and others who reside in the Willow Springs community, I respectfully request that the Council not approve the Concept Plans for TA4 and TA5, and send the Concept Plans back for further review with greater citizen involvement and further input from the citizens of Talent as required by Goal 1 of the Oregon Statewide Planning Goals and Guidelines.

Sincerely,

John Harrison
345 Willow Springs Drive
Talent, Oregon 97540



**TALENT PLANNING COMMISSION
REGULAR MEETING
MINUTES
TALENT TOWN HALL
October 22, 2015**

Study Session and Regular Commission meetings are being digitally recorded and will be available on the City website: www.cityoftalent.org

The Planning Commission of the City of Talent will meet on Thursday, October 22, 2015 in a regular session at 6:30 P.M. in the Talent Town Hall, 206 E. Main Street. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012. The Planning Commission reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

REGULAR COMMISSION MEETING- 6:30 PM

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

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

Members Present:

Commissioner Heesacker
Commissioner Hazel
Commissioner Milan
Commissioner Pastizzo
Alternate Riley
Commissioner Schweitzer

Members Absent

Also Present:

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

II. Brief Announcements

Moody invited those present to attend a workshop on Revitalizing Main Street to be held on October 26, 2015 at the Talent Town Hall. The workshop will begin at 5:30 p.m. and the focus will be how to incorporate industrial and retail uses into the downtown core. He encouraged

the Commission to send copies of the announcement to anyone who would be interested in learning about this vital function and how it contributes to a healthy downtown.

III. Consideration of Minutes for September 24, 2015

Motion: *Commissioner Milan moved to approve the Minutes of September 24, 2015 as presented. Commissioner Hazel seconded and the motion carried.*

IV. Public Comment on Non-Agenda Items

There were none.

V. Work Session: Conceptual Planning for TA4 and TA5

Staff Report:

Moody reviewed the steps taken to date regarding the concept planning for two parcels of land called TA4 and TA5. The process began with a joint City Council and Planning Commission workshop held on August 27, 2015. The meeting was followed by a neighborhood meeting held on September 23, 2015. Members of the Autumn Ridge subdivision and Willow Springs subdivision were invited to provide feedback and talk about concerns regarding options for the future planned growth of the properties. An additional workshop was held during the regularly scheduled Planning Commission meeting on September 24, 2015.

Moody emphasized that the goal of this meeting would be to determine whether a recommendation could be made to the City Council regarding a proposed Conceptual Plan for TA4 and TA5. A review of the options forwarded to the City Council was tentatively scheduled for November 4, 2015.

Moody presented a menu of three plans depicted on maps. TA4 is a parcel of land north of Colver Lane currently zoned EFU (Exclusive Farm Use). The parcel includes an electric power substation and a cemetery.

TA5 is a parcel of land north and west of Suncrest Road, and south of the Fire District 5 Fire Station. The concept plan for TA4 is primarily industrial land that would provide employment opportunities, while TA5 is primarily residential with mixed uses along Highway 99. Plans for transportation throughout the parcels are not included at the conceptual plan level but would include a collector road.

Moody noted that the conceptual plans must address implementation guidelines, any special considerations that might apply, and compliance with the performance indicators for incorporating the lands into Talent's Urban Growth Boundaries. (UGB)

TA4 is 24.66 acres of land where the uses are mixed. It is outside of City limits, and therefore does not have public infrastructure. In order to qualify for adoption into the UGB, public infrastructure should be available. Irrigation infrastructure and land use restrictions must also be considered. TA4 will be zoned 100% industrial or employment land. Agricultural buffering is required. Currently no parkland or open space is planned for TA4. Moody reiterated that Talent must justify the needs prior to adoption into the UGB, and coordinate the land use with all jurisdictions and public agencies involved.

Moody highlighted the many iterations mapping TA5, stating that the most recent map depicted high density residential uses in a northern location. Moving the high density area was in response to homeowners who resided on the east side of the property. Residents were concerned about the proximity of high density uses to their own low density neighborhoods. Moody explained the rationale for planning the growth of residential properties for TA5, noting that overall the parcel must yield an average of 6.5 units per acre. High density properties are generally 22 units per acre.

Moody explained other performance indicators, such as buffering requirements for the northern boundary of the property and constraints such as protection of the wetland. He noted that regional guidelines for maintaining certain percentages for each zone must be met. Provisions for water, sewer, and storm drainage are part of the planning process as well, and studies must be completed to justify the annexation – a process that could be many years hence. Once annexation has been completed, then the City would assign zoning codes to further define the uses.

In two of the three options that Moody presented, high density properties were separated from the proposed low density neighborhoods by adding a strip of commercial and mixed use properties that could be commercial or residential. He noted that when the plan reaches the master planning stage, the maps will not include streets or roads. Commercial uses normally develop along access points. He indicated that in the case of TA5, there would be an overlay of residential permitted in the commercial areas. Allowing residential uses in a commercial area would be a temporary measure designed to allow enough growth to support commercial services. Moody stated that allowing residential growth also assists Talent in matching available properties with population growth for the next 20 years. Currently most of the 27.39 acres of TA5 is developed with three five acre parcels zoned Rural Residential, a fire station property and a wetlands.

In response to a question by Hazel, Moody replied that commercial uses are assigned by percentage to satisfy regional requirements. Once the property is brought into the UGB, an economic analysis would determine what is actually needed – by identifying whether there is enough commercial land available within the City, or whether commercial land must be acquired through annexation. In the case of TA5, commercial property would be developed as a way to access residential properties. Moody explained that an economic analysis also provides information that will support growth in the downtown core as well. It tells us what commercial uses we need and how to make them successful. Due to the importance of developing a strong economic core in the downtown area, Moody noted that funding sources for the study have been identified to ensure that the process moves forward.

Riley asked that industrial lands be referred to as light industrial. Moody agreed that light industrial designations were appropriate for Talent and there were no plans to convert UGB land for heavy industrial use.

Milan called for more detail regarding retail land and its purpose in a light industrial area. Moody explained the options available in Talent as dictated by the RPS. He explained the challenges with properties that could provide an alternative, such as TA3 – an area at south end of town, bisected by Talent Avenue. Moody noted that the area was not a realistic choice

because of the difficult terrain: steep slopes, an irrigation ditch and a railroad crossing. There followed a brief discussion focused about buildable land in Talent, and the progress made to infill available lots.

Public Commentary:

The public was invited to ask questions, or share comments regarding the conceptual plans for TA4 and TA5. Excerpts were as follows:

Mr. Harrison of 345 Willow Springs, Talent was called forward.

Mr. Harrison relayed concerns about high density housing in Talent. He described his vision of Talent as an ideal place for young families and retirees. Harrison advocated for continuing the look and feel of a small town, and for the value of maintaining low density single family homes, matching the existing subdivisions of Willow Springs and Autumn Ridge.

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

Mr. Rice noted his appreciation of City staff in answering questions about the proposed expansion area of TA5. He stated that the percentages mandated by RPS created unreasonable expectations about the uses for the property known as TA5. He expressed concerns about transportation in the area and access to the highway. He questioned the use of wetlands as open space, and practicality of piecemeal development due to privately held properties that would remain in place.

Ms. Linda Nordin of 351 Suncrest Rd. Talent was called forward.

Ms. Nordin read portions of a prepared statement into the record* that referred to her property specifically and the potential adverse impact that development would bring. She advocated for low density single family homes.

Ms. Kitty Harrison of 345 Willow Springs Dr. Talent was called forward.

Ms. Harrison reiterated that matching the density of the existing subdivisions was preferable to high density apartment dwellings. She stated that the burden of public infrastructure is paid for by homeowners.

Mr. Scott Cole of 161 Autumn Ridge Rd. Talent was called forward.

Mr. Cole detailed existing properties in Talent waiting for development. He questioned the annexation of mixed use properties on the outskirts of town; expressing a concern that development would be at the expense of the viability of Talent's downtown core. Cole also inquired about the availability of domestic water sources as growth occurs.

Mark Knox of 604 Fair Oaks Ashland was called forward.

Knox referenced a letter submitted to the Planning Commission. He stated that he was in agreement that changing the name for the TA4 from industrial to a business designation would

make development there more palatable. He talked about ways to adjust access points for TA4, noting that they would remain conceptual in nature until developed.

Knox supported TA5 as a future growth area, noting that the City Council designated TA4 and TA5 for future development. He also confirmed that there were insufficient properties in Talent to support future growth. Knox reviewed the proposed mixed use strategy, stating that planning for temporary residential use in areas where commercial properties will eventually be located, is a mixed use strategy that is an effective way to build demand for commercial services.

Moody noted that there were two letters to read into the record but only one was actually read because the citizen was in the audience and opted to read it themselves. A letter from Darnel Watson of 361 Suncrest Rd. Talent was admitted into the record. The letter detailed a number of personal reasons for his objections to the development of TA5.

Moody replied to Mr. Cole's questions regarding infill. He detailed steps that have been taken or are underway to redevelop portions of the downtown, including the Talent Irrigation District (TID) property. He detailed processes that are designed to encourage small scale commercial properties to develop in the downtown. Most importantly, Moody differentiated between revitalization of the downtown, which is **a short term objective** and **long term conceptual plans** that sketch out future growth. He emphasized that cities must do both to ensure their town's vitality. Very rarely is there such an urgent need that "eminent domain" is tactically considered.

Discussion by Commissioners

Discussion focused on whether a specific option should be recommended. The process of determining the need for additional land was questioned. Moody talked about market forces and the studies that provide perspective from an economic viewpoint. He highlighted the importance of the downtown core, and the different goals that are reflected by the zoning. Moody emphasized the role of the Urban Renewal Agency as an entity that is vested in revitalizing the downtown and building a walkable community.

Riley asked about the timing of assigning zones. Moody noted that zoning becomes important once the lands are annexed into the City. The Comprehensive Plan designation is identified when the properties are brought in. Actual zoning changes are applied after annexation – because the City has no jurisdiction over the property until it becomes part of the urban growth boundary. There followed a brief discussion about the processes involved.

Motion: *Commissioner Schweitzer moved to recommend acceptance of the conceptual plan for TA4 as presented with the exception of a change of name from industrial to business. Commissioner Milan seconded and the motion carried.*

Extensive discussion continued regarding the three options presented for TA5, with commentary from the audience as well as between Commissioners. Heesacker noted that the City Council had the authority to change the recommended options forwarded to them by the Commission.

Motion: *Commissioner Pastizzo moved to recommend acceptance of the conceptual plan options for TA5 as presented, without a Commission preferred alternative. The motion died from lack of a second.*

Motion: *Commissioner Hazel moved to recommend acceptance of option two and three for TA5. Commissioner Schweitzer seconded and the motion carried.*

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

The opening statement was read. There were no undisclosed exparte communications.

Staff Report: Moody noted that the parcel was created as a flag-lot partition in October 2006. The lot is approximately 10,019 square feet, exceeding the minimum lot size by 21%. The applicable zoning is RS-5, or a minimum of 8000 square feet. When the lot was partitioned in 2006, it was approved as a single story dwelling only.

Moody discussed the property, noting that the condition of approval for a single story only was a condition that was not applied to any other properties in the zone. He stated that there were many factors about the site that should have been considered when the condition was written. They include safety issues such as a vehicular turnaround and the position of the building in relation to the constraints of the space.

Moody reviewed the finding that the applicant should be granted the same property rights as the surrounding property owners. He noted that the surrounding homes are allowed 5 ft. setbacks on the property sides, 10 ft. setbacks in the rear of the property and 20 ft. in front. The applicable City Ordinance mandates a flag lot has 15 ft. setbacks on all sides. Moody explained that the likely purpose for the larger setbacks was to provide enough separation between the houses that surround smaller flag lot.

Moody stated that the applicant was asking for an 8' 9" setback on the east side of the lot to allow for enough clearance between the house, the driveway, the tree and the property line. He stated that in his opinion, the setback was warranted because it would allow vehicles to exit the site with room to do so. If not granted, then vehicular traffic would have to back out onto a collector street – a safety hazard.

Moody recommended that the variance be approved with conditions.

PUBLIC HEARING OPENED

Charlie Hamilton of 151 Max Loop, Talent was called forward.

Mr. Hamilton reviewed the requirements, highlighting the constraints of the property: the narrow driveway, and the unusual configuration. He stated that the proposed setbacks were compatible with the neighborhood and the neighbors had no objections to the plans. He stated that the pitch of the roof was minimized to provide privacy for the neighbors.

There followed questions about reducing the size of the house. Hamilton replied that the size of the house could be altered but that 1800 square ft. was compatible with the neighborhood and the impact to the neighborhood would be minimal. He commented that the norm for a lot that size was 2500 – 3000 square feet.

Hazel stated that she was concerned about making exceptions. She stated that reducing the setback was not sufficiently exceptional. She advocated for a 1600 square foot house. Hamilton reviewed the constraints that were unique to the property. He stated that in his opinion, the Variance Code was in place to provide some relief or the flexibility where there are unique situations.

PUBLIC HEARING CLOSED

Moody noted that the commentary from the neighbors revealed no special concerns. The property owner who had partitioned the property asked that the driveway be paved and the requirement was subsequently added as a condition of approval.

Stormwater runoff was discussed, as well as other extenuating circumstances. Heesacker commented about the setbacks, stating that in his opinion, 15 ft. setbacks were excessive. He noted that the neighbors were not unhappy with the plan, but that his preference would be to put a letter in the file that the neighbors were in agreement with the plan. Hazel replied that all property owners within 250 ft. were notified and given the opportunity to come forward if there were objections.

Riley suggested amending the Ordinance for more reasonable setbacks for flag lots. Moody agreed, stating that the setbacks for a two-story home were currently 8 feet – making the 15 ft. requirement seem out of place. It was agreed that amending the Ordinance with appropriate setbacks was a priority.

Motion: *Commissioner Hazel moved to approve the application for a variance of 8'9" on the eastern boundary of the subject parcel with conditions as proposed. Commissioner Milan seconded and the motion carried with Commissioners Heesacker, Hazel, Milan and Pastizzo voting in favor, and Commissioner Schweitzer voting against.*

VII. Planning Commissioner's Update

There were none.

VIII. Next Meeting

Moody noted that regularly scheduled Planning Commission meeting for November and December were problematic due to the holidays. Moody will set meeting alternatives.

IX. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at 9:380 p.m.

Submitted by: _____ Date: _____

Attest:

Zac Moody, Community Development Director

Chair Heesacker

DRAFT

*This was a workshop only. Public testimony is not completely summarized here. Copies of all public records are available upon request.

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

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact TTY phone number 1-800-735-2900 for English and for Spanish please contact TTY phone number 1-800-735-3896.

Exhibit B

Chapter 5

Monitoring and Implementation

Chapter 1 of this plan outlined the Problem Statements, Goals, and Policies developed through this process as required by the Regional Problem Solving (RPS) Statute. These Problem Statements, Goals, and Policies were used to provide guidance for decision-making throughout the development of this regional plan. Chapter 2 addressed one of the major inputs considered in defining the Regional Plan, Regional Growth Planning. Chapter 3 identified the methodology and process for establishing the proposed Urban Reserve Areas as well as the implications of Urban Reserve establishment. Chapter 4 then provided specifics regarding the individual cities choices for proposed Urban Reserve Areas.

This Chapter contains the remaining items required for consistency with the RPS statute, specifically ORS 197.656. These items are consistent with those contained in the Participants Agreement, as required by the RPS statute, and will be implemented through amendments to the County's and each participating cities' comprehensive plans, land use ordinances, and associated Urban Growth Management Agreements.

Oregon Revised Statute 197.656 provides that the commission may acknowledge amendments to comprehensive plans and land use regulations, or new land use regulations, that do not fully comply with the rules of the commission, that implement the statewide planning goals without taking an exception, upon a determination that the regional problem solving process has included agreement among the participants on:

- (A) Regional goals for resolution of each regional problem that is the subject of the process;*
- (B) Optional techniques to achieve the goals for each regional problem that is the subject of the process;*
- (C) Measurable indicators of performance toward achievement of the goals for each regional problem that is the subject of the process;*
- (D) A system of incentives and disincentives to encourage successful implementation of the techniques chosen by the participants to achieve the goals;*
- (E) A system for monitoring progress toward achievement of the goals; and*
- (F) A process for correction of the techniques if monitoring indicates that the techniques are not achieving the goals.*

1. RPS IMPLEMENTATION TECHNIQUES— ORS 197.656(2)(b)(A) & (B)

1.1 Optional Implementation Techniques

ORS 197.656(2)(b)(A) & (B) require that an RPS process must contain regional goals to resolve identified problems as well as optional techniques to achieve the stated goals. This section reiterates the problems and goals, discussed in detail in Chapter 1 of the Regional Plan, and specifies the optional techniques used to achieve the stated goals.

1.1.1 Problem No. 1. Lack of a Mechanism for Coordinated Regional Growth Planning

Goal No. 1. Manage Future Regional Growth for the Greater Public Good

1.1.1.1 Coordinated Periodic Review. *On a regular basis, every 10 years starting in 2022, the participating jurisdictions in the Plan may, at their discretion, participate in a process of coordinated Periodic Review. This process may be initiated by any of the participating jurisdictions but requires agreement between all participants to proceed.*

This technique is found in Section 4 of this Chapter and is given effect upon adoption of the Regional Plan. If this technique is executed it will occur as a future action following Regional Plan adoption.

1.1.1.2 Regional Plan Progress Report. *On a regular basis, every 5 years starting in 2017, all participating jurisdictions shall participate in a regular Regional Plan review process. Jackson County shall initiate the Regional Plan review process by providing notice of the Regional Plan review to each participant and requiring that each participant submit a self-evaluation monitoring report addressing compliance with the performance indicators set out in Section 3 of this Chapter of the Plan, to the County within 60 days after the date of the notice.*

This technique is found in Section 4 of this Chapter and is given effect upon adoption of the Regional Plan. Execution of the technique will occur as a future action following plan adoption.

1.1.1.3 Population Allocation. *The County's Population Element shall be updated per statute to be consistent with the gradual implementation of the adopted Plan. If changes occur during the update of the County's Population Element that result in substantially different population allocations for the participating jurisdictions of this Regional Plan, then the Plan shall be amended according to Section 5 of this Chapter of the Plan.*

The technique is found in Section 2 of this Chapter. The Regional Plan executes this strategy by extending the existing population allocations in the Jackson County Comprehensive Plan Population Element that end in 2040 out to the RPS Planning Horizon for participating jurisdictions. This is discussed further in Chapter 2 of this Plan.

1.1.1.4 Greater Coordination with the RVMPO. *The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Planning Organization (RVMPO) to: Prepare the Conceptual Transportation Plans identified in Section 2.7; Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 2.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of*

way costs; Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and; Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

The technique is found in Section 2 of this Chapter and is given effect upon adoption of the Regional Plan.

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

The technique is found in Section 2 of this Chapter and is given effect upon adoption of the Regional Plan.

1.1.2 Problem No. 2. Loss of Valuable Farm and Forest Land Caused by Urban Expansion

Goal No. 2. Conserve resource and open space lands for their important economic, cultural, and livability benefits

1.1.2.1 Long-Range Urban Reserves. *The establishment of Urban Reserves sufficient to serve the doubling of the Region's urban population will allow long-term production decisions to be made on agricultural land not included in urban reserves.*

The Regional Plan executes this technique directly by establishing Urban Reserves for the participating jurisdictions. These reserves are discussed in Chapters 3 and 4 of this Plan.

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

This technique is found in Section 2 of this Chapter and is executed after adoption of the Regional Plan through local land development ordinance amendments consistent with the program in Volume 2, Appendix III of the Regional Plan.

1.1.2.3 Regional Land Preservation Strategies. *Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of the Regional Plan or other strategies to preserve land as they develop.*

This problem solving technique is supported but not independently established by the Regional Plan. The Regional Plan establishes a framework that participants may undertake for land preservation as part of future preservation efforts. The strategies are outlined in Volume 2, Appendix V of

this Plan.

1.1.3 Problem No. 3. Loss of Community Identity

Goal No. 3. Recognize and emphasize the individual identity, unique features, and relative competitive advantages and disadvantages of each community within the Region.

1.1.3.1 Community Buffers. *The establishment of Urban Reserves outside of the areas of critical open space provides for a basic level of preservation for the Region's important areas of community separation.*

The Regional Plan executes this technique directly by establishing Urban Reserves for the participating jurisdictions which do not include areas identified in Volume 2, Appendix V of the Regional Plan as a Community Buffer.

1.1.3.2 Allocating to Competitive Advantages. *The Region agrees to a distribution of the calculated need of residential and employment lands among the Implementing Signatories necessary to support a regional doubling of the population. This distribution, which depends on a number of factors that relate to the comparative strengths and weaknesses of Implementing Signatories, allows each community to develop its own balance of viability and individuality within the larger regional matrix.*

This technique is implemented directly by the Regional Plan. This technique refines the regional growth planning into growth planning for population and employment for the individual participants according to the particular characteristics of the individual cities. The technique then extends this growth planning to land need for these individual growth planning activities.

1.1.3.3 Regional Land Preservation Strategies. *Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of the Regional Plan or other strategies to preserve land as they develop.*

This problem solving technique is supported but not independently established by the Regional Plan. The Regional Plan establishes a framework that participants may undertake for land preservation as part of future preservation efforts. The strategies are outlined in Volume 2, Appendix V of this Plan.

2. PERFORMANCE INDICATORS— ORS 197.656(2)(b)(C)

To effectuate the Regional Plan, Jackson County shall adopt the Regional Plan in its entirety into the County Comprehensive Plan. The Participating cities then shall incorporate the portions of the Regional Plan that are applicable to each individual city into that city’s comprehensive plan and implementing ordinances, and shall reference the Plan as an adopted element of Jackson County’s Comprehensive Plan. After the County and all participating cities have completed the adoptions, the amendments must be submitted to the State of Oregon Department of Land Conservation and Development for acknowledgement by the Land Conservation and Development Commission. Only after acknowledgement does the Regional Plan become effective.

Progress following the acknowledgement of the Greater Bear Creek Valley Regional Plan by the State of Oregon will be measured against a number of performance indicators to determine the level of compliance by participating jurisdictions with the Plan or the need to refine or amend it. The measurable performance indicators listed below are those identified as necessary for the acknowledgement of the Plan and as appropriate for monitoring compliance with the Plan.

- 2.1 Jackson County shall adopt the Regional Plan in its entirety into the County Comprehensive Plan and implementing ordinance.
- 2.2 All participating jurisdictions shall incorporate the portions of the Regional Plan that are applicable to each individual city into that city’s comprehensive plan and implementing ordinances, and will reference the Plan as an adopted element of Jackson County’s Comprehensive Plan.
- 2.3 **Urban Reserve Management Agreement.** Participating jurisdictions designating an Urban Reserve Area (URA) shall adopt an Urban Reserve Management Agreement (URMA) between the individual city and Jackson County per Oregon Administrative Rule 660-021-0050. Adoption shall occur prior to or simultaneously with adoption of the URAs.
- 2.4 **Urban Growth Boundary Management Agreement.** If there is an inconsistency between this Plan and an adopted Urban Growth Boundary Management Agreement (UGBMA), the city and Jackson County shall adopt a revised UGBMA. When an inconsistency arises, provisions in this Plan and associated URMA shall override the provisions in the UGBMA, until the UGBMA is updated.
- 2.5 **Committed Residential Density.** Land within a URA and land currently within an Urban Growth Boundary (UGB) but outside of the existing City Limit shall be built, at a minimum, to the following residential densities. This requirement can be offset by increasing the residential density in the City Limit.

City	Dwelling Units Per Gross Acre 2010-2035	Dwelling Units Per Gross Acre 2036-2060
Central Point	6.9	7.9
Eagle Point	6.5	7.5
Medford	6.6	7.6
Phoenix	6.6	7.6
Talent	6.6	7.6

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

of approval of a UGB amendment.

- 2.6 **Mixed-Use/Pedestrian-Friendly Areas.** For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of dwelling units (Alternative Measure #5) and employment (Alternative Measure #6) in mixed-use/pedestrian-friendly areas as established in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit. This requirement is applicable to all participating cities.
- 2.7 **Conceptual Transportation Plans.** Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.
- 2.7.1 **Transportation Infrastructure.** The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intracity and intercity, if applicable).
- 2.8 **Conceptual Land Use Plans.** A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:
- 2.8.1 **Target Residential Density.** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 2.5 above will be met at full build-out of the area added through the UGB amendment.
- 2.8.2 **Land Use Distribution.** The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1B, CP-1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.
- 2.8.3 **Transportation Infrastructure.** The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 2.7 above.
- 2.8.4 **Mixed Use/Pedestrian Friendly Areas.** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 2.6 above will be met at full build-out of the area added through the UGB amendment.
- 2.9 The following conditions apply to specific Urban Reserve Areas:

- 2.9.1 CP-1B. Prior to the expansion of the Central Point Urban Growth Boundary into the CP-1B area, ODOT, Jackson County and Central Point shall adopt an Interchange Area Management Plan (IAMP) for the Seven Oaks Interchange Area.
 - 2.9.2 CP-4D. Use of CP-4D is predominantly restricted to open space and park land with the exception of an existing one acre homesite.
 - 2.9.3 No roadways are to extend North, East, or West from CP-4D.
 - 2.9.4 CP-6B. Development of the portion of CP-6B designated as employment land is restricted to Institutional uses.
 - 2.9.5 CP-1B, CP-1C, CP-2B, CP-3, CP-4D, CP-6A, CP-6B. Prior to the expansion of the Central Point Urban Growth Boundary into any Urban Reserve Area, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary.
 - 2.9.6 EP-1A. Development of EP-1A is restricted to Light Industrial uses.
 - 2.9.7 PH-2. Truck traffic onto Houston Road is prohibited.
 - 2.9.8 PH-5. Development of the portion of PH-5 designated as employment land is restricted to industrial zoning. Prior to the expansion of the Phoenix Urban Growth Boundary into PH-5, the City shall adopt standards to create visual distinction between the City of Phoenix and the City of Medford.
 - 2.9.9 PH-1, PH-1a, PH-3, PH-5, PH-10. Prior to the expansion of the city of Phoenix Urban Growth Boundary into any Urban Reserve Area to accommodate employment land need, the region shall agree on a mechanism (such as a Regional Economic Opportunities Analysis) to assist the city of Phoenix in justifying the regional need for urban reserve PH-5.
 - 2.9.10 MD-6. Prior to incorporation into the Urban Growth Boundary, a property line adjustment or land division shall be completed for Tax Lots 38-1W-05-2600 and 381W06-100 so that the tax lot lines coincide with the proposed Urban Growth Boundary.
 - 2.9.11 TA-1. Development of TA-1 is restricted to use as a school or a park/open space/recreational area.
 - 2.9.12 TA-4. Development on the portion of TA-4 east of the railroad shall be restricted to industrial uses.
 - 2.9.13 TA-ROW. Development of TA-ROW is restricted to transportation uses and shall be a maximum of 120' in width.
- 2.10 **Agricultural Buffering.** Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.
- 2.11 **Regional Land Preservation Strategies.** Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of

the Regional Plan or other land preservation strategies as they develop.

- 2.12 **Housing Strategies.** Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan.
- 2.13 **Urban Growth Boundary Amendment.** Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.
- 2.13.1 Land outside of a city's URA shall not be added to a UGB unless the general use intended for that land cannot be accommodated on any of the city's URA land or UGB land.
- 2.14 **Land Division Restrictions.** In addition to the provisions of Oregon Administrative Rule 660-021-0040, the following apply to lots or parcels which are located within a URA until they are annexed into a city:
- 2.14.1 The minimum lot size shall be ten acres;
- 2.14.2 Development on newly created residentially zoned lots or parcels shall be clustered to ensure efficient future urban development and public facilities, and this shall be a condition of any land division;
- 2.14.3 Land divisions shall be required to include the pre-platting of future lots or parcels based on recommendations made by the city government to which the urban reserve belongs;
- 2.14.4 Land divisions within a URA shall not be in conflict with the transportation infrastructure identified in an adopted Conceptual Transportation Plan; and
- 2.14.5 As a condition of land division approval, a deed declaration shall be signed and recorded that recognizes public facilities and services will be limited as appropriate to a rural area and transitioned to urban providers in accordance with the adopted URMA.
- 2.15 **Rural Residential Rule.** Until the City of Ashland adopts an Urban Reserve Area, the minimum lot size for properties within 1 mile of the Urban Growth Boundary of Ashland shall continue to be 10 acres, as outlined in Oregon Administrative Rule 660-004-0040(8)(c).
- 2.16 **Population Allocation.** The County's Population Element shall be updated per statute to be consistent with the gradual implementation of the adopted Plan. If changes occur during an update of the County's Population Element that result in substantially different population allocations for the participating jurisdictions of this Regional Plan, then the Plan shall be amended according to Section 5 of this Chapter of the Plan.
- 2.17 For the purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.
- 2.18 Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0005(2) and other local and state requirements.

- 2.19 **Greater Coordination with the RVMPO.** The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:
- 2.19.1 Prepare the Conceptual Transportation Plans identified in Section 2.7.
 - 2.19.2 Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 2.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.
 - 2.19.3 Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and
 - 2.19.4 Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.
- 2.20 **Future Coordination with the RVCOG.** The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.
- 2.21 **EXPO.** During the first Coordinated Periodic Review process for the Regional Plan, Jackson County shall consider including the land occupied by the Jackson County EXPO to the City of Central Point's Urban Reserve Area.
- 2.22 **Agricultural Task Force.** Within six months of acknowledgement of the Greater Bear Creek Valley Regional Plan, Jackson County shall appoint an Agricultural Task Force made up of persons with expertise in appropriate fields, including but not limited to farmers, ranchers, foresters and soils scientists, representatives of the State Department of Agriculture, the State Forestry Department, the State Department of Land Conservation and Development, Jackson County, and a RPS participating city.

The Agricultural Task Force shall develop a program to assess the impacts on the agricultural economy of Jackson County arising from the loss of agricultural land and/or the ability to irrigate agricultural land, which may result from Urban Growth Boundary Amendments. The Agricultural Task Force shall also identify, develop, and recommend potential mitigation measures, including financial strategies, to offset those impacts. Appropriate mitigation measures shall be applied to Urban Growth Boundary Amendment proposals.

3. INCENTIVES AND DISINCENTIVES— ORS 197.656(2)(b)(D)

The state requires that participants in an RPS process delineate the factors, mechanisms, or outcomes that constitute the most compelling reasons for participants to comply with the Regional Plan over the identified planning horizon. Accordingly, the Participants have agreed to the following:

INCENTIVES:

- 3.1 Continued regional cooperation through the 5-year review process and 10-year coordinated periodic review may improve the region's ability to respond to challenges and opportunities more effectively than it does presently.
- 3.2 Adherence to the adopted Regional Plan may provide the region with a competitive

advantage, increase the attractiveness of the region to long-term investment, and improve southern Oregon's profile in the state.

- 3.3 Adherence to the adopted Regional Plan may produce significant reductions in transportation infrastructure costs by minimizing future right-of-way acquisition costs, encouraging mixed-use/pedestrian friendly development, and improving the overall long-range coordination of transportation and land use planning.
- 3.4 Adherence to the adopted Regional Plan will provide participating jurisdictions with population allocations that are predictable, transparent, and based on the relative strengths of the different participating jurisdictions.
- 3.5 The adopted Regional Plan offers compelling regional justifications and state agency support for Tolo and the South Valley Employment Center that may not have been available to an individual city proposal.
- 3.6 Adherence to the adopted Regional Plan will permit jurisdictions to implement the flexibility provided by the concept of the "Regional Community", in which cities, in the role of "regional neighborhoods", enjoy wide latitude in their particular mix, concentration, and intensity of land uses, as long as the sum of the regional parts contributes to a viable balance of land uses that is functional and attractive to residents and employers and in compliance with statewide goals.

DISINCENTIVES:

- 3.7 The region's failure to adhere to the adopted Regional Plan may damage its competitive advantage, the attractiveness of the region to long-term investment, and southern Oregon's profile in the state.
- 3.8 Adherence to the Regional plan may be a rating factor for MPO Transportation Funding. Transportation projects of jurisdictions not adhering to the adopted Regional Plan may be assigned a lower priority by the MPO when considered for funding.
- 3.9 Jackson County may reconsider the population allocations of jurisdictions signatory to the Agreement not adhering to the adopted Regional Plan.
- 3.10 Participating jurisdictions not adhering to the adopted Regional Plan will need to provide corrective measures in order to have a UGB amendment approved by the County.
- 3.11 The failure of a participating jurisdiction to adhere to the adopted Regional Plan will compromise its ability to implement the concept of the "Regional Community", and will not provide the participating cities with as wide a latitude in their desired individual mix, concentration, and intensity of land uses.

4. MONITORING— ORS197.656(2)(b)(E)

- 4.1 **Monitoring.** Participating jurisdictions shall maintain a monitoring system to ensure compliance with the Regional Plan and future amendments. Specific indicators against which performance will be judged are listed in Section 2 of this Chapter. Monitoring to ensure compliance with the adopted Regional Plan will be a shared responsibility.
 - 4.1.1 **Regional Plan Progress Report.** On a regular basis, beginning in 2017 and every 5 years thereafter, all participating jurisdictions shall participate in a regular Regional Plan review process. Jackson County shall initiate the Regional Plan review process

by providing notice of the Regional Plan review to each participant and requiring that each participant submit a self-evaluation monitoring report addressing compliance with the performance indicators, set out in Section 2 of this Chapter of the Regional Plan, to the County within 60 days after the date of the notice.

A standardized format for the review and report shall be developed by Jackson County and agreed upon by the jurisdictions. The reports shall include descriptions of their jurisdiction's activities pertinent to the Regional Plan for the preceding five-year period, analysis as to whether and how well those activities meet each of the performance indicators, and a projection of activities for the next five-year period. Jackson County will distribute these monitoring reports to all participants and make them available to the public.

- 4.2 **Coordinated Periodic Review.** On a regular basis, beginning in 2022 and every 10 years thereafter the participating jurisdictions in the Regional Plan may, at their discretion, participate in a process of coordinated Periodic Review. This process may be initiated by any of the participating jurisdictions but requires agreement between all participants to proceed.

5. CORRECTIVE MEASURES AND PLAN ADJUSTMENTS— ORS197.656(2)(b)(F)

5.1 Corrective Measures.

- 5.1.1 If a Regional Plan Progress Report indicates that a particular city is not meeting the performance measures, the city shall propose corrective measures as an addendum to the Regional Plan Progress Report. The corrective measures shall be approved by the Policy Committee.
- 5.1.2 Cities that choose to expand their UGBs into land not designated as a URA will be required to go through the Regional Plan minor or major amendment process prior to or concurrent with any other process.
- 5.1.3 If land outside of a URA is included in a UGB while URA land remains available to that city, an equivalent amount of land shall be removed from the remaining URA land. Land removed shall be of equal or higher priority in relation to the land included. Additionally, if land determined part of the region's commercial agricultural base by the RLRC is included, the land removed shall also be land with that designation (if available).
- 5.1.4 A proposal for an UGB amendment will be required to demonstrate how the Regional Plan performance indicators have been met. A UGB amendment will not be approved by the County unless the Regional Plan performance indicators have been met or corrective measures are proposed which demonstrate how the performance indicators will be met.
- 5.1.5 Approval of a UGB amendment shall be subject to the condition that it be zoned and developed in a manner consistent with the Conceptual Land Use Plan submitted in the UGB amendment proposal. After the UGB Amendment has been approved, all subsequent Comprehensive Plan Amendments by a city to amend land uses which will result in an inconsistency with the Conceptual Land Use Plan shall be reviewed, modified as appropriate, and approved by the county prior to development. The amendment shall be processed as a Type 4 permit.
- 5.1.6 A UGB amendment to add land not designated as a URA shall only be considered through a quasi-judicial application when the land to be added is industrial.

5.2 Regional Plan Amendments.

5.2.1 **Regional Plan Amendment Responsibility.** Processing amendments to the adopted Regional Plan shall be the responsibility of Jackson County, and shall only be proposed by the governing authority of a participating jurisdiction. In acknowledgement of the collaborative process by which the adopted Regional Plan was created, Jackson County shall have available the assistance of the participating jurisdictions through a Technical Advisory Committee and Policy Committee. Both committees serve on an as-needed basis, and both serve in an advisory capacity to Jackson County as follows:

5.2.1.1 **Technical Advisory Committee.** The TAC shall be comprised of planners and senior-level staff from signatory jurisdictions and agencies, and each signatory shall have one vote, irrespective of the number of participating representatives. Recommendations to the Policy Committee or directly to Jackson County shall be made by at least a supermajority vote (simple majority plus one) of a quorum of signatory jurisdictions and agencies.

5.2.1.2 **Policy Committee.** The Policy Committee shall be comprised of elected officials or executive staff from signatory jurisdictions and agencies. Each signatory jurisdiction shall designate a voting and alternate voting member, and each signatory jurisdiction will have one vote. Recommendations to Jackson County shall be made by at least a supermajority vote (simple majority plus one) of a quorum of jurisdictions. State agencies, the MPO, and Rogue Valley Sewer Services, while Signatories, shall not be voting members of the Policy Committee.

5.2.2 **Regional Plan Amendment Type.** When an amendment to the adopted Regional Plan is proposed, Jackson County shall make a preliminary determination regarding whether the proposed amendment is a Minor Amendment or Major Amendment, as defined below, shall notify signatory jurisdictions and affected agencies of the County's preliminary determination, and shall solicit input. Based on its preliminary determination and input received, Jackson County shall review the proposed amendment according to the procedures for Minor Amendments or Major Amendments set out below. Proposed amendments to the adopted Regional Plan shall adhere to the following provisions:

5.2.3 **Minor Amendment.** A minor amendment is defined as any request for an amendment to the adopted Regional Plan that does not conflict with the performance indicators and does not propose an addition of more than 50 acres to a city's URA established in the adopted Regional Plan or more than a 50-acre expansion of the UGB into non-URA land.

In the case of Ashland, which did not establish a URA during the development of the Regional Plan process, a proposal to establish a URA or expand its UGB of not more than 50 acres shall be considered a minor amendment.

Should a city exceed its limit of 50 acres for adding to its URAs during the Planning Horizon for the Regional Plan, it may not use the minor amendment process for further additions to its URA. Should a city exceed its limit of 50 acres for expanding its UGB into non-URA land during the planning horizon, it may not use the minor amendment process for further expansions of its UGB into non-URA land.

Any participant jurisdiction may initiate a minor amendment to the adopted

Regional Plan. The proposing jurisdiction must clearly identify the nature of the minor amendment, and specify whether the minor amendment would require any other signatory jurisdiction to amend its comprehensive plan. Should any signatory jurisdiction other than the proposing jurisdiction and Jackson County be required to amend their comprehensive plans as a result of the proposed minor amendment, the affected signatory jurisdiction shall be a party to the minor amendment proceeding.

Jackson County's process and the proposing jurisdiction's process for a minor amendment to the Regional Plan shall be equivalent to the state and local processes required for a comprehensive plan amendment.

Signatories and agencies shall be provided with notice of the County's and proposing jurisdiction's final decision on each minor amendment within five working days of the adoption of the final decision.

5.2.4 Major Amendment. A major amendment is defined as any requested amendment to the adopted Regional Plan that does not meet the definition of a Minor Amendment.

If multiple signatory jurisdictions are involved in a single request for a major amendment, a lead jurisdiction shall be selected by the affected jurisdictions.

Notice containing a detailed description of the proposed change shall be forwarded by Jackson County to all signatories and affected agencies.

Staff from signatory jurisdictions and agencies shall meet as a Technical Advisory Committee and generate a recommendation to the Policy Committee by vote of at least a supermajority of a quorum (simple majority plus one).

Decision-makers from signatory jurisdictions and agencies shall meet as a Policy Committee and consider the proposal and the Technical Advisory Committee recommendation. The Policy Committee shall generate a recommendation to Jackson County by vote of at least a supermajority of a quorum (simple majority plus one).

Should an existing city or a newly incorporated city desire to become a participating jurisdiction, increased population shall be added to the regional projected population adequate to accommodate the projected population growth of the newly incorporated city for the remainder of the Planning Horizon for the Regional Plan. The addition of a newly incorporated city to the Regional Plan, the establishment of Urban Reserve Areas and other such actions shall be accomplished through the major amendment process.

Jackson County's process, and the proposing jurisdiction's process, for a minor or major amendment to the Regional Plan shall be equivalent to the state and local required process for a comprehensive plan amendment, in addition to the Regional Plan-specific provisions. Signatories and affected agencies shall be provided with notice of the final decision on each major or minor amendment within five working days of the adoption of the final decision. Jurisdictions or agencies shall be noticed according to Figure 5.1.

Figure 5.1

JURISDICTIONS AND AGENCIES TO RECEIVE NOTIFICATION OF PROPOSED AMENDMENTS TO THE ADOPTED REGIONAL PLAN		
Jurisdiction or Agency	Routine	As Needed
City of Eagle Point	X	
City of Central Point	X	
City of Medford	X	
City of Phoenix	X	
City of Talent	X	
City of Ashland	X	
Oregon Department of Transportation	X	
Oregon Department of Land Conservation and Development	X	
Oregon Department of Environmental Quality	X	
Oregon Economic and Community Development Department	X	
Oregon Department of Agriculture	X	
Oregon Housing and Community Development Department	X	
Rogue Valley Metropolitan Planning Organization	X	
Rogue Valley Sewer Services	X	
Medford Water Commission	X	
Rogue Valley Council of Governments	X	
Rogue Valley Transit District	X	
Oregon Department of Fish and Wildlife		X
Division of State Lands		X
Ashland School District #5		X
Central Point School District #6		X
Jackson County School District #9		X
Medford School District 549C		X
Phoenix-Talent School District #4		X
Eagle Point Irrigation District		X
Medford Irrigation District		X
Rogue Valley Irrigation District		X
Talent Irrigation District		X
Jackson Soil and Water Conservation District		X

Chapter 4.TA

Proposed URAs

Talent

1. CITY DESCRIPTION

The City of Talent is located in the southern portion of the Bear Creek Valley and generally southwest of Interstate 5 between the cities of Medford and Ashland. The Jackson County Comprehensive Plan Population Element projects that population for Talent’s urban area will be 8,472 residents in the year 2026 and 9,817 residents by the year 2040. To accommodate its proportional share of a doubling of the region’s urban population, the City of Talent will plan for an increase of 4,572¹ residents for a total of 11,288 residents within its urban area by the year 2060. Chapter 3 of the Regional Plan includes the methodology and discussion to estimate the projected land needs for urban reserve planning for residential and employment lands. The estimated land demand needs are summarized in Figure TA.1 below.

Figure TA.1

TALENT URBAN RESERVE LAND DEMAND SUMMARY							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	4,572	267	1,652	173			440
Planned Inside UGB	1,548	104	1,080	91			196
Urban Reserve Land Demand	3,024	163	572	82	3	-	247

Talent is primarily a residential community, but also plans for will nurture a favorable environment to attract and maintain new business to expand its local employment base. The development of the Talent Industrial Park is a demonstrated outcome of this policy. An implementation strategy is to reinvigorate the City’s downtown core (W. Valley View Master Plan, 2006). In addition, future residential growth will help the City attract new business and diversify its economy. Talent sees the RPS process as an opportunity to inject new life into economic development activities. In addition, future residential growth will help the city attract new business and diversify its economy. New recreational opportunities are also critical to the city and are included in Talent’s proposed growth areas.

Talent faces a choice: remain a residential community with regional commuters, or become a more integrated urban center with jobs, homes, and services to meet its residents’ needs. In designating new growth areas, Talent has opted to serve both commercial and residential development. Talent will still need more housing to support a local retail and commercial

¹ Greater Bear Creek Valley Regional Plan, Chapter 3, Figure 3.2: RPS Proportionate Population Allocation. Increase is relative to estimated base 2007 population.

service base. This will create a more vibrant and efficient community that is a home, work and play site for more residents of the region.

Talent followed a set of guiding principles in developing its proposed urban reserves that changed little during RPS, although the City's interest in expanding its supply of employment lands did come later in the process. One of those major guiding principles was Talent's decision to avoid expanding into productive farmland, if at all possible, as a means of preserving what the City considered a major competitive advantage – the feel of a bustling small town in the middle of an actively farmed landscape.

Another was the City's definitive position on not expanding across I-5 for reasons of cost, community identity and impacts to farmland. Yet another was a limit on the amount of the pCIC's recommended community buffers on each end of the City that could be included in an urban reserve proposal.

Overall, Talent's proposed growth areas strive to meet demands on smaller areas along the edges of the current urban growth boundary. They take advantage of relatively convenient existing infrastructure and services. These represent intelligent and orderly extensions to the current urban form, and will provide for efficient future growth, while minimizing impacts on surrounding and nearby farm and forest lands.

2. CITY GROWTH GUIDELINES AND POLICIES

In 1978, the City and County mutually adopted an urban growth boundary and area of mutual planning concern, as well as an agreement on urbanization policies and revision procedures. To reconcile differences in City and County comprehensive plan policies, the urbanization agreement was revised in 1982 but established boundaries were retained.

The adopted Area of Mutual Planning Concern, depicted at Map 6 of the adopted urbanization agreement, is a geographical area lying beyond the adopted urban growth boundary in which the City and County have an interest in terms of its open space, scenic, and agricultural characteristics, and as a buffer between adjacent cities. City and County land use activities are to be fully coordinated within this area.

The "*Talent Direction of Urban Growth Area*" is also depicted at Map 6 in the adopted urbanization agreement. This area is the hillside land to the South by Southeast of Talent. Most of Talent's urbanizable residential land within its original (and current) urban growth boundary is located on these hillsides. The City selected lands toward the hills in the area South by Southeast of Talent for residential purposes and as the direction of long-range city growth. This direction of growth is away from the good agricultural lands in other directions around Talent. The area is referenced in the Talent Comprehensive Plan, Element G (Housing), at Implementation Strategy 1.2.3:

"Retain most of the „Area of Future Residential Growth“ established in the 1981 Comprehensive Plan as the functional equivalent of an Urban Reserve, which shall comprise those lands north of the northernmost Talent Irrigation District ditch located south of Rapp Road, and the exception area (residential) lands along Rapp Lane and Theo Drive no further south than the second irrigation lateral south of Rapp Road."

The area would, upon inclusion as urbanizable area, be subject to Objective 10.1 of the Public Facilities and Services Element (Element F):

“New Residential Development West of the Railroad and South of Rapp Road: A Master Planned residential development that will allow an integrated system of streets and utilities that also provides safe access, as well as an efficient provision of services at minimal cost.”

The objective is implemented as follows:

“10.1.1 Do not allow planning approval for any new residential development west of the Railroad Tracks and south of Rapp Road until an Area Master Plan is completed that illustrates how parks, street connections, transportation facilities, storm drainage system, and other utility mains will be routed, connected to existing facilities, and phased.”

“10.1.2 Do not allow construction permits for new residential development in the subject area until all necessary services are designed and engineered, and funding is secured.”

The Economic Element (Chapter E) establishes objectives, policies, and strategies that also are relevant for consideration for urban reserve planning.

Policy 4 (Infrastructure Support), Objective 2: *“Complete development of the Talent Industrial Park.”*

Implementation Strategy 2: *“Consider an Urban Growth Boundary Amendment to expand the Industrial area west of the Railroad to create a more viable industrial development area by adding available lane [sic] w/rail access.”*

Policy 8 (Land Availability), Objective 1: *“Provide for an adequate supply of commercial and industrial land to accommodate the types and amount of economic development and growth anticipated in the future, as long as that growth does not conflict with the City’s policies on livability or environmental stewardship.”*

Implementation Strategy 2: *“Expand the Urban Growth Boundary to include additional land for Light Industry development west of the railroad tracks.”*

Implementation Strategy 3: *“Protect lands deemed important by the citizens of Talent. These lands include, but are not limited to EFU zoned lands, view sheds, riparian and wetland areas, and lands designated as probable open space areas.”*

The Talent Comprehensive Plan establishes at Section 5.1.2 of its Public Facilities and Services Element that the City will work with the district to ensure adequate available land for its facility needs, including supporting an urban growth boundary amendment to include the district’s “soccer field” property, south of Colver Road and west of the railroad, in the City’s growth area when it is needed.

3. STUDY AREA SELECTION /COARSE FILTER

Consistent with the methodologies outlined in Chapter 4 Section 2.2 - Study Area Selection, a study area reasonably capable of supplying the unmet and projected needs for the City of Talent was established. The study areas for initial (coarse) filtering are identified on Map 75a of the Atlas. They are TA-A, TA-B, TA-C, TA-D, and TA-E. Talent, in coordination with the Regional Problem Solving Process, ultimately identified the suitable lands from these broad areas for final consideration as urban reserves. Cross-hatching identifies surrounding areas out to approximately one-mile which were investigated. From this area, specific areas were identified for further study and other areas excluded pursuant to the discussion below.

Figure TA.2

COARSE STUDY AREA COMPARED TO ESTIMATED NEED				
Jurisdiction	Estimated Need (acres)	Coarse Study Areas		
		Lots	Acres	Percent of Residential Need
Talent	247	419	3,300	1334%

Area TA-A

Area TA-A includes lands north of the City of Talent and within approximately two-thirds of a mile from the existing urban growth boundary. The northern extent corresponds with the outer boundary of an adjacent exception area abutting the east side of Highway 99. To the west, the study area extends approximately three-quarters of a mile from the existing urban growth boundary in the area north of Colver Road. The eastern portion of the area extends approximately one-half mile from the existing urban growth boundary and across Interstate 5 to the intersection of Suncrest Road and Payne Road. Most of TA-A to the west of the freeway is designated Agricultural land with inclusions of Rural Residential exception land adjacent to roadways. The area east of Interstate 5 is predominately designated Forestry/Open Space, with an inclusion Rural Residential exception land adjacent to the interchange.

The exception area north of the City and east of Highway 99, includes a cold storage warehouse (Associated Fruit) on the parcel adjacent to the city limits and, on the next parcel north, the headquarters and fire station for Jackson County Rural Fire Protection District 5. East of the Phoenix Canal and west of Bear Creek are two commercial fruit orchards. The Bear Creek Greenway extends through this area between the orchards and Bear Creek. An ODOT rest area is located further east between Bear Creek and Interstate 5.

Lands between the City, Hartley Road to the north, Highway 99 to the east, and the railroad to the west are primarily open space where orchards have been removed. Lands to the west of the railroad and northeast of Colver Road are predominantly still under orchard production. Almost all this part of TA-A is comprised of Class I and II irrigated soils. Soils between Highway 99 and Interstate 5 are Class II through IV irrigated.

In addition to minimizing impacts on nearby farmland, the City has consistently expressed its commitment to preserving an area of separation of rural lands between it and the neighboring City of Phoenix to the north and as such the pCIC has identified much of this area to be a community buffer.

Coarse Filter Outcome for TA-A: Based on proximity to the City and the existence of exception land with commercial and institutional uses, all lands within TA-A that are at least partially within one-quarter mile of the UGB are being passed through to the detailed suitability analysis under the fine-filter process below.

With only a few sparsely developed residences in this area, the predominance of open space and high value Agricultural land, the portions of TA-A not at least partially within one-quarter mile of the City are deemed unsuitable for future growth.

Area TA-B

TA-B includes approximately 1,000 acres of land east of Interstate 5, generally between Suncrest Road on the north and North Valley View Road nearby to the southeast.

TA-B is part of an area heavily dominated by commercial agriculture. Bear Creek Corporation has invested millions in new orchards in this area. The area is desirable for agricultural investment because, in part, the low numbers of residential development presenting few conflicts with farm-management practices. The long-term viability of agriculture in this area is substantial for a multitude of reasons that are extrinsic to water availability and soil quality yet equally important, including the terrain, proximity to market, and low competition with conflicting uses.

The foothills of the Cascades, situated one and one-half mile to the east of Interstate 5, are relatively steep with limited access and low potential for residential development. Interstate 5 provides a major buffer between the agricultural lands within TA-B and both Phoenix and Talent to the west. The relatively sparsely developed residential lands intermixed with agriculture to the southeast supports long term agricultural investment because of separation from nearby urbanized areas. The commercial agricultural lands extend north along Payne Road to Fern Valley Road where agricultural practices still dominate the landscape but are less intensive.

The portion of TA-B situated between Bear Creek and west of Interstate 5 to the southeast of the City is 98-acres of Agricultural land that including Bear Creek Orchard Inc. orchards. Two of the lots within this area, situated along Highway 99 are owned by the State of Oregon and one small lot is owned by Jackson County. The area has been identified as open space in Talent's comprehensive plan and is generally unsuitable for development because of the flooding potential and separation from the City by Bear Creek and the riparian corridor. This area is also too poorly accessed from Highway 99 from the southwest for any intensive urban uses.

Coarse Filter Outcome for TA-B: Future expansion across Bear Creek and east of I-5 would be inefficient and financially problematic for urban use, and would have negative effects on Talent's urban form and community identity. Expansion into TA-B would also introduce urban conflicts into an high value agricultural area where significant recent investment in commercial agriculture is ongoing and sustainable.

For the reasons discussed above, all of TA-B not at least partially within one-quarter mile of the urban growth boundary, that are east of Interstate 5 and east of Bear Creek are found to be unsuitable for Urban Reserve designation. However, all lands within one-quarter mile of the urban growth boundary are passed through to the fine filter analysis below.

Area TA-C

Area TA-C has approximately 650 acres generally located on the steep north-facing wooded lands south and southeast of the City, above (south of) the Talent Irrigation District West Canal (West Canal). This is one of only a handful of areas within the entire study area that has fairly large acreages of Forestry / Open Space designated land (zoned Woodland Resource) under the County Comprehensive Plan. Roughly half (300+ acres) of TA-C is designated Forestry/Open Space. Approximately 250 acres of TA-C, situated immediately adjacent to the City UGB is designated Agricultural Land. Approximately 48 acres of land within TA-C, located between Talent Avenue and Highway 99 is designated Rural Residential and Commercial. Approximately 80 acres of Rural Residential designated land immediately east of Rapp Lane is located at the western edge of TA-C. Area TA-C also includes lands designated within the adopted urban growth management agreement as the Talent Direction of Urban Growth Area.

Based on Natural Resource Conservation Service (NRCS) data, all the soils within the Forestry / Open Space designated lands have a forestry rating that is equal to or exceeds 85.8

cubic feet per acre. The vegetation is dominated by hardwood with a mixture of some fir and pine. These lands are steep, access is poor, and much of the area is recognized as having moderate potential for debris flow hazard. Similarly, most of the Agricultural designated lands immediately south of the City are also very steep, have poor access and significant portions are identified as having moderate potential for debris flow hazard.

Approximately 165 acres of TA-C, however, is comprised of land southeast of the City, below (north of) the irrigation canal and south of Highway 99. This portion of TA-C below the West Canal is split by Talent Avenue and the railroad. The lands within this area and between Highway 99 and Talent Avenue are completely comprised of Residential and Commercial exception land under the County's Comprehensive Plan. The commercial lands are situated within a narrow strip immediately south of and adjacent to Highway 99. The part of TA-C above (south of) Talent Avenue and below the West Canal includes six distinct properties – two of which area split by the canal. The western half of this area includes three homes and a single large pasture. The eastern half of this area is generally comprised of oak-woodlands with a single home. A distinct ridgeline forms the eastern extent of TA-C.

The southern-most extent of the Talent Urban Growth Boundary and the northern-most extent of the Ashland Urban Growth Boundary, both situated along Highway 99 are just under one-mile apart. The intervening ridge is the southeastern boundary of TA-C and also would provide a logical separator between Ashland and Talent. This ridge extends northward to Highway 99 at a point where Bear Creek approaches Highway 99 from the northeast. These two physical features provide a logical physical barrier and separation between the two cities.

Coarse Filter Outcome for TA-C: Based on general lack of access and severe physical constraints (steep slopes, moderate debris flow potential, and high fire danger), the lands southeast of the City and above TID's West Canal are unsuitable for future urbanization. Extension of public infrastructure including but not limited to streets, sewer, power and water would prove to be uneconomical. The yields would be very low and fire dangers would be high. Only parcels wholly or partially within one-quarter mile of the existing urban growth boundary and all of the exception area between Highway 99 and the railroad are forwarded for further study.

Area TA-D

TA-D is a 589- acre coarse study area of lands southwest of the City of Talent, situated within the Wagner Creek Valley, south of Beeson Lane, west of Rapp Lane, and below (north of) the West Canal. With exception of a few small pockets of rural residential and some isolated homes, nearly all the bottom-land between the City and the steep hill-lands to the south and southwest are being actively farmed as orchards and vineyards. Together with TA-E described below, these lands comprise a large cohesive and regionally important block of productive farm-land.

Nearby and out to approximately one-quarter of one mile south of the City of Talent are a few pockets of Exception Land, generally aligned with Theo Drive and Rapp Lane. Between these exception lands and the City are some of the few Agricultural Designated lands not currently employed for commercial agriculture. These isolated properties are separated from the otherwise cohesive blocks of farmland that make up the Wagner Creek Valley by the exception lands situated along Theo Drive and Rapp Lane.

Coarse Filter Outcome for TA-C: In order to minimize impacts on the highly productive and intensively managed agricultural lands south and southwest of Talent, all of TA-D not at least partially within one-quarter mile of the UGB is excluded from further suitability

analysis. Lands at least partially within one-quarter mile of the City UGB are passed through for further study given proximity to the urban growth boundary.

Area TA-E

Similar to TA-D described above, TA-E is comprised predominantly of large relatively contiguous blocks of prime orchard and vineyard lands. Area TA-E is the coarse 540-acre study area situated directly west of the City of Talent, extending approximately one mile to the west out to a north-south extension of Walden Lane. The northern extent of TA-E aligns with Colver Road. The southern extension of TA-E is defined by Beeson Lane.

A single Rural Residential designated exception area of approximately 29 acres with fifteen tax lots and ten homes is located at and near the intersection of Foss Road and Tara Lane. With the exception of one dwelling built in 1998, all other dwellings in this area were constructed prior to 1950. As evidenced by the continued existence and use of surrounding lands for intensive orchard and vineyard purposes, the neighborhood appears to have found a balance between residential and intensive agricultural practices. To develop this exception area at urban levels will introduce substantially more potential for conflicts with surrounding commercial agricultural practices than what the existing relatively low-density rural residences present.

Wagner Creek road is the primary arterial providing access to the lands south of the City of Talent. Not only does Wagner Creek Road provide access to the bottom and low-elevation lands immediately to the south of Talent, including pockets of Rural Residential and large blocks of Agricultural Land, it is also provides one of the only access points to the thousands of acres of County-designated Principal Forest Lands to the south. There are two ways to achieve access to Wagner Creek Road from Highway 99. The first is to utilize West Main Street, through mostly residential neighborhoods and school zones. The other is to follow an indirect route using East Rapp Road through commercial and industrial areas to West Rapp Road, through residential neighborhoods, around the perimeter of the City to Rapp Road and ultimately to Wagner Creek Road. The existing transportation network presents severe mobility challenges caused in large part by regional traffic to the south using local low-order street networks.

South of Colver Road, immediately west and adjacent to the existing urban growth boundary, is a 43 acre property owned by the Phoenix-Talent School District. This single property is designated Agricultural Land but has been used as a sports field for School-related functions for several years. The Talent Comprehensive Plan establishes at Section 5.1.2 of its Public Facilities and Services Element that the City will work with the district to ensure adequate available land for its facility needs, including supporting an urban growth boundary amendment to include the district's "soccer field" property, south of Colver Road and west of the railroad, in the City's growth area when it is needed.

Coarse Filter Outcome for TA-E: Recognizing the value of preserving large blocks of commercial agriculture that exists south and west of the City, all lands beyond one-quarter mile of the City UGB are excluded from further consideration. Lands within one-quarter mile of the City UGB are passed-through for further analysis of Urban Reserve given proximity to the existing urban growth boundary.

4. SUITABLE LANDS ANALYSIS / FINE FILTER

Lands within the initial study areas selected for further study were then examined in more detail to determine which should be inventoried as suitable lands for urban reserve consideration. Subareas are designated for the detail study on Atlas Map 22 and the area attributes are summarized in the table at Figure TA.3.

Figure TA.3

OVERVIEW SUMMARY OF FINE STUDY AREA						
Fine Study Area	Lots	Existing Dwellings	Gross Acres	Physically Constrained	Built	Generally Unconstrained
TA-1	1	1	43	0	0	43
TA-2	1	0	6	0	1	6
TA-3	36	29	124	10	10	104
TA-4	6	1	22	0	1	21
TA-5	8	6	28	0	1	26
TA-A.a	18	9	89	10	4	75
TA-A.b	6	6	89	0	1	87
TA-A.x	8	6	38	0	2	36
TA-B.a	9	0	98	11	0	87
TA-B.x	25	21	414	19	4	391
TA-C.a	15	8	375	331	2	42
TA-D.a	38	35	233	12	8	213
TA-E.a	20	19	170	2	4	164
Totals	191	141	1,730	396	38	1,297

4.1. Fine Filter Study Areas – Unsuitable

Each of the areas identified in the accompanying Atlas (Map 75b – Talent Study Areas; Map 76 – Study Lots By Suitability Talent) as TA-A.a, TA-A.b, TA-A.x, TA-B.a, TA-B.x, TA-C.a, TA-D.a, and TA-E.a were evaluated for suitability considering the growth policies for Talent and in balance with the Goal 14 boundary location factors. Each of the areas was found to be unsuitable for inclusion/ protection as Urban Reserve for the detailed reasons explained below.

Area TA-A.a

Area TA-A.a includes approximately 89 acres of land situated at least partially within one-quarter mile of the Talent UGB. The area is east of Highway 99 and west of Interstate 5. Roughly 73 acres are designated Agriculture Land. Most of that is owned by Jackson County and is under commercial production as an orchard managed by Bear Creek Corporation. The State of Oregon owns the remaining Agricultural designated lands situated between Bear Creek and Interstate 5. The state owned lands are used for an interstate rest area. Two small portions of TA-A.a are Rural Residential exception land. One area consists of four lots narrowly located between Highway 99 and the Phoenix Canal and Bear Creek Orchards. The other includes eight Rural Residential parcels located immediately north of Suncrest Road and west of Interstate 5. Most of this area is isolated from the City by Bear Creek.

The majority of Area TA-A.a is encumbered by Bear Creek floodplain and floodway. See, Map 73 – Physical Features. The Bear Creek Greenway also extends through this area.

The Goal 14 location factors relate, in balance, to TA-A.a b as follows:

1. *Efficient Accommodation of Identified Land Needs.* The portion of TA-A.a, situated along Highway 99 and west of the Phoenix Canal are somewhat well suited to efficiently accommodate identified urban land needs in close proximity to existing services and other development. The area is flat, has highway access, and services are nearby. Existing structural development (Map 72) is oriented along the highway leaving the bulk of re-developable area to the rear of these properties, closer to the canal and orchard-lands. Local street access as an alternative to highway use would need to be extended through the fire district property from the city. The remaining parcels in the area, comprising the majority of area TA-A.a, are east of the canal and/or northeast of Bear Creek on land constrained by Floodplain and otherwise too physically separated from the City to reasonably or efficiently accommodate any identified land need.
2. *Orderly and Economic Provision of Public Facilities and Services.* Public facilities and services are available and located close to the area. An interior street system could not reasonably be achieved given the existing development patterns, location of the canal, and location of Bear Creek.
3. *ESEE Consequences-* The overall comparative ESEE consequences of designating these lands Urban Reserve is negative, based upon the following:
 - a. *Economic-* Promoting development of flood hazard areas would adversely affect the community's flood insurance rates, thereby creating a negative economic impact. Given the unlikelihood of significant infill potential, any increase to the tax base and system development fees would be unlikely to cover costs to the community. Most of the area is dedicated to intensive Agricultural operations. The direct loss of productive Agricultural lands will have negative economic impact for one of the regions leading Agricultural industry employers and would negatively impact the small town feel and beauty of the surrounding rural environment that attracts newcomers and investment to the city. Increased urban development will require canal crossings which present additional on-going costs for the managing Irrigation Districts and substantial up-front development costs. Lands north and east of Bear Creek are already committed to existing public uses (Greenway and freeway rest stop) and therefore would not provide for any city identified urban needs or economic development.
 - b. *Social-* This area is part of the pCiC buffer established to provide separation between Phoenix and Talent, designed to preserve the individual character of each City. Encroachment into pCiC buffer areas will have negative consequences to community identity and open space values. Development of the larger agricultural land parcels in the middle of this area would also have adverse social consequences produced by a loss of open space, especially noticeable to users of the Bear Creek Greenway. Unique to this study area is the ODOT rest area. In order to avoid or minimize negative social consequences on nearby urban or residential development, and for other reasons, ODOT attempts to locate Interstate rest areas away from urban neighborhoods where possible. Encroaching urban development would place pressures on the rest area that do not currently exist and the rest area has the potential to have negative consequences on urban neighborhoods located in such close proximity.
 - c. *Environmental-* Bear Creek is the primary stream draining the Bear Creek Valley from the Cascades east of Ashland to its confluence with the Rogue River north of Central Point. The drainage basin serves to cleanse waters and provide for natural

open space and habitat for fish and wildlife. The Bear Creek Greenway extending through is well situated to accommodate some of the City's urban park needs as well as serve to tie the community to other cities within the Greater Bear Creek Valley. Development within this area, predominantly comprised of Floodplain, will have significant negative environmental consequences by reducing to the ability of the stream corridor to filter natural and man-made contaminants that enter the corridor from nearby urban concentrations.

- d. Energy- Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* There are no nearby forest lands or forest activities. Nearby agricultural land (to the north) that would remain outside the urban growth boundary is similar to the agricultural land within the subarea – comprised of intensively managed orchard lands situated between the Phoenix Canal to the west and Interstate 5 to the east, along the fertile Bear Creek alluvial deposits. To urbanize this area would introduce new conflicts with high value farmland that do not currently exist and would likely have substantial negative affects. The configuration of the area and natural constraints would make it impracticable to properly mitigate conflicts through screening, setbacks, or other means.

This area, on the balance of the Goal 14 factors, is unsuitable for urbanization given that it is comprised of orchard land and publicly owned parcels already committed to permanent use as greenway or for the interstate rest stop facility. Flood hazard and access constraints further render this area unsuitable to meet identified future urban needs for the City of Talent.

Area TA-A.b

Area TA-A.b includes approximately 89 acres of land situated at least partially within one-quarter mile of the Talent UGB but noncontiguous with the City. The area is west of Highway 99, north of Colver Road, and is bisected by the railroad. ~~One small and narrow 1.94-acre~~ Three lots located along Colver Road ~~is~~ are designated Rural Residential. The remaining 87 acres are designated Agriculture land. The study area is within the pCIC identified rural community buffer area between Talent and Phoenix – an area containing high value agricultural soils and intensively operated agricultural lands separating Phoenix and Talent. Area TA-A.b is comprised predominately of Class I and II agricultural soils according to NRCS data and as illustrated on Atlas Map 74. Structural development of the area is sparse - only a few dwellings exist that are situated along Colver Road and Highway 99. With exception of a small area of wetland located in the extreme northwest corner of the area, the entire study area is void of identified natural constraints.

This area was forwarded for further consideration due to proximity to the urban growth boundary of relatively flat and unencumbered land. However, the City has long recognized that urban growth should be limited in this area due to predominance of Class I and II agricultural soil, the importance of the area for maintenance of community buffer and its rural character, and the availability of alternative areas that would have less impact on surrounding agricultural land and activities. The City's original decision establishing the existing urban growth boundary was to protect this area for agriculture and as an important community buffer. Furthermore, it was determined that the railroad, north of Colver Road acts as a natural buffer between urban and agricultural land. No specific future urban needs or any change in circumstances have been identified that would merit inclusion of the area as an urban reserve. Reasonable alternatives exist and were selected that will have less

effect on resource land. Consequently, Area TA-A.b is not included in the suitable lands inventory.

Area TA-A.x

Area TA-A.x includes approximately 38 acres of land situated at least partially within one-quarter mile of the Talent UGB, but noncontiguous with the City. This area is located east of Interstate 5 and north of Suncrest Road from the City. Topography is dominated by a hillock with surrounding moderate to gentle slopes. Approximately 24 acres is designated Forestry/Open Space; 8.8 acres of TA-A.x is designated Agriculture; and approximately five acres are designated Rural Residential. According to NRCS data, some of the soils are Class IV, but the significant majority of soils within TA-A.x are rated Class VI nonagricultural. The area is made-up of eight tax lots developed with six residences.

The Goal 14 location factors relate, in balance, to TA-A.x as follows:

1. *Efficient Accommodation of Identified Land Needs.* As noted above, the area is moderately to gently sloped, but is separated from the City and nearby facilities and services by Interstate 5. This area would create a completely detached island of the City should it be urbanized. Freeway interchange access is not available to support any employment land. Poor access to services and infrastructure and physical separation from the City preclude efficient accommodation of any identified land need.
2. *Orderly and Economic Provision of Public Facilities and Services.* For the same reasons discussed under number 1 above, this area cannot be provided public services in an orderly or economic fashion.
3. *ESEE Consequences-* The overall comparative ESEE consequences of designating these lands Urban Reserve is negative, based upon the following:
 - a. *Economic-* Because the area is separated from the City by Interstate 5, has moderate slopes, presents less than desirable local street connection obstacles, and cannot provide substantial development yield potential, this area would not be economical to develop.
 Also, significant agricultural investments have been made throughout the lands east of Interstate 5 between Talent and Phoenix. This is an area with generally low residential development, but significant high value crop areas. Introducing urban development east of Interstate 5 into this high value crop area could have significant impacts on the regional agricultural economy. Despite Forestry/Open Space plan designations, this area is not a suitable forest-land environment.
 - b. *Social-* Urbanization of this area for residential needs would create an isolated neighborhood that would not foster a sense of cohesive community. The area has comparatively negative social consequences..
 - c. *Environmental-* There are no significant environmental constraints that affect this subarea. Aside from loss of open space there are no identified measurable negative or positive impacts associated with urbanization of this area.
 - d. *Energy-* Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences. However, due to the physical constraints posed by the Interstate and sloped topography, extending services and street networks would create inefficiencies. Moreover, the inclusion of this area will produce a somewhat less than desirable urban form which deviates from the simple urban form sought with the inclusion of lands that have been designed for Urban Reserve in consideration of the existing form of Talent.

4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* This subject area is part of a hillock that extends northward, west and along Payne Road. Most of this area and some of the lands to the north are designated Forestry/Open Space. However, there are no woods or forested areas nearby nor any forest related practices in this lowland area adjacent to the freeway.

Nearby and adjacent agricultural land to the east are intensively managed under orchard production. This is an important of commercial agriculture in the Bear Creek Valley in which orchard owners have recently invested millions of dollars to establish new orchards and to expand existing orchards. For the reasons called out under Coarse Study Area TA-B above, based primarily on potential impacts from residential development and associated traffic, extending the City of Talent east of Interstate 5 could have strong negative economic impacts on nearby farm-lands and industrial agricultural enterprises, important to the region.

This area, on the balance of the Goal 14 factors, is unsuitable for urbanization given separation of the area from the City by the freeway and the potential for impacts to an important agricultural investment area to the north.

Area TA-B.a

This subarea of approximately 98 acres is comprised of 9 parcels that are wholly or partially within one-quarter mile of the existing urban growth boundary. This area is an island of land isolated between the freeway and Bear Creek. Nearly all of the area is comprised of orchard. The remainder is under public ownership by the State and County. An explanation of unsuitability discussed in TA-B above remains applicable to this subarea. As such, this subarea TA-B.a is wholly comprised of lands that are unsuitable for urbanization because of potential environmental impacts, strong inefficiencies in urbanization and impacts on commercial agriculture.

Area TA-B.x

This subarea of approximately 414 acres is comprised of 25 parcels that are wholly or partially within one-quarter mile of the existing urban growth boundary. However, it is part of the large agricultural area within Coarse Area TA-B, east of Interstate 5. The lands are recognized by the region as being one of the valley's most important agricultural areas. An explanation of unsuitability discussed in TA-B above remains applicable to this subarea. As such, this subarea TA-B.x is wholly comprised of lands that are unsuitable for urbanization because of potential impacts on Agricultural.

Area TA-C.a

Area TA-Ca is comprised of 15 parcels located wholly or partially within one-quarter mile of the existing urban growth boundary to the south/southwest and upgrade of Talent. This study area was forwarded for further consideration as an urban reserve because it is in close proximity to the existing urban growth boundary and it is located within the adopted Talent Direction of Urban Growth Area. The area has approximately 375 acres in total, of which 331 acres are severely constrained by steep slope and debris flow hazard potential. See, Map 73 – Physical Features Map. Eight dwellings exist in the area. All but one parcel in the study area is designated either as Agricultural Land or for Forestry/Open Space. The only non-resource parcel is approximately ten acres in size, designated Rural Residential, and located at the far southwest corner of the study area along the Frederick irrigation lateral south of the West Canal. Soils in the area are Class IV-VIII for agriculture but rated at greater than 85 cubic feet

per acre per year for timber. The adjoining area within the existing urban growth boundary and above the railroad, although urbanizable, remains unincorporated and lacks access to urban infrastructure.

Access to TA-C.a would similarly be limited because of the railroad and lack of road infrastructure within the adjacent urban growth boundary area. The railroad provides a significant barrier between urban street networks to the north and generally undeveloped and re-developable lands to the south.

The Goal 14 location factors relate, in balance, to TA-C.a as follows:

1. *Efficient Accommodation of Identified Land Needs.* Steep slope, risk of debris flow hazard (landslides), high wildfire hazard potential, and infrastructure constraints would prevent an efficient accommodation of identified land needs in a manner prudent for Urban Reserve planning.
2. *Orderly and Economic Provision of Public Facilities and Services.* As discussed above, this area is situated beyond a portion of Talents UGB that has severe obstacles to achieving urban level public facilities and services. Because the intervening UGB properties have significant obstacles, this subarea is presented with the same hurdles but to a higher degree.
3. *ESEE Consequences-* The overall comparative ESEE consequences of designating these lands Urban Reserve is negative, based upon the following:
 - a. *Economic-* Debris flow hazard, steep slopes, and wildfire hazard – in addition to access and public facility constraints - would inhibit use of the land for anything other than very low density view properties. Increased risk of slope failure could result in damage to the West Canal and the agricultural uses served as well as life and property in and immediately below the area. Any economic benefits would be further offset by costs of extending infrastructure, provision of urban services, and loss of productive timber soils. Comparative economic consequences would be negative.
 - b. *Social-* This area serves as a woodlot foreground to the undeveloped hills to the south of the City. The semi-rural development pattern provides for a beneficial transition from urban to rural between the City and the forested lands beyond.
 - c. *Environmental-* Urban development within steep areas prone to rapid debris flow hazard increases the risk of slope failure, soil erosion, and wildfire in the urban interface that would place the upland forest environment at risk. Upland drainage from the Siskiyou mountains to the south would be impacted by urban development of what is now a rural woodland environment. Drainage would need to be accommodated in a manner that does not further impact the waters conveyed by the TID canals which are subject to federal regulation under the Clean Water Act.
 - d. *Energy-* Energy inputs are increased when developing lands that are both steep and higher in elevation than the rest of the City. Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences. However, due to the physical constraints posed by the sloped topography, extending services and street networks would create inefficiencies.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* This subject area is not near or adjacent to any agricultural operations outside the Urban Growth Boundary. Wooded upland areas are completely comprised of soils with a forest capability value equal to or greater than 85.8 cbf suitable for commercial timber

production. The greatest potential threat that urbanization of the study area would have on surrounding resources is wildfire. Because the nearby woodlands are heavily vegetated and steep, the potential for wildfire spreading through this area and beyond to commercial forest lands to the south is significant.

This area, on the balance of the Goal 14 factors, is unsuitable for urbanization. The area subject to severe geologic and wildfire hazard and is topographically unsuitable for urban levels of development and an orderly provision of public facilities and services.

Area TA-D.a

TA-D.a subarea is situated southwest of and at least partially within one-quarter mile of the Talent Urban Growth Boundary. This subarea totals 233 acres in size, which includes approximately 44.7 acres of Rural Residential land and 188.5 acres of Agricultural land. This area is crossed by Wagner Creek, Wagner Creek Road, Rapp Lane, and the Talent Canal. The western portion of the subarea along Wagner Creek is comprised of lands with Class II agricultural soils and commercial fruit orchards. The Beeson-Foss Farm and its historic orchard located adjacent to the urban growth boundary along Wagner Creek Road is designated as an historic resource by Jackson County.

The exception lands are located within the eastern extent of the study area and south of the Talent Canal. The exception land west of Rapp Lane is bound by Theo Drive on the South and the Talent Canal to the south. Theo Drive is a cul-de-sac approximately one-quarter mile in length that serves the Pomona Heights Subdivision. The subdivision includes eight lots of 1 to 1.77 acres each in area. The lots are developed with single family homes arrayed in row along the Theo Drive frontage. The area to the rear of the lots could provide a developable area of 200 to 300 feet in depth to the canal if access were extended west from Rapp Lane. The proximity of the canal immediately down-grade raises concern given the limited area available for development and the highly parcelized land configuration.

The exception land extends south along the east side of Rapp Lane comprised of lots and flag lots generally 1 to 1.5 acres in size. The lots further south and upslope are somewhat larger – 1.92 to 2.5 acres. The last two parcels at the southern extent of the study area and furthest uphill where the West Canal switches back are 5.95 and 4.4 acres in size. Although these parcels are located within one-quarter mile of the existing urban growth boundary to the east as the crow flies, they are approximately three-quarters of a mile from the urban growth boundary to the north by way of Rapp Lane.

The Goal 14 location factors relate, in balance, to TA-D.a as follows:

1. *Efficient Accommodation of Identified Land Needs.* The western portion of the study area accessed by Wagner Creek Road could efficiently accommodate identified land needs given generally level terrain and proximity to existing urban facilities. It is, however, comprised entirely of high value farm land. The eastern portion of the TA-D.a would require access by way of Rapp Lane and extension of public services above the Talent Canal. The existing small and/or narrow lot configuration and development pattern coupled with the relative isolation of the area would not promote an efficient accommodation of land needs.
2. *Orderly and Economic Provision of Public Facilities and Services.* The extensive parcelization and fragmented ownership of the exception land area along Rapp Lane coupled with its relative isolation above the Talent Canal would not promote an orderly and economic provision of public facilities and services. Existing homeowners on properties with little redevelopment potential would not willingly support the financing of public facilities necessary to support the few parcels that could be redeveloped. The area to the

west accessed by Wagner Creek Road would be conducive to the orderly and economic provision of public facilities and services, but is comprised of high value agricultural land.

3. *ESEE Consequences-*

- a. *Economic* – The majority of the land area comprising TA-D.a is actively and intensively farmed as orchards and vineyards. Many of these orchards and vineyards are recent investments. Moreover, the agricultural land in this area is part of a larger contiguous tract of orchard and vineyard lands southwest and west of Talent. Urbanization of TA-D.a will have a negative economic impact from the direct loss of commercial orchard and vineyard lands and potential negative economic impact on surrounding or nearby agricultural lands based by encroachment of urban uses.
 - b. *Social* - The portion of TA.D.a situated east of Wagner Creek Road constitutes a neighborhood intermixed with rural *residents*, *hobby farms* and commercial agriculture. The existing residential development patterns in this area are limited and long standing, and generally exist in balance with the surrounding farm uses. Except for where the owner of the residence is also the owner of the land which contains the intensive farm use, most of the agriculture area is relatively buffered from the homes. Not only would converting this area to urban land directly remove agricultural land from production – which would have the affect of removing open space, it would obliterate the character of a neighborhood that has adapted over time to be compatible with surrounding agricultural uses and lands.
 - c. *Environmental* – Wagner Creek and its floodplain extend through this subarea. A few relatively small identified wetlands are located in the southern part of this area. There are small inclusions in the southeast portion of this subarea that contain steep slopes. Aside from these relatively minor environmental concerns, the subarea is generally free of environmental constraints. Redevelopment of the Pomona Heights Subdivision area adjacent and upgrade (south) of the Talent Canal could impact waters of the state carried by the canal as a result of soil erosion and sedimentation given the limited depth of the redevelopment area.
 - d. *Energy* – Comparative energy consequences from urbanization of this area would likely be somewhat positive – similar to any other area within one-quarter mile of the existing urban growth boundary.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* The designated Forest/Open Space land to the southeast consists primarily of low elevation mixture of hardwood and brush with some pine and fir. Urbanization of this subarea would increase the potential for wildfire for the nearby wooded lands. Urban wildfire interface standards would be needed to mitigate this conflict. The subarea is also adjacent to nearby Agricultural activities occurring on nearby farm lands outside the urban growth boundary. This subarea is a transition area or interface between urban to rural. Urbanization of TA-D.a would encroach on the regionally important orchard and vineyard land adjacent and nearby to the southwest and west. Areas that would have less impact on resource lands are reasonably available as an alternative to provide for Talent’s identified land needs.

This area, on the balance of the Goal 14 factors, is unsuitable for urbanization given the importance of the west/southwest portion to be preserved for commercial agriculture and to avoid strongly negative socio-economic consequences to the community’s identity. The exception lands in the eastern extent of the area are topographically unsuited and poorly configured to provide for the efficient accommodation of identified land needs or an orderly and

economic provision of public facilities and services. The existing parcelization and development pattern will continue to best function to as an urban to rural interface area.

Area TA-E.a

This study area has approximately 170 acres located immediately west of the City of Talent. The area includes lands that are at least partially within one-quarter mile of the City UGB. A north-south extension of Tarry Lane forms the western border. Beeson Lane forms the southern border. Foss Road crosses the area east-west. The southern boundary of the school-owned "soccer field" property located off Colver Road forms the northern boundary.

As described under the TA-E Coarse Filter section above, except for approximately 15 acres of Rural Residential properties situated near the intersection of Foss Road and Tarry Lane, the majority (156+ acres) of TA-E.a is comprised of Agricultural Land that is almost exclusively dedicated to commercial orchard production.

The Goal 14 location factors relate, in balance, to TA-E.a as follows:

1. *Efficient Accommodation of Identified Land Needs.* This area is immediately adjacent to the UGB. Services including municipal water, sewer, and power are relatively close-by within the adjacent urban neighborhoods to the east. The entire area is flat and there are almost no natural constraints. The land could efficiently accommodate identified land needs. It is, however, comprised entirely of high value farm land in commercial production.
2. *Orderly and Economic Provision of Public Facilities and Services.* This area is adjacent to the urban growth boundary and existing public facilities and services. The area can be provided public facilities and services in an orderly and economic fashion.
3. *ESEE Consequences-*
 - a. *Economic* – The bulk of the land area comprising TA-E.a is actively and intensively farmed as orchards and vineyards. Many of these orchards and vineyards are recent investments. This is part of an area of large contiguous blocks of orchard and vineyard lands extending a few miles southwest and west of Talent – an area recognized as very important to the regions Agricultural economy. Urbanization of TA-D.a will have an adverse negative economic impact from the direct loss of commercial orchard and vineyard lands and potential negative economic impact on surrounding or nearby agricultural lands based on indirect impacts resulting from introduced urban conflicts.
 - b. *Social* - Converting this area to urban land would directly remove agricultural land from production – which would have the affect of removing open space important to the character of the City and the Wagner Creek valley as a whole.
 - c. *Environmental* – Only one fairly small pocket of wetland is identified as being within this subarea. Thus, urbanization of TA-E.a would have few negative environmental consequences.
 - d. *Energy* – For the same reasons discussed under items 1 and 2 above, urbanization of this area would not have strong negative energy impacts.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* There are no nearby Forest Activities. The 170+ acres comprising TA-E.a is part of an area of large contiguous blocks of orchard and vineyard lands that extends a few miles southwest and west of Talent – an area recognized as very important to the regions Agricultural economy. Urbanization of TA-D.a will not be compatible with these Agricultural activities occurring

adjacent and nearby Agricultural Lands. Except for a limited need to provide a north-south street connection adjacent to the existing urban growth boundary to connect school facilities, which will be discussed as part of Area TA-1, identified urban land needs could be reasonably accommodated in other areas that would have less effect on regionally important agricultural land.

This area, on the balance of the Goal 14 factors, is unsuitable for urbanization given that the area is devoted primarily to high-value agricultural use. The loss of the high value agricultural land base would have strongly negative economic consequences directly to the agriculture sector and indirectly to the community's strong identity with historic agriculture settlement in this area.

4.2. Study Areas – Suitable

Each of the areas identified in the accompanying Atlas as numbered Urban Reserves were evaluated for suitability considering the growth policies for Talent and balance of Goal 14 boundary location factors. All of the numbered areas were found to be suitable for inclusion/protection as Urban Reserve for the detailed reasons explained herein below.

TA-1:

This area is located northwest of Talent's City limits. Colver Road defines its northern edge. The area is just under 43 acres within a single parcel. Although designated as Agricultural land, it owned by the Phoenix-Talent School District and is developed with a bus barn and service area for school vehicles in addition to several recreational fields for sports. Consequently, the parcel was not identified by the RLRC as an area with commercial agricultural lands.

The purpose of this growth area is to preserve land for future public use. The City has agreed to a permanent restriction on the use of the property to either school or park/open space/recreational use. At present, the local school district has tentative plans to develop a new school here. If the site does not develop as a school, the City of Talent would ensure that it remains in park, open space, or recreational use. These proposed uses would also buffer the City from adjacent agricultural activities.

Connectivity of this site from the Talent Elementary School and the Talent Middle School to the south is impeded by an intervening residential neighborhood developed without a through north-south connection. The local streets that are within the neighborhood terminate in cul-de-sacs. Significant out-of-direct travel is required to reach the site from the existing schools and residents from the south. The TA-1 area includes a proposed direct connection between the existing school facility and Foss Road – a route that would be approximately 1,750 feet from the middle school campus to the sports fields as opposed to nearly one mile by way of Wagner Creek Road to Main Street to Front Street to Colver Road. The existing route requires one to cross the railroad two times to travel between the schools and the recreation fields and the bus barn. The proposed route would be adjacent to and west of the urban growth boundary where urban residential yards already abut an active orchard operation. The road would provide separation between the orchard activity and the homes, and would need to be designed with screening and buffering to minimize conflicts with public road use adjacent to the orchard. The resulting connection from Foss and Wagner Creek Roads to Colver Road would solve many of the inefficiency and safety concerns that now exist.

Figure TA.4

TA-1 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 43	Reasonably Developable: 43	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan				100%		
Proposed Uses						100%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- The area is adjacent to the City, is flat, close to services, and has good access via Colver Road. Access and circulation would be greatly improved to the existing elementary and middle school sites, as well as to existing residential areas in the southwest portions of the City, if the connection to Foss Road is provided. As the area is already committed to school facility uses, it would efficiently accommodate the City's identified land needs for public and institutional land needs.
2. *Orderly and Economic Provision of Public Facilities and Services* – The adjacent urban growth boundary area has been incorporated into the city and fully developed as residential subdivisions (Anderson Butte and Christian Acres). Municipal services could be extended to the study area in an orderly and economic manner. The streets serving the adjacent subdivisions to the east, however, were developed in a cul-de-sac pattern that cannot readily be extended into a grid with future development without removal of existing homes. This pattern inhibits north-south connectivity within the existing urban growth boundary and municipal area that is needed to connect school facilities to the north and south of these neighborhoods. Inclusion of TA-1 would accommodate an orderly and economic provision of public facilities and services that would enhance existing street connectivity as well as the public school facilities.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- Inclusion of this area as an urban reserve would enhance existing school facilities and reduce long run operation costs for bussing and other vehicles, thereby having a positive economic impact on the community. This is somewhat offset by the loss of farm land for agricultural production. However, the parcel owned by the school is committed to non-agricultural use and the proposed road right-of-way area is already impacted by encroachment of adjacent houses within the city along the entire course of the route. Overall, the economic consequences are found to be positive.
 - b. *Social*- Inclusion of the area would serve to enhance public school facilities and neighborhood connectivity with minimal impact to the agricultural surroundings of the City. Schools serve not only to educate our society, but can also provide places of instruction and/or event gathering potentially important to many social and cultural aspects of the City. Improved access to park and recreation areas will promote exercise beneficial to public health. Existing homeowners with back yards adjacent to the proposed street connection may consider public access along the rear property lines as a negative. This would be offset in part by more separation and better buffering from active orchard operations, and could be

further mitigated by appropriate landscape design along the common right-of-way boundary. The overall social consequences are positive.

- c. *Environmental-* There are no significant environmental features that would be affected by inclusion of the land as an urban reserve. Benefits would result from improved connectivity between the existing schools to the south and the recreation field and bus facilities through reduction in vehicle miles travelled. The environmental consequences are found to be positive.
 - d. *Energy-* Should the property remain as open space, required energy inputs will be zero to minimal. Should the property be converted to other recreational facilities, energy inputs would remain minimal, for the open space components generally require few to no additional services. If public facilities are necessary for serving the site and potential uses as a school or otherwise – the balance of energy inputs would remain positive for all the necessary services are within close proximity.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* This subarea is located along Colver Road, an area collector heavily used by Agricultural-related transport. Immediately to the south and southwest are intensively managed orchard lands. Lands directly across Colver Road to the north are also under orchard production. The single property immediately to the west is developed with a residence and multiple outbuildings. It is not dedicated to agricultural activities. Redevelopment will require compliance with the buffering standards and will therefore have less impact on activities associated with surrounding Agricultural Land than impacts caused by uses that are currently and have been occurring for several years. For these reasons, subarea TA-1 is found to be generally compatible with activities occurring on nearby Farm Land.

TA-2:

TA-2 is a 6-acre area adjacent to the existing urban growth boundary and located between Rapp Road on the north side and the Talent Canal on the south. The area is designated as Agricultural land but is abutted to the north and east by the existing urbanizable area of the City and to the south by the Pamona Heights Subdivision (residential exception area on the opposite side of the canal). It is within the Area of Future Residential Growth identified in the City’s comprehensive plan as “the functional equivalent of an Urban Reserve.” (Element G, Policy 1, Section 1.2.3). Inclusion of the subarea, which is located at the junction of the southwest urban growth boundary area and the railroad, is critical to accommodate the safe and efficient development of public facilities and services and to complete an Area Master Plan west of the railroad. That area contains the majority of the City’s current inventory of developable residential land within the urban growth boundary. Besides being adjacent to the urban growth boundary and at a location important to extension of public facilities to the existing urban growth boundary area west of the railroad, TA-2 is also located in close proximity to the downtown core in comparison to any other potential growth area.

Figure TA.5

TA-2 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 6	Reasonably Developable: 6	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		6%		94%		
Proposed Uses		89%			11%	

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- The entire north and east sides of this subarea TA-2 are contiguous with the Talent UGB. All of the land is flat to gently sloped, and the parcel configuration and development pattern would not preclude development at urban intensities. Access is provided by way of West Rapp Road and Rapp Lane. From which local street networks and public facilities can be provided in a logical and organized manner. Wagner Creek, forming the northwest border of the area, and the Talent Canal provide a logical physical limit the western boundary of an urbanizable area. Overall, the entire area can efficiently accommodate identified land needs.
2. *Orderly and Economic Provision of Public Facilities and Services* – The adjacent urban growth boundary area to the north is developed with multi-family and single family residential housing, and the adjacent urban growth boundary area to the northeast is developed as industrial land. The adjacent urban growth boundary area due east is designated for industrial development, but is undeveloped. Inclusion of the TA-2 area will promote completion of an Area Master Plan to assure that all necessary public facilities can be extended to the existing urban growth boundary area west of the railroad and to TA-2 itself.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The comparative economic consequence of including these lands is positive as it will supply the demand for future housing in an efficient manner to keep affordability in line with growth and would facilitate the development of a significant portion of the City's current developable land inventory located adjacent and east of the TA-2. Although the study area has been identified by the RLRC as part of the Region's commercial agricultural land base, the parcels within the area are not in commercial agricultural production which does occur west and across Wagner Creek from the study area. The study is sufficiently sized and configured to accommodate future urban needs with spatial setbacks and vegetative screening adequate. Consequently, the comparative economic consequences are found to be positive.
 - b. *Social*- The comparative social consequences are expected to be positively correlated with positive economic consequences as it promotes affordable housing to meet the future City demands. The City's ability to accommodate future growth in any significant part to the west of the railroad, in accordance with its adopted comprehensive plan, requires that some agricultural land be taken in this area in order to avoid the need to take more valuable agricultural land that would be otherwise easier to develop to the west and north of the City. Preservation of those prime agricultural areas has been established by the City as important for preservation of its community identity. Consequently, the social consequences of including TA-2 as an urban reserve are found to be positive as being in accord with the existing adopted comprehensive plan.
 - c. *Environmental*- Wagner Creek located crosses the northwest corner of this subarea and the Talent Canal, although not a natural feature, is located upgrade to the south and carries waters of the state. However, there is ample room to maintain adequate setbacks and buffers from these features, and to properly

accommodate drainage needs. Conversion from a low density rural residential pattern to one of urban form will remove a relatively small area of open space immediately southwest of the City. However, nearby farm and forest lands are much larger in area and thus provide for substantially more open space. Accommodating demand for housing in an efficient urban pattern will have the affect of reducing pressures and related impacts on nearby surrounding resource lands - which will preserve the larger and more significant areas of open space around the City. Environmental impacts overall are determined to be positive.

- d. *Energy* - Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences. Inclusion of this area will also promote connectivity between existing urban growth boundary areas adjacent to the north and east which are all southwest of the railroad from the remainder of the City.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- There are designated Forest / Open Space lands to the southeast with minimal forest activities occurring. The nearby forest lands are primarily hardwoods mixed with brush and some pine and fir. Urbanization of this area will have little to no affect on said forest lands. With exception of the orchard located immediately south of Rapp Road and immediately west of this subarea, north of Theo Drive and along Wagner Creek, there are no adjacent lands under agricultural production. The bulk of nearby orchards and vineyard lands are to the south and west over one-quarter mile away. Redevelopment of this area will require compliance with the buffering standards, thereby minimizing impacts to the orchard immediately to the west. There are very few areas surrounding the city that are not directly under intensive Agricultural production. The lands to the southwest, west, northwest, southeast, and east all contain intensively managed Agricultural Lands. The lands directly to the south are generally too steep for development. Comparatively, this subarea in combination with the other identified suitable areas comprise the few suitable areas around the city that will have less impact on or require less resource land. The existing rural residential properties located immediately south and west along Theo Drive and Rapp Lane are situated in a manner that adequately buffer nearby agricultural activities from urban development that this area will provide.

TA-3:

The area is approximately 124 acres, and is near the southeastern edge of Talent. It extends along Talent Avenue and Highway 99. The site is designated Agricultural Land and Forestry/Open Space Land to the southwest of Talent Avenue and mainly rural residential to the east. A narrow strip of land immediately south of and adjacent to Highway 99 is designated Commercial by Jackson County. The entire area is designated within the City/County mutually adopted urban growth boundary agreement as part of the Talent Direction of Urban Growth Area. No part of the area has been recommended by the RLRC as commercial agricultural land. Soils are entirely Class IV, and there are no identified commercial agricultural practices occurring in the area. The southern extent of TA-3 is bordered by the West Canal. The eastern boundary is defined by a distinct north-south ridgeline. TA-3 includes some irregularly sized parcels that will be able to accommodate a buffer between future activities and the West Canal to the south.

Figure TA.6

TA-3 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 124	Reasonably Developable: 104	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		29%		64%		7%
Proposed Uses		95%				5%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs-* The western border of TA-3 is shared with the southeast Talent UGB boundary. Roads and infrastructure can efficiently be extended into TA-3 once nearby and adjacent lands within the City UGB are fully developed. The predominantly moderate topography and existing pattern of development south of Talent Avenue would accommodate a full street grid and all public utilities with minimal constraints. A steep escarpment confines the narrow strip of Commercial land situated along Highway 99. These lands are partially built-out, with few additional utility and service needs. In-fill with future employment uses can be accommodated within the remaining vacant portions of these lands. A portion of the residential lands north of Talent Avenue have some development constraints. The existing development is situated on a narrow bench between the above-described escarpment and Talent Canal to the north and Talent Avenue to the south. These lands offer little in the way of in-fill redevelopment. The 12 – 15 acre portion situated immediately adjacent to the City and north of Talent Avenue, however, is of adequate topography and is minimally constrained, thereby having the ability to efficiently accommodate identified future needs. Despite having some constraints, TA-3 can generally accommodate identified urban land needs.
2. *Orderly and Economic Provision of Public Facilities and Services –* The western border of TA-3 is shared with the southeast Talent UGB boundary. Urban-level infrastructure can be extended into TA-3 in an orderly and economic fashion, once nearby and adjacent lands within the City UGB are fully developed. The predominantly moderate topography and existing pattern of development south of Talent Avenue would accommodate a full street grid and all public utilities with minimal constraints. A Rogue Valley Services sewer line is already situated along Highway 99, at the lowest elevations of TA-3.
3. *ESEE Consequences-* The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic-* The comparative economic consequence of including these lands is positive as it will supply the demand for future housing in an efficient manner to keep affordability in line with growth. Part of this subarea can also be used to accommodate some of Talent’s need for Employment land, contributing to the economic growth of the community.
 - b. *Social-* The geography of TA-3 is such that it already is perceived to be part of Talent. The existing development along the highway is located at the cities’ entrance from the south. By enabling the City to have jurisdictional authority over this area, the look and feel of development will be better able to reflect the social atmosphere of the City. The north-south ridge-line immediately southeast of this area and the steep hills immediately to the south are dominant physical

feature in the landscape that forms a natural convergence with Bear Creek at the southern extent of the area. Extending the City to the foothills to the southeast is consistent with the cities' small town atmosphere of being nestled between orchards and hills in the middle of the Bear Creek Valley.

The comparative social consequences are also expected to be positively correlated with positive economic consequences as it promotes affordable housing and employment land (jobs) to meet the future City demands

- c. *Environmental*- Two minor intermittent streams, a single small wetland feature, and only a few acres of steep slopes affect all of TA-3. There is ample room to buffer and protect from impacting these features. Conversion from a low density rural residential pattern to one of urban form will remove an area of open space immediately southeast of the City. However, nearby farm and forest lands are much larger in area and thus provide for substantially more open space. Accommodating demand for housing in an efficient urban pattern will have the affect of reducing pressures and related impacts on nearby surrounding resource lands - which will have the affect of helping preserve the larger and more significant areas of open space around the City. Urban wildfire interface standards should be implemented to mitigate against potential wildfire impacts to the upland forest environment. Adequate area is available to provide for fuelbreaks to address this issue. Environmental impacts overall are determined to be positive.
 - d. *Energy*- Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences. TA-3 shares its west boundary with the City UGB and lands within this area are at equal elevations with lands within the UGB. Sewer lines already extend through part of the area. Energy impacts are determined to be positive.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- There are only two nearby designated Agricultural lands. The closest is situated to the southwest, along the steep north-facing woodlands, directly southwest of the City. There are no identified farm uses occurring within this area. The other nearby agricultural area is situated to the north/northeast, across Highway 99 and Bear Creek. TA-3 is well buffered from the Agricultural lands to the north by both the highway and the riparian corridor of Bear Creek. The designated Forestry/Open Space lands situated south and southeast are not intensively managed as commercial forest land. They are predominantly low elevation hardwoods with brush and some pockets of pine and fir. Risk of wildfire hazard is the primary compatibility concern with the upland forest area. However, the risk could be minimized to a compatible extend as previously discussed. Urbanization of TA-3 is expected to have no adverse impacts on any nearby Agricultural or Forestry practices.

TA-4:

This study area has 22 acres comprised of eight parcels with three existing dwellings. The area is located at the edge of one of the regions significant Agricultural areas. Agricultural uses on the nearby large blocks of Agricultural Land to the southwest, west and northwest include orchards, vineyards, nurseries, and fruit waste treatment. The Agricultural Lands immediately adjacent to the west and north are not currently employed for Agricultural purposes.

The area is situated along Highway 99, at the City’s north entrance and just south of the southern extent of the pCiC community buffer between Phoenix and Talent. The entire site is flat and is situated in a “cradle” of transportation routes – a railway, a state highway, and a regional collector and the parcels are designated as Agricultural Land. The area is proposed to accommodate identified employment land needs for industrial uses that requiring rail and highway access.

Figure TA.7

TA-4 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 22	Reasonably Developable: 21	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan				100%		
Proposed Uses						100%

1. *Efficient Accommodation of Identified Land Needs-* The southern border of TA-4 is shared with the north boundary of Talent’s UGB, west of Highway 99. Public facilities necessary to develop the site for employment purposes are nearby. The area is flat and physically able to accommodate identified land needs in an efficient manner. As noted above, TA-4 is located at a transportation hub with many of the factors that make it good employment land. There are very few sites throughout the region, let alone around Talent that have the advantage of these factors. As such, projected employment land uses can be accommodated within TA-4 in an efficient manner.
2. *Orderly and Economic Provision of Public Facilities and Services –* Public facilities are located both adjacent to the south within the City and along the eastern border of this subarea, along Highway 99. The area is flat and easily accessed. Inclusion of this area creates a logical northerly extension of the City, consistent with a uniform urban configuration. Thus, all necessary public facilities and services can be provided in an orderly and economic fashion.
3. *ESEE Consequences-* The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic-* The comparative economic consequence of including these lands is positive as it will supply the demand for future employment land in an efficient manner. Twenty-six acres of employment land is a significant amount of area capable of generating substantial positive economic impacts for the City of Talent. Having adequate acreage combined with necessary amenities is advantageous to attracting significant employers. Attracting and accommodating even one significant employer in Talent can have a large positive impact on the City’s economy.
 - b. *Social-* Creation of jobs in basic sector industries will have obvious positive social consequences. A suitability determination of this area is based on a balance of social factors. This area is at the southern extension of the Phoenix – Talent pCiC recommended community buffer area. As a means of compensating for the lost community buffer area included within TA-4 and TA-5, the City will work with landowners to incorporate design elements along Highway 99 in the future development of this urban reserve and TA-5 that accentuate one of the primary functions of the community buffer, which is to highlight transitions between urban centers and rural lands. Inclusion of this site still provides for over one mile of buffer between the two cities. Because of the strong Agricultural

presence east, southeast, west, and southwest of the City, there are very few areas able to supply the need for employment land. This is one area capable of meeting some of that demand in an efficient and logical manner. In the balance this area can be used to create jobs while maintaining an adequate community buffer.

- c. *Environmental*- The comparative environmental consequences are expected to be positive. The site itself is flat with no identified physical constraints.
 - e. *Energy*- This areas position relative to the railway and the highway creates an advantage for potential future industrial operations. Having the ability to utilize these transportation networks to move large quantities of resources and products with relatively low energy inputs provides for a substantial energy benefit and resulting economic benefit. Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- Highway 99 borders the area to the east and the City lies to the south. Because this area is situated on the edge of a large and regionally significant Agricultural area dominated by orchard-lands, the impacts on said lands have been carefully considered. The immediately adjacent lands to the north and west are not being used for commercial agricultural production. However, lands beyond to the southwest, west and northwest are and have been used for intensive agricultural practices including but not limited to orchards, vineyards, nurseries and fruit waste treatment. The primary collector providing access to these nearby Agricultural lands is Colver Road, which runs along the site’s southern boundary.

Not only will this area have minimal impacts on the fore-mentioned agricultural lands and associated activities, it has strong potential to support them. Industrial employment lands are typically compatible with industrial level agricultural practices. Both categories of uses generally have intensive activities that result in strong smells, high levels of noise, and heavy freight traffic that may otherwise be obtrusive to residential areas. Because of the areas proximity to Agricultural lands and transportation routes, including the rail – the site will be able to cater to the Agricultural industry and support them with related value adding employment uses such as storage and processing facilities.

TA-5: This 27.5-acre site is nestled between Highway 99, the current City boundary, and the Phoenix Canal. The area is flat and is completely comprised of designated Rural Residential property. Situated at the front of this area, with direct access from Highway 99, are two commercial / institutional uses being a fire station and a warehouse owned by Associated Fruit. There are also three homes and related accessory structures situated to the rear (northeast portion) of the area. Access to these homes is off Suncrest Road, lying adjacent to the southeast.

Figure TA.8

TA-5 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 28	Reasonably Developable: 26	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		100%				
Proposed Uses		43%			8%	49%

1. *Efficient Accommodation of Identified Land Needs-* The southern border of TA-5 is shared with the north boundary of Talent's UGB, east of Highway 99. Public facilities necessary to develop the site for employment purposes are nearby. The area is flat and physically very able to accommodate identified land needs in an efficient manner.
2. *Orderly and Economic Provision of Public Facilities and Services –* Public facilities are located both adjacent to the south within the City and along the western border of this subarea, along Highway 99. The area is flat and easily accessed. Inclusion of this area creates a logical northerly extension of the City, consistent with a uniform urban configuration. Thus, all necessary public facilities and services can be provided in an orderly and economic fashion.

TA-5 is situated in a manner that can efficiently accommodate a by-pass or re-routing of Suncrest Road to eliminate the need for freight traffic to travel through residential areas. Whether part of TA-5 is used as a by-pass to increase efficiencies of freight movement or whether it is completely developed at urban levels, it is capable of doing so in an orderly and efficient manner.

3. *ESEE Consequences-* The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic-* The comparative economic consequence of including these lands is positive as it will supply the demand for future employment and residential needs land in an efficient manner. It also has the potential to assist with Agricultural-related freight traffic, benefiting the region's agricultural economy.
 - b. *Social-* Creation of jobs in basic sector industries will have obvious positive social consequences. A suitability determination of this area is based on a balance of social factors. This area is at the southern extension of the Phoenix – Talent pCiC recommended community buffer area. Inclusion of this site still provides for over one mile of buffer between the two cities. Because of the strong Agricultural presence east, southeast, west, and southwest of the City, there are very few areas able to supply the need for employment land. This is one area capable of meeting some of that demand in an efficient and logical manner. In the balance this area can be used to create jobs while maintaining an adequate community buffer.
 - c. *Environmental-* The comparative environmental consequences are expected to be positive. The site itself is flat with very few identified physical constraints. The riparian corridor of nearby Bear Creek will be unaffected by inclusion of this area. The Phoenix canal and existing vegetation, situated on lands immediately beyond TA-5 adequately buffer the site from the creek corridor
 - d. *Energy-* This areas position relative to the highway and immediate access to the Agricultural lands both east of Interstate 5 and to the west of the City creates an advantage for potential future industrial operations. Having the ability to utilize these transportation networks to move large quantities of resources and products with relatively low energy inputs provides for a substantial energy benefit and resulting economic benefit. Accommodating urban growth in close proximity to existing boundaries is also considered to have positive energy consequences.

4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-*

There are no nearby Forest Lands or Forest activities. The only Agricultural activities occurring nearby are on Bear Creek Orchard lands situated northeast of this area. Bear Creek Orchards currently owns and manages land across the Phoenix canal as an orchard. The canal itself provides for a significant buffer between TA-5 and these nearby lands. Further, there is an existing strip of vegetation separating the two areas. TA-5 also has adequate area to incorporate additional buffers between future urban uses and these nearby lands, should they be needed.

5. PRIORITIZATION OF SUITABLE LANDS

Once suitable lands were identified through the above Goal 14 analysis, these remaining lands were sorted according to the priorities found in the Division 21 Urban Reserve Rule. The priorities are set by OAR 660-0021-0003, as described under Chapter 5 Urban Reserves Overview. An excerpt of the priority scheme is as follows:

- (3) *Land found suitable for an urban reserve may be included within an urban reserve only according to the following priorities:*
- (a) *First priority goes to land adjacent to, or nearby, an urban growth boundary and identified in an acknowledged comprehensive plan as an exception area or nonresource land. First priority may include resource land that is completely surrounded by exception areas unless these are high value crop areas as defined in Goal 8 or prime or unique agricultural lands as defined by the United States Department of Agriculture;*
 - (b) *If land of higher priority is inadequate to accommodate the amount of land estimated in section (1) of this rule, second priority goes to land designated as marginal land pursuant to former ORS 197.247 (1991 edition);*
 - (c) *If land of higher priority is inadequate to accommodate the amount of land estimated in section (1) of this rule, third priority goes to land designated in an acknowledged comprehensive plan for agriculture or forestry, or both. Higher priority shall be given to land of lower capability as measured by the capability classification system or by cubic foot site class, whichever is appropriate for the current use.*
- (4) *Land of lower priority under section (3) of this rule may be included if land of higher priority is found to be inadequate to accommodate the amount of land estimated in section (1) of this rule for one or more of the following reasons:*
- (a) *Future urban services could not reasonably be provided to the higher priority area due to topographical or other physical constraints; or*
 - (b) *Maximum efficiency of land uses within a proposed urban reserve requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.*

The following tables summarize the results of the Priority analysis of the suitable lands inventory for the City of Talent. The tables identify the amount of suitable lands by priority type able to accommodate future urban supply. The column headings are explained here:

<Lots> includes the number of tax lots within the given category.

<Acres> provides the gross acres of the lots, minus existing right-of-way.

<Dwellings> identifies the number of dwellings already occupying the given set of properties.

<**Natural Constraints**> calculates the net acres severely constrained by steep slopes over 22 percent, intact and weak vernal pools, floodway, wetlands, and stream corridors.

<**Built**> is the total acreage dedicated to existing dwellings or other substantial improvement.

<**Suitable & Developable**> refers to the amount of reasonably developable land within the inventory once built areas and naturally constrained acres have been subtracted from the gross acres.

<**Remaining Deficiency**> indicates whether suitable lands within the given priority sufficiently meet the projected need. The following tables are placed in the order which they were analyzed consistent with the Urban Reserve Rule, and are intended to illustrate the „running total“ of land deficiency within each priority level.

Atlas Map 77 (Suitable Lands by Priority –Talent) identifies the location of suitable lots by priority. The following tables are placed in the order which they were analyzed consistent with the Urban Reserve Rule, and are intended to illustrate the „running total“ of land deficiency within each priority level

5.1. Priority (a) – Exception and Non-Resource Lands

The County’s Comprehensive Plan map was used to identify exception and non-resource lands, which include all those lands designated for Commercial, Industrial, Limited Use, Aggregate Removal, Rural Residential, and Urban Residential. Exception or non-resource lands adjacent (abutting) or near (wholly or partly within one-quarter mile of the existing growth boundary are designated for this review as “(a)1” sites. Exception and Non-Resource lands found to be suitable but not part of a contiguous block with other exception or non-resource lands that abut or are nearby the existing urban growth boundary are designated as “(a)2” sites

Figure TA.9

Priority (a)1 Lands Results							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Calculated Need	Remaining Deficiency
(a)1	41	73	12	5	58	247	(189)

Figure TA.10

Priority (a)2 Lands Results							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(a)2	0	0	0	0	0	189	(189)

Because there is an inadequate supply of suitable Priority (a) Lands, as shown in the above table, the Priority Lands Rule requires the study to extend to Marginal Lands for examination of potential supply. Therefore, the analysis must proceed to evaluate second priority lands

5.2. Priority (b) – Marginal Lands Results

OAR 660-21-0030(3)(b) states that if Priority (a) Lands are inadequate to accommodate the amount of land needed, second priority goes to Priority (b) Marginal Lands pursuant to former ORS 197.247(1991 edition). Jackson County is not a Marginal Lands county pursuant to ORS 197.247. Therefore Second Priority Lands – Marginal Lands are not applicable. Priority (c), Resource Lands, must be examined for ability to provide for 268 acres.

5.3. Priority (c) - Resource Lands

As found in the Priority (a) Exception Lands Results Table, and since Jackson County does not contain marginal lands pursuant to ORS 197.247, Talent is deficient 268 acres after all Priority (a) and (b) lands have been considered. Therefore Priority (a) lands are concluded to be inadequate for meeting the documented need and the analysis continues with an evaluation of Priority (c), Resource Lands.

Figure TA.11 Talent Suitable Lands Inventory of Priority (c)1 Resource Lands:

Priority (c)1 Lands Results							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)1	1	19	0	1	18	189	(171)

Because there is an inadequate supply of suitable Priority (c)1 Lands, as demonstrated in the above table, the Priority Lands Rule requires the study to extend to Priority 3b Resource Lands for examination of potential supply.

Figure TA.12

Priority (c)2 Lands Results							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)2	8	59	1	10	48	171	(123)

Because there is an inadequate supply of suitable Priority (c)2 Lands, as demonstrated in the above table, the Priority Lands Rule requires the study to extend to Priority 3c Resource Lands for examination of potential supply.

Figure TA.13

Priority (c)3 Lands Results							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)3	13	71	2	3	76	123	(47)

After inclusion of the Priority (c)3 lands, there still exists a supply deficiency of 47 acres as compared to the estimated land needed to accommodate growth over the 50 year planning horizon of this Plan.

Figure TA.14

TALENT SUITABLE LANDS BY PRIORITY			
Priority	Gross Acres	Reasonably Developable	Percent of Total
(a)1	73	58	33%
(c)1	19	18	9%
(c)2	59	48	27%
(c)3	71	76	32%
Subtotal	222	200	100%

6. TALENT URBAN RESERVE CONCLUSIONS

The table in Figure TA.15 reiterates the projected needs by land-use type for City of Talent over the designated planning period.

Figure TA.15

TALENT URBAN RESERVE LAND DEMAND SUMMARY							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	4,572	267	1,652	173			440
Planned Inside UGB	1,548	104	1,080	91			196
Urban Reserve Land Demand	3,024	163	572	82	3	-	247

The following table summarizes the supply of land within each urban reserve designated for the City of Talent.

Figure TA.16

SUMMARY OF SUITABLE LANDS						
Fine Study Area	Lots	Existing Dwellings	Gross Acres	Physically Constrained	Built	Generally Unconstrained
TA-1	1	1	43	0	0	43
TA-2	1	0	6	0	1	6
TA-3	36	29	124	10	10	104
TA-4	6	1	22	0	1	21
TA-5	8	6	28	0	1	26
Totals	52	37	223	10	13	200

The overall Talent results yield a deficit in suitable urban reserve land supply of approximately 47 acres. The base populations and needs determinations are based upon several factors and layers of assumptions including: a county-adopted 2005 Population Element; City of Talent buildable lands analysis, projected densities, a forecasted growth rate, and target future time period. All these factors are reasonable, based on best available information and are extrapolated using sound methodologies.

Exhibit C

Appendix A. Buildable Lands Inventory

This appendix was developed by City of Talent staff, in coordination with ECONorthwest staff.

The buildable lands inventory is intended to identify commercial and industrial lands that are available for development for employment uses within the Talent Urban Growth Boundary (UGB). The inventory is sometimes characterized as *supply* of land to accommodate anticipated employment growth. Population and employment growth drive *demand* for land. The amount of land needed depends on the type of development and other factors.

This chapter presents results of the commercial and industrial buildable lands inventory for the City of Talent. The results are based on analysis of GIS data provided by City staff and reviewed by ECONorthwest. The remainder of this chapter summarizes key findings of the draft buildable lands inventory. This chapter includes tabular summaries and narrative descriptions. The results also include maps that are available from the City's Community Development Department.

Methodology

The general structure of the buildable land (supply) analysis is based on the methods used for the residential buildable lands inventory included with the *Talent Residential Lands Study*. The buildable lands inventory uses methods and definitions that are consistent with OAR 660-009 and OAR 660-024. The steps in the inventory were:

- Generate employment “land base.” This involved “clipping” all of the tax lots in the Talent UGB with the comprehensive plan layer. The GIS function was followed by a quality assurance step to review the output and validate that the resulting dataset accurately represents all lands designated for employment use in the Talent UGB.
- Classify lands. Each tax lot was classified into one of the following categories:
 - Vacant land
 - Partially vacant land
 - Undevelopable/Constrained land
 - Developed land
- Identify constraints. The City identifies areas in steep slopes (over 15%), floodways, riparian areas, wetlands and their associated 50-foot setbacks identified in the Talent Wetlands Inventory map adopted in 1998. These areas are deducted from lands that were identified as vacant or partially vacant. To estimate the constrained area within each tax lot, all constraints listed above were merged into a single constraint file, which was overlaid on tax lots.
- Evaluate redevelopment potential. According to statewide planning rules, redevelopable land is land on which development has already occurred, but on which, due to present

or expected market forces, there is potential that existing development will be converted to more intensive uses during the planning period. Lands determined to be redevelopable have been categorized as “Partially Vacant” for the purpose of this analysis.

- Tabulation and mapping. The results are presented in tabular and map format with accompanying narrative. The maps include lands by classification and maps of vacant and partially vacant lands with constraints.

Definitions

The first step in the buildable inventory was to develop working definitions and assumptions. City staff began the buildable lands analysis with a tax lot database obtained from Jackson County GIS. The tax lot database was current as of February 2016. The inventory builds from the tax lot-level database to estimates of buildable land by plan designation.

A key step in the buildable lands inventory was to classify each tax lot into a set of mutually exclusive categories. Consistent with applicable administrative rules, all tax lots in the UGB are classified into one of the following categories:

- *Vacant land.* Tax lots that have no structures or have buildings with very little value. For the purpose of this inventory, employment lands with improvement values of \$10,000 and under are considered vacant.
- *Partially vacant land.* Partially vacant tax lots are those occupied by a use, but which contain enough land to be further subdivided without need of rezoning. This determination was made through review of aerial imagery. The developed areas (building + parking) were subtracted from the total lot size to calculate remaining vacant area in the analysis. Building footprints were multiplied by 1.5 to account for parking requirements on commercial and industrial sites.
- *Undevelopable land.* Land that has no access or potential access, land that is already committed to other uses by policy, or tax lots that are more than 90% constrained. The majority of undevelopable land identified in the inventory is located in the active beach zone within the UGB.
- *Developed land.* Land that is developed at densities consistent with zoning with improvements that make it unlikely to redevelop during the analysis period. Lands not classified as vacant, partially vacant, or undevelopable are considered developed.

City staff initially classified land using a rule-based methodology. Staff then generated maps that showed the results of the application of those rules, with some adjustments made through a validation step based on review of aerial imagery and site surveys.

Development constraints

Based on the Division 9 rule, City staff deducted the following constraints from the employment lands inventory.

- *Land within natural resource protection areas.* The Talent Wetlands Inventory map was used to identify areas within wetlands. A 50-foot buffer was added to riparian and wetland constraints, consistent with Talent Zoning Code 8-3H.2 – Designation of Wetland and Riparian Setback Areas.
- *Land with slopes over 15%.* Lands with slopes over 15% are considered unsuitable for commercial and industrial development.
- *Lands within floodplains.* Lands falling within the 100 and 500-year floodplain were not deducted from the buildable lands inventory, Talent Development Code allows for development in floodplains contingent upon meeting specific conditions.
- *Land that is service constrained.* Areas east of Interstate 5 do not currently have access to water and sewer service. Therefore, it has been deducted from readily buildable lands.

Land base

Table 14 shows acres within the Talent UGB and city limits as of March 2016. According to the City GIS data, Talent has about 968 acres in 2,091 tax lots within its UGB. The UGB includes an area on the east side of Interstate 5 that is constrained by the lack and cost of infrastructure expansion. Talent has about 851 acres within its City Limits. Additionally, the City has about 271 acres between the City Limits and Urban Growth Boundary.

Table 17. Acres in Talent UGB and City Limit, 2016

Area	Tax Lots	Total	Acres in
		Acres	Tax Lots
City Limits	2,028	851	733
Urban Growth Boundary	63	271	235
Total	2,091	1,122	968

Source: City of Talent GIS data & analysis.

Note: Table includes all areas within the UGB, including waterways, roads and the Siskiyou rail line.

Table 14 summarizes all land in the Talent UGB. The next step was to identify the employment land base (e.g., lands with plan designations that allow employment). The land base includes traditional employment designations—Commercial and Industrial). Public lands were excluded from analysis, as most are fully developed and overwhelmingly zoned for non-employment use.

Table 15 shows that about 222 acres within the Talent UGB are included in the employment land base. Thus, about 20% of all land within the Talent UGB falls within the employment land base category. The land base includes all land in tax lots that have any portion in an employment plan designation.

Table 18. Lands designated for employment uses, Talent UGB, 2016

Area	Value
Talent UGB	
Number of Tax Lots	2,091
Acres in UGB	1,122
Talent Employment Land	
Tax Lots in Employment Designations	222
Acres in Land Base in Employment Designations	222

Source: City of Talent GIS data & analysis.
 Note: Of the 222 acres in Land Base employment designations, 182 are Commercial, and 40 are Industrial.

The third step in the inventory was to classify lands into mutually-exclusive categories that relate to their development status. The categories include:

- Vacant land
- Partially vacant land
- Developed land
- Unbuildable land

ECONorthwest used the rules described in the prior section to perform a preliminary classification. The next step was to show the results in map form overlaid on a 2015 aerial photo to help validate the classifications. After reviewing the aerial imagery and map overlay, City staff conducted limited site visits to confirm the classifications.

Table 16 shows all employment land in the Talent UGB by classification and plan designation. The results show that of the 222 acres in the UGB, about 121 acres are in classifications with no development capacity, and the remaining 101 acres have development capacity.

Analysis by plan designation shows that about 82% (182 acres) of the employment land in the Talent UGB is designated Commercial, and 18% (40 acres) are designated Industrial.

Table 19. Employment acres by classification and plan designation, Talent UGB, 2016

Classification	Commercial		Industrial		Total	
	Tax Lots	Total Acres	Tax Lots	Total Acres	Tax Lots	Total Acres
Developed	121	73.62	6	6.90	127	80.52
Unbuildable / Constrained	25	36.68	1	3.54	26	40.22
Partially Constrained*	19	17.07	1	3.54	20	20.61
Completely Constrained	6	19.61	0	0.00	6	19.61
Vacant	42	21.97	3	17.00	45	38.97
Partially Vacant	42	49.56	2	12.52	44	62.08
Total	211	181.83	11	39.96	222	221.79
Percentage of Total	95%	82%	5%	18%	100%	100%

Source: City of Talent GIS data & analysis.

Note: Lots with 90% or greater constraint coverage are considered *Completely Constrained* for the purpose of this analysis. If a lot is only partially constrained, the unconstrained portion is tallied and added to appropriate "Developed, Partially Vacant, or Vacant" categories.

Table 17 shows employment acres by classification and constraint status for the Talent UGB in 2016. Analysis by constraint status (the table columns) shows that about 93 acres are classified as built or committed (e.g., unavailable for development), 60 acres were classified as constrained, and 89 were classified as vacant and suitable for employment uses.

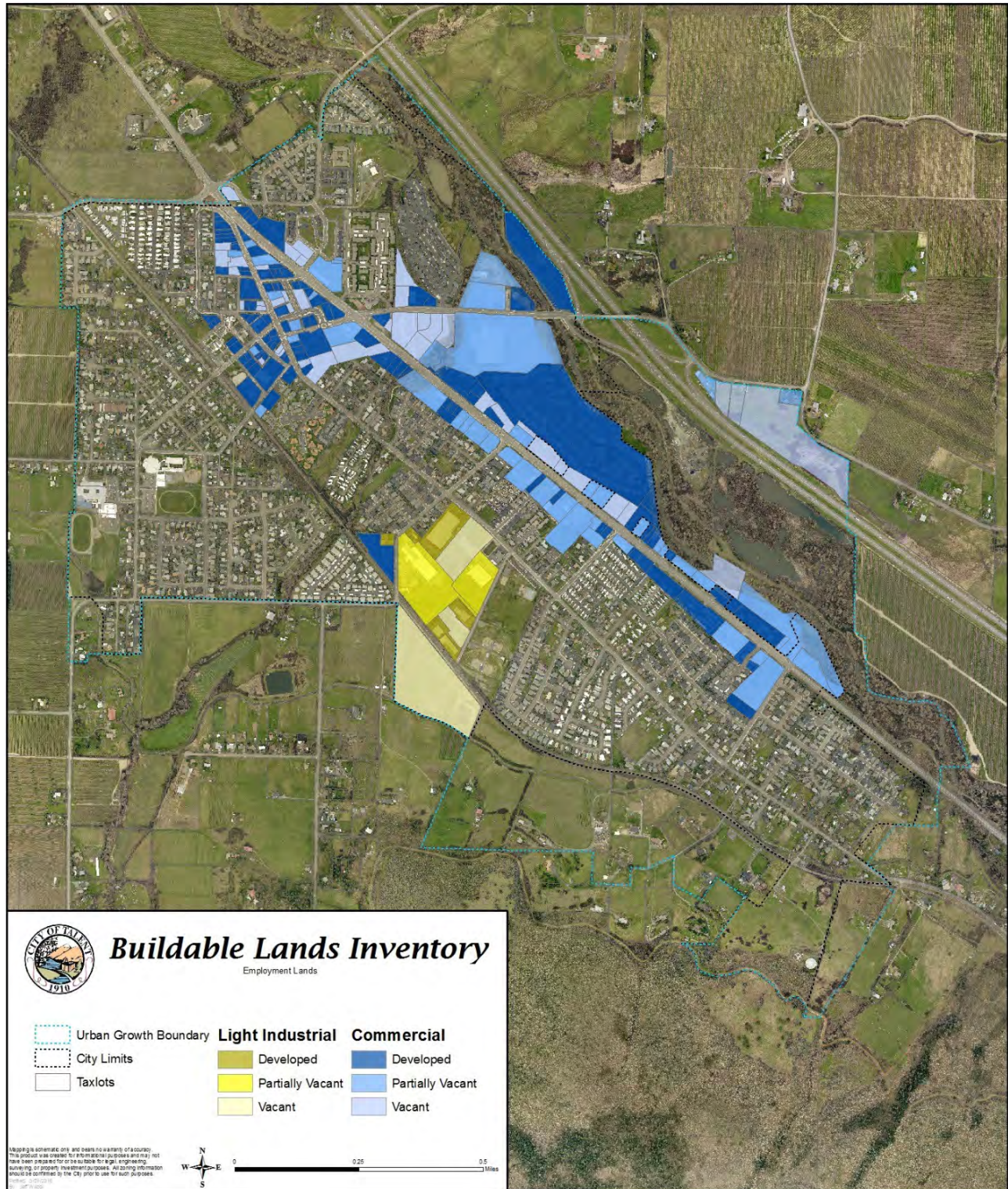
Table 20. Employment acres by classification, Talent UGB, 2016

Classification	Tax Lots	Total Acres	Land Not Suitable for New Employment		Land Suitable for New Employment
			Developed Acres	Constrained Acres	Suitable Acres
Land with No Development Capacity					
Developed	127	85.08	80.52	4.56	0.00
Unbuildable			0.00	19.62	0.00
Subtotal	127	85.08	80.52	24.18	0.00
Land with Development Capacity					
Vacant	48	60.80	0.00	21.82	38.98
Partially Vacant	47	75.91	12.40	13.83	49.68
Subtotal	95	136.71	12.40	35.65	88.66
Total	222	221.79	92.92	59.83	88.66

Source: City of Talent data & analysis.

Map 2 shows commercial and industrial land in Talent by development status.

Map 2. Map of employment land by classification, Talent UGB, 2016



Vacant buildable land

The next step in the commercial and industrial buildable land inventory was to net out portions of vacant tax lots that are unsuitable for development. Areas unsuitable for development fall into three categories: (1) developed areas of partially vacant tax lots, (2) areas with service constraints (5 tax lots within the UGB east of I-5 have no access to infrastructure such as water and sewer), (3) areas with physical constraints (areas with wetlands, floodways, riparian setback areas and steep slopes).

Table 18 shows land with development capacity (e.g., lands classified as vacant or partially vacant) by constraint status. The data show that partially vacant tax lots contain approximately 12 fully developed acres. An additional 36 acres have development constraints that are unsuitable for employment uses, leaving about 89 vacant suitable employment acres within the UGB.

Table 21. Employment land with development capacity (Vacant, Partially Vacant) by constraint status, Talent UGB, 2016

Plan Designation / Classification	Tax Lots	Total Acres in Tax Lots	Developed Acres	Constrained Acres	Suitable Acres
Commercial					
Vacant	45	40.26	0.00	18.28	21.98
Partially Vacant	45	63.39	9.07	13.83	40.49
Subtotal	90	103.65	9.07	32.11	62.47
Industrial					
Vacant	3	20.54	0.00	3.54	17.00
Partially Vacant	2	12.52	3.33	0.00	9.19
Subtotal	5	33.06	3.33	3.54	26.19
TOTAL	95	136.71	12.40	35.65	88.66

Source: City of Talent GIS data & analysis.

Map 3 shows commercial and industrial land in Talent by development status with development constraints.

Map 3. Map of employment land by classification with development constraints, Talent UGB, 2016

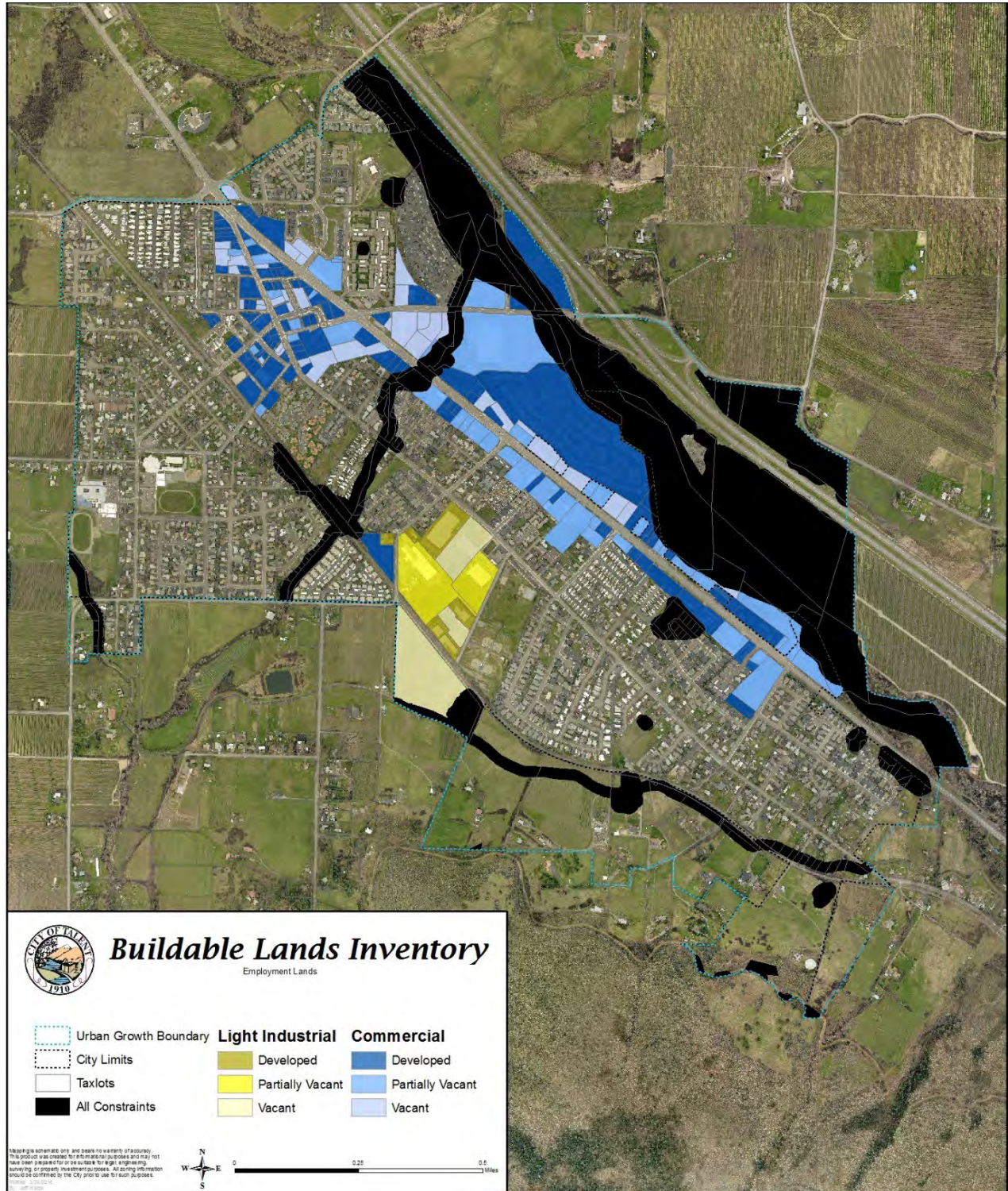


Table 20 shows the size of lots by plan designations for suitable employment land. Talent has 80 lots that are smaller than 2 acres (with 44 acres of land). Talent has 8 lots between 2 and 10 acres (33 acres of land), one lot between 10 and 20 acres in size (11 acres of land), and zero lots 20 acres and larger.

Table 22. Lot size by plan designation, suitable acres, Talent UGB, 2016

Suitable Acres in Tax Lot (vacant, partially)							
Plan Designation	<1	1 - 1.99	2 - 4.99	5 - 9.99	10 -19.99	20 - 49.99	Total
Acres							
Commercial	23.41	19.33	11.10	8.63	0.00	0.00	62.47
Industrial	0.00	1.53	7.17	6.39	11.10	0.00	26.19
Subtotal	23.41	20.86	18.27	15.02	11.10	0.00	88.66
Tax Lots							
Commercial*	65	14	4	1	0	0	84
Industrial	0	1	2	1	1	0	5
Subtotal	65	15	6	2	1	0	89

Source: City of Talent GIS data & analysis.

Note: 6 Commercial tax lots were removed from this count due to being >90% constrained and therefore unsuitable for development.

The data in Table 20 suggest that Talent has a deficiency of larger commercial sites. Talent has no commercial sites over 20 acres, 1 site between 10 and 20 acres and two sites between 5 and 10 acres (with a total of 15 acres). The one large industrial parcel the City does have, while adjacent to rail, is not in a location suitable for industrial use and is serviced by an underdeveloped collector street. Some of this deficiency could potentially be addressed through redevelopment or partition of parcels that are being underused.

Redevelopment potential

For the purposes of the updating the Buildable Lands Inventory “redevelopable lands” were not included as net buildable area. As in most circumstances “redevelopment” functions to merely replace one structure with a new one satisfying the same use and as such does not represent new development capacity. Properties that could have been considered “redevelopable” under the State definition that otherwise had further development potential were included instead in the “partially vacant” category in order to capture that net buildable land area.

Industrial zoned or used properties including Talent Irrigation District, MicroTrains and Fabricated Glass, as well as the Brammo site and the former Talent Truck Stop site, zoned commercially, were included as “partially vacant” for this reason. All of these parcels could either be partitioned to allow new buildings, or in the case of the Irrigation District and the former truck stop, could be completely removed and redeveloped.

Exhibit D

Residential Buildable Land Inventory Results

Table A-1 shows residential land in Talent by classification (development status). The results show that Talent has 541 total acres in residential Plan Designations. By classification, about 62% of the land is developed, 24% is partially vacant, 9% is vacant, 4% is public and 1% is undevelopable. About 25% of residential land is in the residential high density designation (RH); 13% in residential manufactured home designations (RM) and 63% in residential low density designations (RL).

Table A-1. Residential Land by Classification, Talent UGB, 2016

Development Status	Plan Designation					
	Inside Talent city limits			Outside of city limits, within urbanizing area		Percent of Total
	Residential Low Density (RL)	Residential Manufactured Home (RM)	Residential High Density (RH)	Residential Low Density (RL)	Total	
Developed	168	61	106	2	337	62%
Partially vacant	27	4	7	94	132	24%
Vacant	33	3	9	1	46	9%
Public	7	0	11	4	22	4%
Undevelopable	2	1	0	1	4	1%
Total	237	69	133	102	541	100%
Percent of Total	44%	13%	25%	19%	100%	

Source: City of Talent analysis of Jackson County GIS data

Table A-2 shows land in all residential Plan Designations by development and constraint status. Talent has 541 acres in 1,797 tax lots in residential Plan Designations. About 65% of total residential land (352 acres) is built, 12% (65 acres) is constrained, and 23% (124 acres) is buildable.

Table A-2. Residential Land by Comprehensive Plan Designation, Talent UGB, 2016

Plan Designation	Tax Lots	Total Acres	Built Acres	Constrained Acres	Buildable Acres
RL-City Limits	987	237	176	23	38
RL-Urban Growth Boundary	28	101	5	29	67
RM	203	69	63	1	5
RH	579	133	108	12	13
Total	1,797	541	352	65	124
Percent of Total		100%	65%	12%	23%

Source: City of Talent analysis of Jackson County GIS data

Note: Lots identified as undevelopable or publicly owned were not included in "total acres".

Table A-3 shows buildable acres (e.g., acres in tax lots after constraints are deducted) for vacant and partially vacant land by Plan Designation. The results show that Talent has about 124 buildable residential acres. Of this, about 28% are in tax lots classified as vacant, and 72% are in tax lots classified as partially vacant. Over half of all buildable residential land (69 acres) is in the residential low density Plan Designation and currently outside city limits. Thirty-one percent of the remaining buildable land is within the residential low density Plan Designation within city limits. Residential manufactured home and high density land is sparse, together comprising only 14% of total remaining buildable lands.

Table A-3. Buildable acres in vacant and partially vacant tax lots by Plan Designation, Talent UGB, 2016

Development Status	Plan Designation				Percent of	
	RL-CL	RM	RH	RL-UGB	Total	Total
Partially vacant	16	2	3	68	89	72%
Vacant	22	3	9	1	35	28%
Total	38	5	12	69	124	100%
Percent of Total	31%	4%	10%	56%	100%	

Source: City of Talent analysis of Jackson County GIS data

Note: RL-CL is Residential Low Density in the city limits and RL-UGB is Residential Low in outside the city limits within the UGB.

Map A-5 shows slopes for land within the Talent UGB. Most of the land in Talent is relatively flat, with a slope of less than 5%. The exception is the Railroad District, which is in the southern part of Talent. Most of the land in the Railroad District is within the UGB but outside of the city limits. Slopes in this area vary from 0 to 5% slope to areas with a slope of 25% or more. Map A-3 and Map A-4 show that most of Talent’s vacant and partially vacant residential land is in the Railroad District.

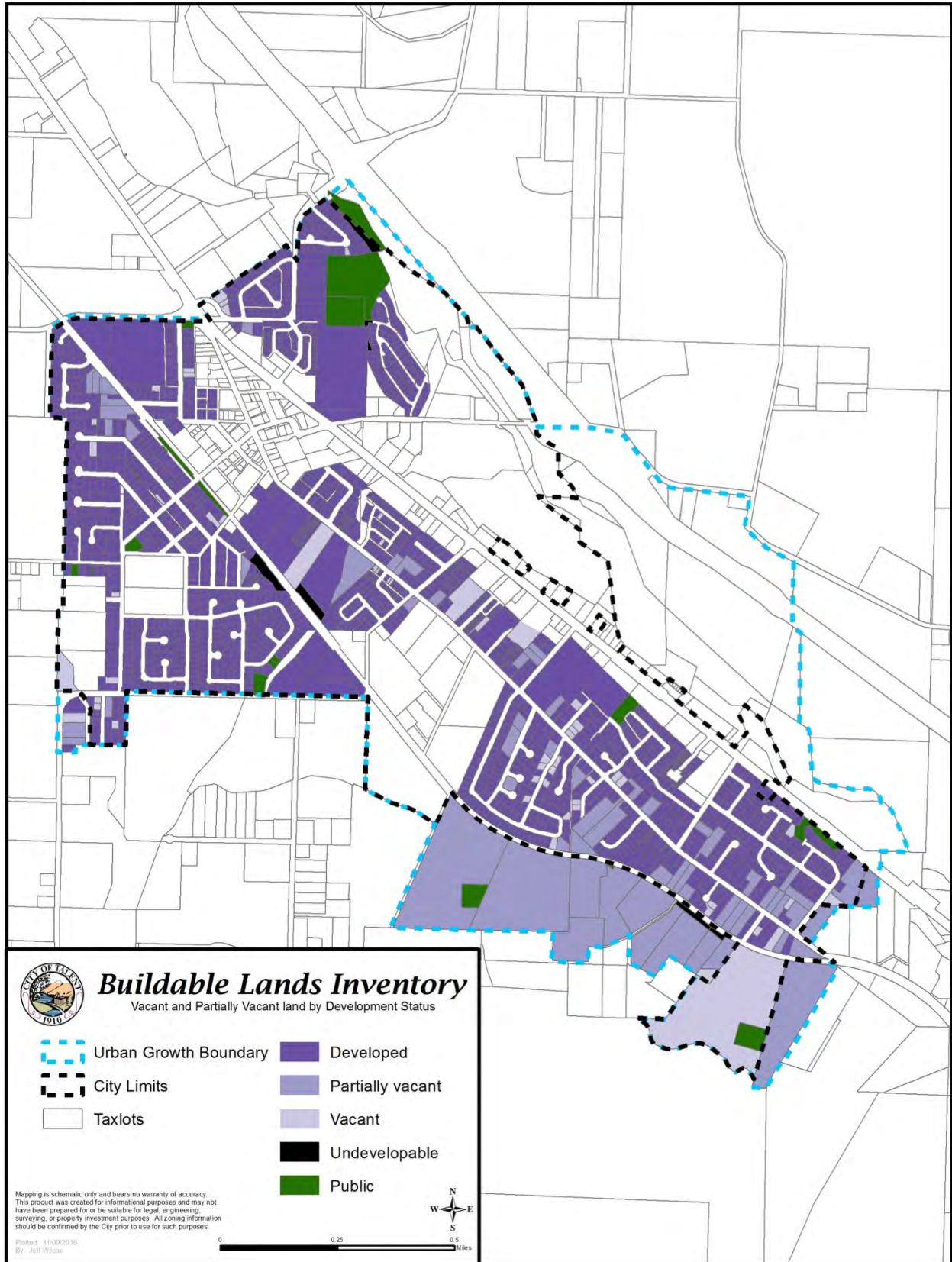
Table A-4 shows the vacant and partially vacant buildable land in the Railroad District by slope class and by Plan Designation. Nearly 7 acres of land in this area is on land with a slope of 5% or less, 27 acres on land with a slope of 5 to 10%, and 51 acres on land with a slope of 10 to 25%. Land with slopes greater than 25% are considered constrained and unbuildable, consistent with the assumptions in the buildable lands inventory.

Table A-4. Buildable acres by Plan Designation and slope, Railroad District in Talent UGB, 2016

	Vacant and Partially Vacant Residential Land by		
	0-5% slope	5-10% slope	10-25% slope
Within City Limits			
RL-CL, zoned RS-5	1	5	11
Within UGB			
RL-UGB	5	22	40
Total	7	27	51

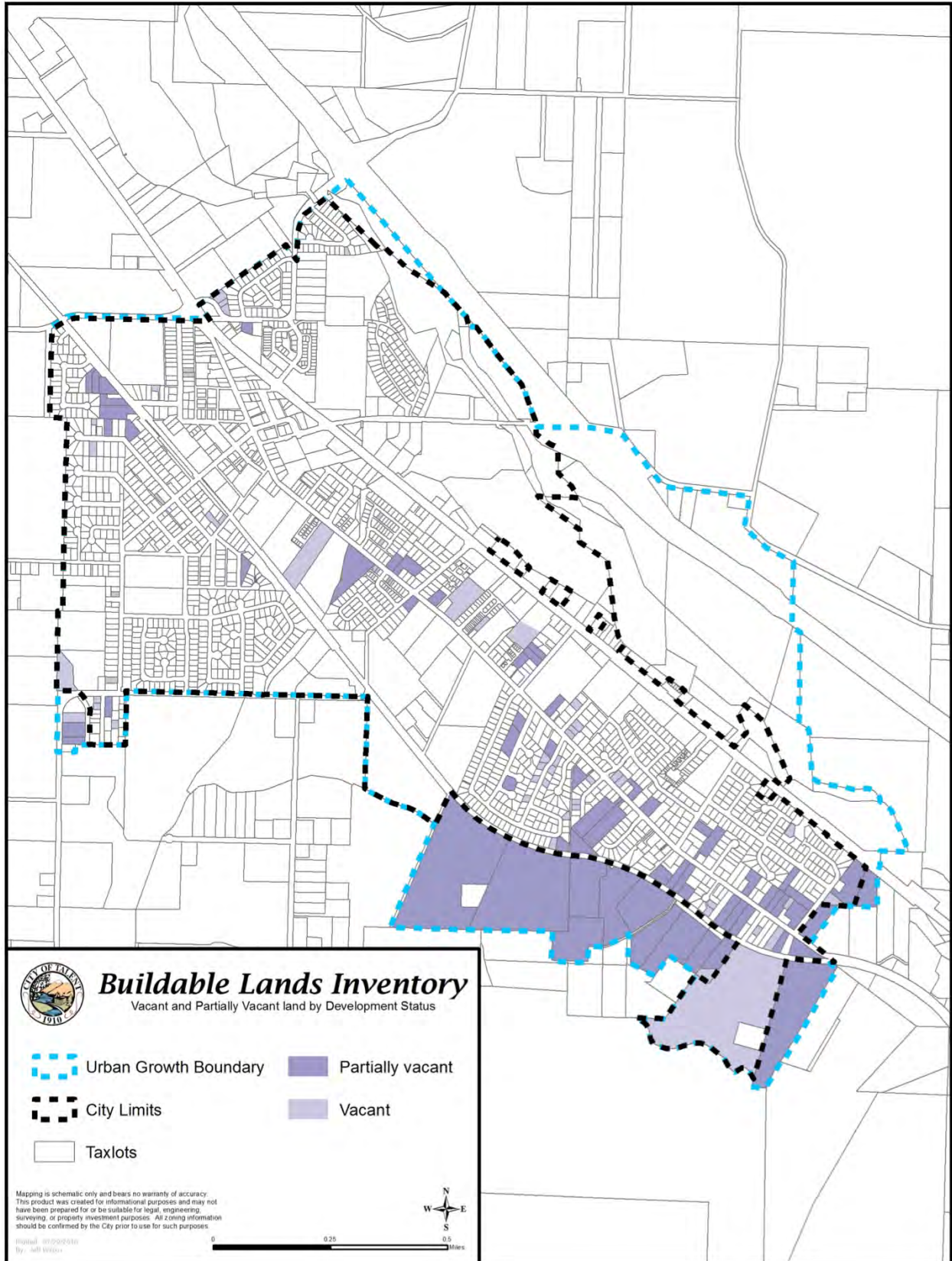
Source: City of Talent analysis of Jackson County GIS data
 Note: RL-CL is Residential Low Density in the city limits and RL-UGB is Residential Low in outside the city limits within the UGB.

Map A-2: Residential land by development status, Talent UGB, 2016



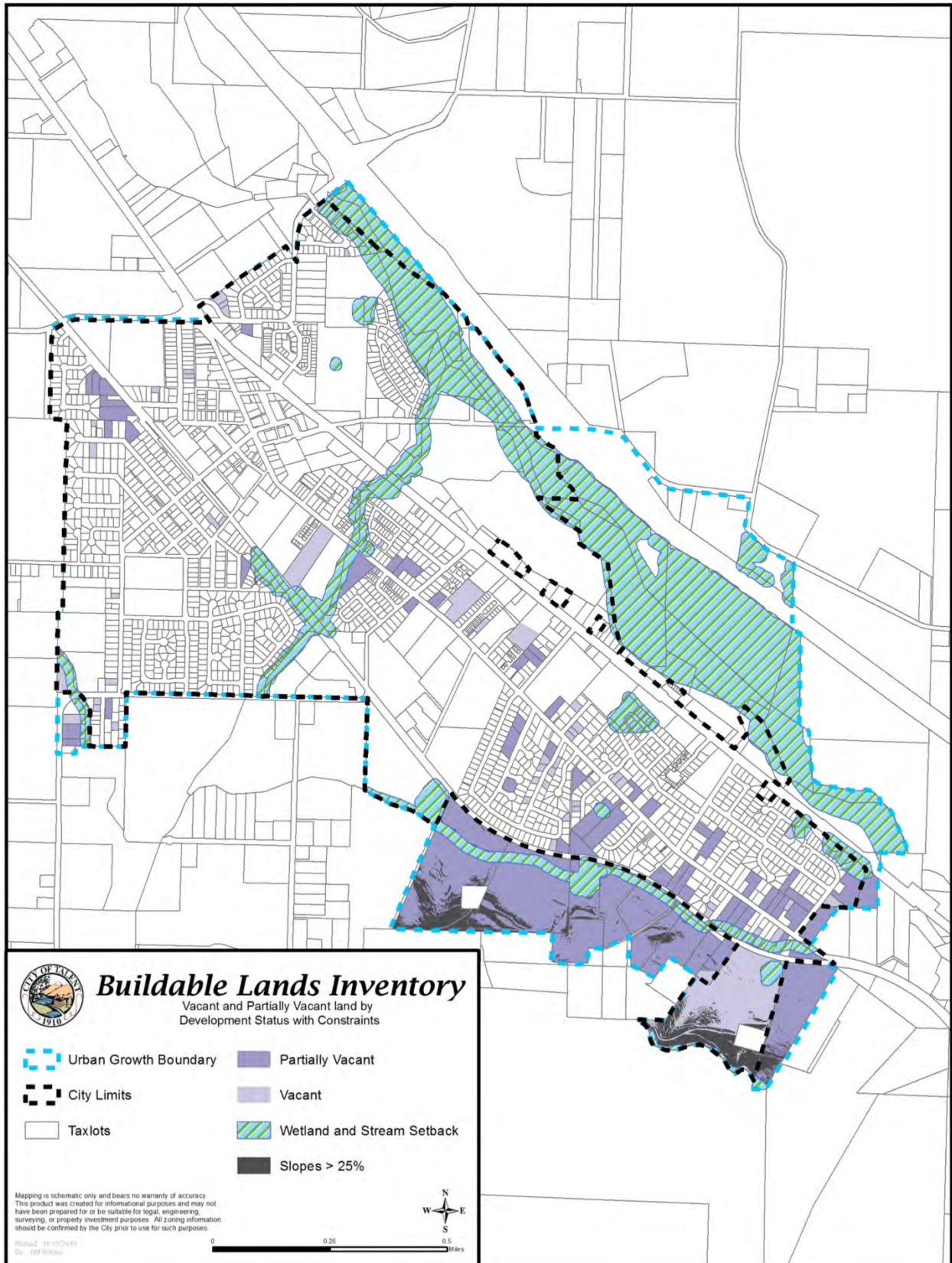
Source: City of Talent analysis of Jackson County GIS data

Map A-3: Vacant and partially vacant residential land, Talent UGB, 2016



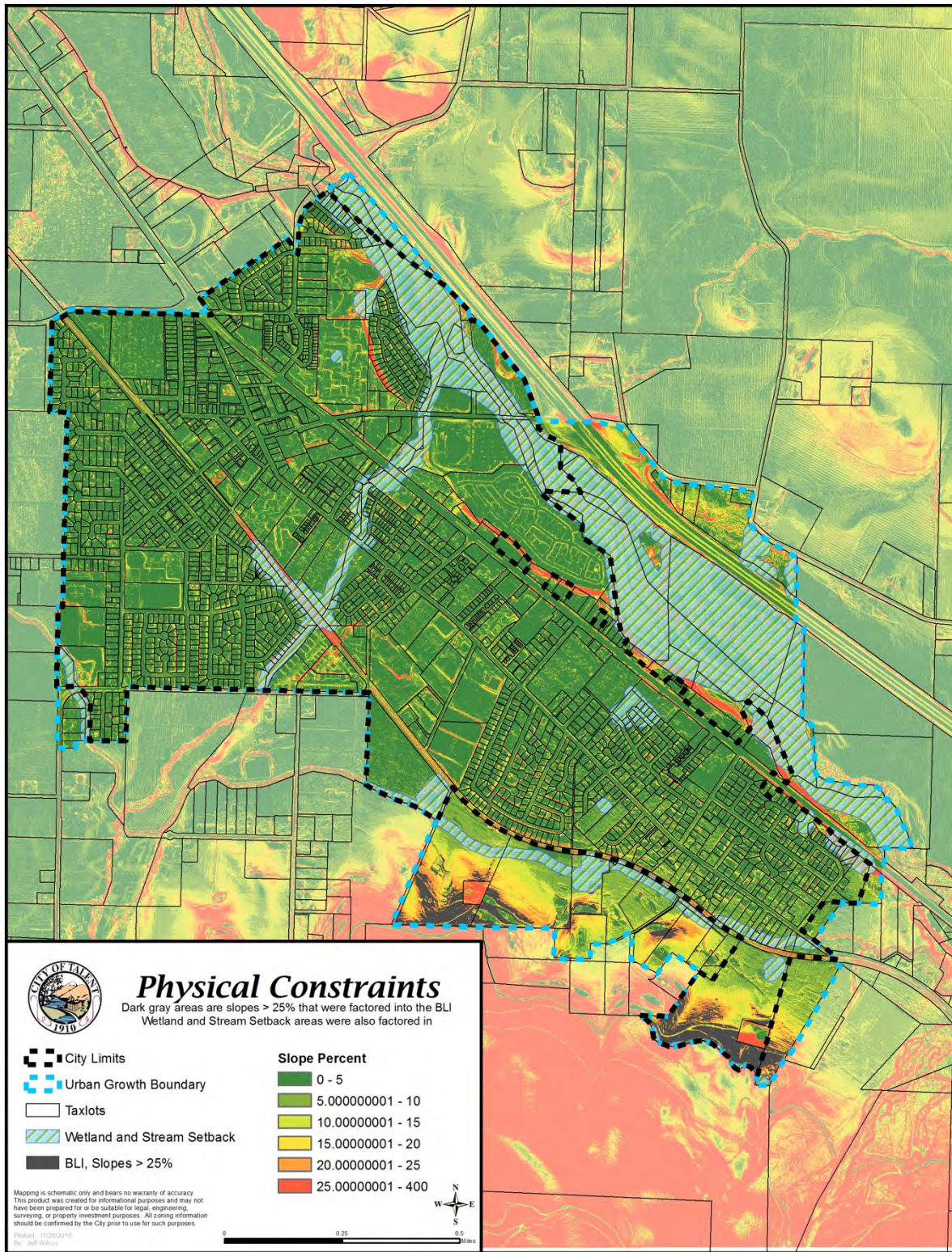
Source: City of Talent analysis of Jackson County GIS data

Map A-4: Vacant and partially vacant residential land and development constraints, Talent UGB, 2016



Source: City of Talent analysis of Jackson County GIS data

Map A-5: Slopes, Talent UGB, 2016



Source: City of Talent analysis of Jackson County GIS data

10. This includes monitoring residential development (through permits) as well as land consumption (e.g. development on vacant, or partially vacant lands).

Implementation Steps: (1) Develop a monitoring system for land development based on development applications, starting with the inventory of buildable lands completed for the 2016 housing needs analysis. (2) Update the inventory of buildable lands on an annual basis.

When: within 1 to 2 years of the Element's adoption

Partners: City staff

POLICY 2: Opportunity for Development of a Range of Housing Types: Provide opportunities for development of a range of housing types that are affordable to households at all income levels as described in the Talent Housing Needs Analysis. These housing types include (but are not limited to): single-family detached housing, accessory dwellings, cottage housing, manufactured housing, townhouses, duplexes, and apartments.

HUD sets a Median Family Income (MFI) for each county in the nation based on information from the U.S. Census' American Community Survey. The MFI is meant to provide information about the income of an average family. In 2016, Jackson County's MFI was \$53,000.

Objective 2.1: Provide opportunity for and support the development of housing affordable to low-income households, including government-assisted housing. HUD defines low-income households as households with less than 60% of MFI (about \$32,000 in 2016).

Implementation Strategy 2.1a: Partner with non-profit housing developers including, but not limited to Jackson County Housing Authority to encourage development of new housing projects in Talent, especially when the City's support can help acquire funds to develop affordable housing.

Implementation Steps: Actively engage in discussions with non-profit housing developers about supporting development of affordable housing projects in Talent and how the City can support these developments.

When: Ongoing

Partners: City Staff, Planning Commission and Non-Profit Housing Developers

Implementation Strategy 2.1b: Partner with the non-profit housing developers and other social service organizations to expedite new housing projects when their programs have funds committed to such projects.

Implementation Steps: Actively engage in discussions with non-profit housing developers about supporting development of affordable housing projects in Talent and how the City can support these developments.

When: Ongoing

Partners: City Staff and Non-Profit Housing Developers

Implementation Strategy 2.1c: Revise ordinances to encourage the development of accessory dwelling units or other similar small scale dwellings on existing and

proposed lots to provide a source of affordable housing, such as standardizing the development review process rather than requiring a public hearing.

Implementation Steps: (1) Develop standards and streamline the review process for developing accessory dwelling units or other similar small scale dwellings in Talent and (2) adopt the revised regulations through a public process.

When: within 1 year of the Element's adoption

Partners: City Staff and Planning Commission

Implementation Strategy 2.1d: Evaluate methods for the reduction of systems development charges for dwelling units based on the square footage of the unit.

Implementation Steps: Provide optional methods to calculate system development charges for dwelling units based on the square footage of the unit.

When: within 1 year of the Element's adoption

Partners: City Staff and Planning Commission

Implementation Steps: Adopt new system development charge fees specific to the development of accessory dwelling units or other similar small scale dwellings.

When: within 2 to 3 year of the Element's adoption

Partners: City Staff

Implementation Strategy 2.1e: Evaluate the use of Inclusionary Zoning (IZ) or other incentive programs as a means of encouraging the development of lower cost market-rate housing.

Implementation Steps: (1) Evaluate and determine the appropriate zoning designation(s) or area appropriate (if IZs are determined appropriate) for the use of Inclusionary Zoning and (2) if IZs are determined appropriate, identify locations where the use of IZ would be either voluntary or required and (3) establish standards and incentives necessary to ensure the successful use of IZs.

When: within 1 to 3 year of the Element's adoption

Partners: City Staff and Planning Commission

Objective 2.2: Provide opportunity for and support the development of housing affordable to moderate and higher-income households. HUD defines moderate and higher-income as households with incomes between 60% and 120% of MFI (about \$32,000 to \$64,000 in 2016).

Objective 2.2 will be implemented through implementing Policy 1, Policy 3, and Policy 4.

Objective 2.3: Provide opportunity for and support the development of housing affordable to higher-income as households with incomes above 120% of MFI (\$64,000 and above in

Community Development Fiscal Year Work Plan

Exhibit F

Task	Q3 2017			Q4 2017			Q1 2018			Q2 2018			Q3 2018			Q4 2018			Q1 2019			Q2 2019		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Update Building Inspection F	Update Building Inspection Program																							
Formalize RVSS Building Re	Formalize RVSS Building Reivew Process/Agreement																							
Adopt new IGA for Building I	Adopt new IGA for Building Inspection Services for Jackson County																							
Update Building Code Admir	Update Building Code Administration Ordinance																							
Adopt Temporary Certificate	Adopt Temporary Certificate of Occupancy Policy & Fee																							
Create and Implement a Buil	Create and Implement a Building Department Customer Survey																							
Develop New Parking Stand:	Develop New Parking Standards for Downtown Business District																							
Development of Multi-Use Pa	Development of Multi-Use Path Plan																							
Adopt Vacation of ROW polik	Adopt Vacation of ROW policy & Develop Vacated ROW Map																							
Update ROW Repair Ordinari	Update ROW Repair Ordinance																							
Update Transportation SDC	Update Transportation SDC Methodology																							
Marijuana Ordinance Survey	Marijuana Ordinance Survey																							
Develop Dark Sky Ordinance	Develop Dark Sky Ordinance																							
Update Online Forms - Fillat	Update Online Forms - Fillable PDF																							
Tree City USA Certification	Tree City USA Certification																							
SDC Rate Adjustment	SDC Rate Adjustment																							
Scan Archive Documents	Scan Archive Documents																							
Update Stormwater Masterpl	Update Stormwater Masterplan																							
CRS Re-certification	CRS Re-certification																							
Creation/Installation SW Ed :	Creation/Installation SW Ed Signage																							
TMDL/MS4 Permit Tracking	TMDL/MS4 Permit Tracking																							
Develop Adopt-a-Stream	Develop Adopt-a-Stream																							
Map Stormwater Facilities	Map Stormwater Facilities																							
Develop Downtown BD Bour	Develop Downtown BD Boundary/Regulations																							
UGB Amendment (TA4/TA5)	UGB Amendment (TA4/TA5)																							
UGB Alternatives Analysis	UGB Alternatives Analysis																							
Regional Plan Amendment	Regional Plan Amendment																							
Regional Housing Study	Regional Housing Study																							
Comp Plan Update: Land Us	Comp Plan Update: Land Use Designations																							
Comp Plan Update: Energy I	Comp Plan Update: Energy Element																							
Comp Plan Update: Citizen I	Comp Plan Update: Citizen Involvement																							
Comp Plan Map Update: PLI	Comp Plan Map Update: PLF Zone																							
Zoning Code Amendment: S	Zoning Code Amendment: Sign, SPR, PLF																							
Zoning Code Amendment: S	Zoning Code Amendment: STR, ADU, Design Standards																							
Download All City Plats	Download All City Plats																							
OR 99 Masterplan	OR 99 Masterplan																							
Economic Development Con	Economic Development Commission/Bylaws																							
Design/Engineering W. Valle	Design/Engineering W. Valley View																							