

AGENDA

**Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee**



Date: ****Monday, November 16, 2015****

Time: **2:30 p.m. (Please note change in date and time)**

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTD Route #40

Phone: *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpos.org

- 1. Call to Order/Introductions/Review Agenda Mike Kuntz, Chair**
- 2. Review/Approve Summary Minutes (Attachment #1).....Chair**
- 3. Public Comment (Items not on the Agenda).....Chair**

Update Item:

- 4. Strategic Assessment Update ODOT/DLCD**

Background: ODOT/DLCD will present a brief description of the work completed to date, and discuss the draft report – touching on the regional context (i.e., issues of regional importance and the tie between report findings and RTP goals) and the draft findings derived from the Adopted Plans and Sensitivity Test model runs.

Attachment: None

Action Requested: Provide feedback on the key findings/messages to highlight in the report.

Action Items:

- 5. Regional Transportation Plan (RTP) Goals and Policies..... Ryan MacLaren**

Background: Upon recommendations of the TAC and the PAC in their September meetings to strengthen the wording and to add more transit language, this memo describes the changes or additions necessary to update the goals and policies component to keep it and the RTP consistent with related documents.

Attachment: #2 – Memo, Goals & Policies

Action Requested: Forward recommendation to Policy Committee.

6. Talent Conceptual Plan Dick Converse

Background: Staff presented the Concept Plans for TA-4 and TA-5 in March and June. We have continued to update the plans, which have been reviewed by the Talent Planning Commission and forwarded to the City Council for an anticipated final study session. TA-4 is nearly identical to what the TAC reviewed earlier, but TA-5 continues to be modified to reflect concerns of both property owners in TA-5 and neighboring property owners. We will provide an update at this meeting, and a revised letter of recommendation to the Policy Committee. Concept plan maps are being updated to include the required agricultural buffers and will be available at the meeting.

Attachment: #3 – Draft Policy Committee comment letter; Concept Plans for TA-4 and TA-5 (attached separately in this email)

Action Requested: Approve comment letter

Discussion Item:

7. RVMPO Travel Demand Model Update Population Forecast Dick Converse

Background: As part of the RTP update, we will be projecting existing estimates for each TAZ out to 2042. Past updates have been relatively straight-forward, but this update will be challenging because of adjustments to the Portland State University projections, some of which are significantly lower than those we have used in the past.

Attachment: #4 – PSU Population Forecasts and RTP Update

Action Requested: Information Only

8. MPO Planning Update Dan Moore

9. Public Comment Chair

10. Other Business / Local Business Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. Adjournment Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, December 9, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for December 15, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, November 17, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



SUMMARY MINUTES

*Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee*

October 14, 2015

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch	City of Medford
Ian Horlacher	ODOT
Jon Sullivan, Vice Chairman	RVTD
Josh LeBombard	DLCD
Nick Fortney	FHWA
Kelly Madding	Jackson County
Mike Kuntz, Chairman	Jackson County
Robert Miller by phone	City of Eagle Point
Edem Gomez for Paige Townsend	RVTD
Tom Humphrey	City of Central Point

Others Present:

Mike Montero	
Cody Meyer	DLCD
Scott Tournoy	ODOT
Tara Weidner	ODOT

RVCOG Staff

Dan Moore, Andrea Napoli, Ryan MacLaren, Bunny Lincoln, Dick Converse

1. Call to Order / Introductions

The Chairman called the meeting to order at 1:45 p.m. Those present introduced themselves.

2. Review / Approve Minutes

Chairman Kuntz asked committee members if there were any additions or corrections to the previous meeting minutes. Josh Le Bombard called out a typing error in the minutes (Item #6 “date” changed to “data”), and it was implemented by the Recorder.

On a motion by Tom Humphrey, seconded by Kelly Madding, the minutes were approved by voice vote. Alex Georgevitch abstained.

3. Public Comment

No public comment was forthcoming.

Action Item:**4. Regional Plan/Transportation Improvement Program (TIP) Amendment**

Ryan MacLaren presented his October 5th memo on proposed RTP/Tip amendments. The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, October 27, 2015 to consider adoption of the proposed TIP and RTP amendments. (The 21-day public comment period and public hearing has been advertised in the Medford Tribune, and information is currently available on the RVMPO website. The 21-day public comment period and public hearing will be advertised in November in the Medford Tribune, and information will be available on the RVMPO website. Information on the new project(s) is enumerated, below:

A. Add New Project to RTP & TIP: Interstate 5: Medford Viaduct Deck Overlay Project

Description: The Interstate 5, Medford Viaduct, Mile Point 28.66, Bridge 08332, the deck is in "Fair" condition. This project will include surface preparation of the deck to address areas that are delaminating. Once repairs are in place, an epoxy overlay will be placed on the entire deck. This will help to improve the ride, decrease impact loading, and preserve the bearings. Federal funding will total \$1,480,545. Required match is \$169,455. Project total is \$1,650,000.

B. Add New Project to RTP & TIP: Region 3 ADA Improvement Projects

Description: This project will provide funds directly to the City of Ashland and the City of Phoenix to address ADA ramp improvements for the two cities. The projects total \$133,350. The funding was a direct, statewide, allocation to the cities. State ADA funds were used. \$44,850 is for Phoenix, \$88,500 is for Ashland. Staff will bring back information regarding the program and application criteria to a future meeting. Members briefly discussed ADA compliance issues.

On a motion by Alex Georgevitch, seconded by Tom Humphrey, the Regional Plan/Transportation Improvement Program (TIP) Amendments were recommended to the Policy Committee for approval by unanimous voice vote.

Presentation Item:**5. Strategic Assessment Presentation**

ODOT and DLCDC representatives presented a Power Point on the Regional Strategic Planning Model (RSPM) outputs for the RVMPO area adopted plans.

Review of Work to Date - Inputs, takeaways

- Planning tool/process - Informs other planning activities, coordinated agency efforts, uses RSPM, testing difference policy choices/potential outcomes
- RSPM Inputs – Regional context, Local actions, Collaborative actions
- RSPM Outputs – Household travel costs, transportation/energy costs, air quality, mixed use development
- Maps – Study Area (10 RPS Zones)
- Adopted Plans Model Run Chronology
- Survey Response Summary – Interest in PSU population forecasts, expectation of a higher share of alternative fuel vehicles
- Use Clean Cities Coalition for CNG commercial fleet use
- Ashland utility rates

- Medford dwelling unit ratios

Financially Constrained Adopted Plans Results

- **Land Uses** - Urbanized areas (acres), Mixed use residential living, housing type (SF:MF)
- It was pointed out that Urban Reserves were based on a 50 year designation. VMTs are tough to project.
- **Populations Living in Mixed Use areas** - 2010 & 2038 Maps
- **Mobility (per capita)** - Daily VMY per capita, annual walk trips, daily bike miles, transit service miles
- **Economy (annual)** - Household vehicle ownership costs, household vehicle operating costs, all vehicle delay per capita (hours)
- **Daily VMT per capita** - 2010 & 2038 Maps
- **Energy** - Average all vehicle fuel efficiency (mpg), annual all vehicle fuel consumption per capita (gallons), annual external social costs per household (unpaid) **NOTE:** External costs go beyond households.
- **Environment** - Annual greenhouse gas emissions per capita, Commercial GHG /mile, Clean Air Act criteria pollutants (million kg per day), GHG reductions per capita from implementation of adopted plans and ambitious State led actions (19% target)

Sensitivity Testing

- Are plans reaching community goals?
- What more ambitious plans are effective in meeting goals?
- How resilient are alternative paths?

Local Policies

- Menu of options for local/regional policies to support achievement of regional objectives
- Opportunity to share ideas on existing local policies – Dan Moore shared the mechanics of the Tool Kit. Individual jurisdictions can study the various local policies in order to consider potential plan revisions to facilitate reaching various goals (public transit, single occupancy vehicles, demand management, etc.)
- A web site will also be available to facilitate input/comments

Next Steps

- TAC feedback
- TAC input – Draft Report
- Draft Final Report
- Report to Policy Committee
- RSPM incorporated into next RTP update

Product

- Strategic Assessment Report
- Local Policy Tool Kit
- Interactive, web-based scenario viewer

Agency representatives will create a summary/tool kit expectations for the jurisdictions not present at the TAC meeting. Staff will collaborate with presenting agencies on this situation. Policy Committee presentation is expected in January. An interim check in with the TAC at the November meeting may be held. PAC members will be included in the presentations.

NOTE: Full, 50 year, URA development is not assumed in the analysis. Only a percentage of development will occur in the 2010-2038 analysis period. Medford's Comp Plan only goes to 2023. RTPs also have different time frames. Members expressed concern about ongoing UGB expansions and the accuracy of the model outputs, based on future development assumptions and sensitivity testing. The concern was finding the simplest method to verify the analysis results. Medford and Central Point have the most changes in the pipeline.

Information Item:

6. RVACT/RVMPO Coordination Policy Revisions

Dan Moore presented the proposed revisions to the existing Coordination Policy. The Commission wants to implement a Chair/Co-Chair scenario. The RVMPO Policy Committees will make the decision on this matter. The proposed makeup of the subcommittee includes:

- The sitting chairperson of the RVMPO Policy Committee
- The sitting Chairperson of the RVACT
- The sitting vice chairperson of the RVMPO Policy Committee
- An RVMPO Policy Committee member selected by the RVMPO
- The ODOT Area Manager

The TAC had no comments on this matter.

7. MPO Planning Update

- Staff will send out a poll to determine if/when a November TAC meeting will be held.
- The RTP update is in progress, with a TAC presentation expected after November.
- The modeling update for the RTP needs input from the various member jurisdictions.
- TAZ data and spreadsheets will be sent out in November-December.
- The ITS update has been given notice to proceed by ODOT. TAC members will be contacted for potential participation.
- Staff continues to work Transportation Needs Assessment.

8. Public Comment. None were received.

9. Other Business / Local Business

10. Adjournment

The meeting was adjourned at 3:30 p.m.

The next RVMPO Policy Committee meeting will be held on Oct. 27th at 2:00 p.m.

The next RVMPO PAC will be held on Nov. 17th at 5:30 p.m.



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: November 9, 2015
TO: Technical Advisory Committee
FROM: Ryan MacLaren, RVCOG
SUBJECT: 2017-2042 Regional Transportation Plan Draft Goals, Policies, Potential Actions & Performance Indicators

RVMPO has begun updating the 2017-2042 Regional Transportation Plan which will be adopted in 2017. One of the first parts of the RTP to be reviewed is the Goals and Policies chapter. The review of the goals will help guide future decision making in developing and implementing the RTP.

The following pages contain the goals and policies, with the addition of potential actions and performance indicators. The component went through a major review and amendment process for the 2013-2038 update. Consequently, with staff review component for the 2017-2042 RTP update, it was concluded the goals and policies to be thorough, complete and consistent with other federal, state and local plans and regulations. Upon recommendations of the TAC and the PAC in their September meetings to strengthen the wording and to add more transit language, this memo describes the changes or additions necessary to update the goals and policies component to keep it and the RTP consistent with related documents. We will be seeking approval of this component in December 2015.

The examination of the goals and policies included review of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Oregon Transportation Plan. Furthermore, Transportation System Plans for the following jurisdictions were reviewed to determine if updates were needed to reflect current regional values:

Ashland	Central Point
Talent	Eagle Point
Phoenix	Jackson County
Medford	White City
Jacksonville	

While the TSPs contained all concepts, terminology and priority varied as the specific, unique needs for each jurisdiction, it was determined by staff that goals and policies of the RTP were consistent with the local TSPs.

In this review of RTP goals, the TAC is being asked to consider the appropriateness of the goals and policies, as well as valid indicators or ways to measure progress in achieving the goal. Goals and policies revisions appear on the following pages, each with performance measures or indicators of progress.

**2042 RTP Goals, Policies, Potential Actions & Performance Indicators
Proposed Revisions
November 16, 2015**

Goal 1

Current Goal 1: Plan for, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.

Proposed Goal 1: Design, develop, and sustain a balanced multi-modal transportation system which will address existing and future needs.

Policies

Current: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.

Proposed: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users including freight.

Current 1-2: As transportation facilities are developed in urban areas, use design standards, landscaping and other amenities to encourage people to walk and ride bicycles.

Proposed 1-2: Develop design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.

Current 1-3: Use MPO structure as a forum to develop a multi-modal transportation system.

Proposed 1-3: Develop a robust and comprehensive multi-modal transportation system by using the MPO structure as a forum.

Current 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.

Proposed 1-4: Support multi-modal transportation (transit, pedestrian and bicycle) by encouraging land use, design standards and funding opportunities which will encourage development and redevelopment.

Current: 1-5: The RVMPO establishes Long-Term Potential (LTP) corridor areas where planning for future road connections beyond the planning horizon is probable.

Proposed 1-5: Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

Potential Actions

- Current: Projects designed with space reserved for current and future multi-modal transportation infrastructure connections.

- *Proposed: Projects designed with space reserved for current and future freight and multi-modal transportation infrastructure connections.*

Performance Indicators

Current:

- Increase proportion of regional corridors that serve at least three modes.
- Greater use of “streetscapes,” such as benches, planters and traffic calming.
- Growth in pedestrian and bicycle use

Proposed:

- Increase the proportion of regional corridors serving no less than three modes.*
- Continuing developed use of “streetscapes,” such as benches, planters, and traffic calming.*
- Sustained growth in transit, pedestrian and bicycle use.*
- Improved quality and safety of multi-use paths and freight routes.*

Goal 2

Current Goal 2: Optimize Safety and Security of the transportation system.

Proposed Goal 2: Develop, optimize, and coordinate current and ongoing procedures for the Safety and Security of the Transportation System.

Policies

Current: 2-1: Work with other agencies to promote traffic safety education and awareness.

Proposed: 2-1: Coordinate and organize with Federal, State and local agencies to promote traffic safety education and awareness.

Current: 2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.

Proposed: 2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.

Current: 2-3: Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe emergency response.

Proposed: 2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.

Current: 2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.

Proposed: 2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.

Current: 2-5: Support development of alternate transportation routes to respond to emergency needs.

Proposed: 2-5: Plan, manage and support development of alternate transportation routes in response to regional incident needs.

Potential Actions

- Local, state and regional providers work together to maintain coordinated regional emergency and incident response plans.
- All modes of transportation, *including freight routes*, are examined for security deficiencies. Recommendations for improvements are developed and implemented.

Performance Indicators

- Measured reduction in the number and severity of injury and fatal crashes.
- Measured reduction in the number of non-injury and property damage crashes.
- Increase in safety education.
- Incorporate crash history/safety concerns in project evaluation.

Goal 3

Current: Use transportation investments to foster compact, livable unique communities.

Proposed: Identify, design and fully fund transportation investments to foster compact, livable unique communities.

Policies

Current: 3-1: Recognize the connection between transportation efficiency and land use and densities.

Proposed: 3-1: Recognize and encourage connections linking transportation efficiency, land use, and densities.

Current: 3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.

Proposed: 3-2: Plan, develop and create street and pathway connectivity, including off-road corridors for non-motorized users.

Current: 3-3: Provide environmentally sensitive and healthy transportation options.

Proposed: 3-3: Identify, plan and deliver environmentally sensitive and healthy regional transportation options.

Current: 3-4: Identify and support beneficial human health effects when planning and funding transportation projects.

Proposed: 3-4: Identify, plan and support planning and funding regional transportation projects which will promote and benefit healthier communities.

Current: 3-5: Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.

Proposed: 3-5: Identify, study and reduce potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state, and local agencies.

Potential Actions

- Local plans support transit oriented development and similar measures that improve transportation system efficiency.
- Street networks are developed connecting new and existing neighborhoods.
- Special populations, especially low-income and minority communities are identified and engaged in the planning process.
- As transportation projects are planned, funded and designed, federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies are consulted. Emphasis is put on mitigation actions with high potential.

Performance Indicators

- a) Measure changes in mixed-use and downtown development.
- b) Measure impacts on identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- c) Measure expansion of off-network paths and increase in population and employment with access to paths.
- d) Improve air quality through projects that reduce carbon monoxide, particulates (PM₁₀) and greenhouse gases.
- e) *Improve lighting standards to be consistent with roadway classifications.*

Goal 4

Current: *Develop a plan that can be funded and reflects responsible stewardship of public funds.*

Proposed: *Develop a fiscally constrained plan reflecting accountable stewardship of public funds.*

Policies

Current: 4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

Proposed: 4-1: Develop innovative and comprehensive fiscally constrained funding policies to implement the Regional Transportation Plan (RTP), ensuring costs of planned improvements are consistent with adopted policies.

Current: 4-2: Prioritize investments to preserve the existing transportation system.

Proposed: 4-3: Identify, prioritize and fully fund investments to preserve the existing transportation system.

Potential Actions

- Public-private partnerships and other innovative approaches can maximize resources.
- Use funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- Develop, fund, and implement maintenance programs for transportation facilities.

Performance Indicators

- a) Track funding obligations, funding availability.
- b) Review and update project funding criteria using quantitative methodologies to the extent practicable.
- c) *Maintain RTP project selection criteria to be consistent with state and federal funding criteria.*

Goal 5

Current: Maximize efficient use of transportation infrastructure for all users and modes.

Proposed: Identify, plan and develop transportation infrastructure which will maximize the efficient use for users and modes.

Policies

Current: 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.

Proposed: 5-1: Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.

Current: 5-2: Optimize intersection and interchange design.

Proposed: 5-2: Develop, consider, and implement measures to optimize intersection and interchange design.

Current: 5-3: Manage street access to improve traffic flow.

Proposed: 5-4: Analyze, plan and administer an access management strategy to improve traffic flow.

Current: 5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.

Proposed: 5-4: Identify, develop and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.

Potential Actions

- Coordinate and link signals to a master control system to optimize system efficiency.
- Interstate ramp meters control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Geometric improvements and elimination of turn movements increase intersection capacity.

Performance Indicators

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.

Goal 6

Current: Use diverse strategies to reduce reliance on single-occupant vehicles.

Proposed: Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.

Policies

Current: 6-1: Support Transportation Demand Management strategies.

Proposed: 6-1: Identify, develop and implement regional Transportation Demand Management strategies.

Current: 6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.

Proposed: 6-2: Identify, develop and facilitate alternative parking strategies encouraging walking, bicycling, car and van-pooling, and transit.

Current: 6-3: Enhance bicycle and pedestrian systems.

Proposed: 6-3: Identify, plan and enhance bicycle, pedestrian, and transit systems in the region.

Current: 6-4: Support transit service.

Proposed: 6-4: Support and improve upon current and future transit services in the region.

Potential Actions

- Governments become models for TDM strategies by allowing flexed work hours, subsidizing rideshares, telecommuting, and other methods of trip reduction.
- Establish low minimum and maximum parking-space standards to increase infill development, **which lowers development costs and promotes economic development.**
- Adopt design standards with parking at side or rear of building so pedestrians can access entrances.
- Adopt park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- **Plan for other forms of public transportation such as bus rapid transit, light rail, trolleys, and subways, as the region's population reaches higher thresholds.**

Performance Indicators

- a) Track transit service hours and ridership.
- b) Track funding for bicycle, pedestrian and transit projects.
- c) Measure population living within ¼-miles of transit service.
- d) Implement a TDM self-evaluations and reporting process for local jurisdictions.

Goal 7

Current: Provide an open and balanced process for planning and developing the transportation system.

Proposed: Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.

Policies

Current: 7-1: Coordinate existing and future land use and development with plans for the transportation system.

Proposed: 7-1: Develop, coordinate and administer existing and future plans for the regional transportation system in conjunction with land use and development.

Current: 7-2: Conduct outreach consistent with the RVMPO Public Participation Plan to acquire public input in the planning process.

Proposed: 7-2: Acquire and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

Current: 7-3: Coordinate local, state, and regional transportation planning through the RVMPO.

Proposed: 7-3: Organize and administer local, state, and regional transportation planning efforts through the RVMPO.

Current: 7-4: Decisions will be consistent with federal and state regulations, including the Oregon Highway Plan, the Transportation Planning Rule and the Clean Air Act.

Proposed: 7-4: Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.

Potential Actions

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

Performance Indicators

- a) Record public participation, comments, attendance at meetings.
- b) Demonstrate linkage of public comments to decisions and plan content.

Goal 8**Current: Use transportation investments to foster economic opportunities.****Proposed: Evaluate, plan and develop regional transportation investments to foster economic opportunities locally and regionally.**Policies

Current: 8-1: Accommodate travel demand to create a regional transportation system that supports the local economy.

Proposed: 8-1: Plan, develop and accommodate travel demand to create a regional transportation system supporting a robust local economy.

Current: 8-2: Consider effects on freight mobility when prioritizing projects.

Proposed: 8-2: Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.

Current: 8-3: Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.

Proposed: 8-3: Plan, develop and implement transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement, locally and regionally.

Current: 8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

Proposed: 8-4: Plan, develop and implement transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

Current: 8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

Proposed: 8-5: Plan, develop, and implement a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.

Potential Actions

- Balance the demand for freight routes with the demands for local circulation.
- *Explore the feasibility of developing interurban freight delivery systems.*

Performance Indicators

- a) Measure employment change in vicinity of projects.



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

November 9, 2015

Tom Corrigan, City Manager
City of Talent
P.O. Box 445
Talent, OR 97540

RE: RVMPO Comments on Future Growth Areas TA-4 and T-5

Dear Tom,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed conceptual plans prepared for Future Growth Areas TA-4 and TA-5. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Talent submitted its plans to the TAC for review at its March 11, 2015, June 10, 2015, and November 16, 2015 meetings. The Policy Committee reviewed the plans at its December 15, 2015 meeting, and provides the following comments.

Performance Indicator 2.7.1 requires that plans 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. South Pacific Highway (OR 99) separates TA-4 from TA-5 and is the only arterial in the study area. No arterials are proposed in either growth area, and no County projects are proposed in the area that will affect, or be affected by, location of streets in the growth areas. By policy, all new collectors will require bike lanes and sidewalks, and will be designed to enhance connectivity with the adjacent Bear Creek Greenway as recommended by Jackson County Road and Parks. An RVTD transit stop is proposed in TA-5 on South Pacific Highway. The transportation plans appear to have no significant impact on the regional transportation system.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.81 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Talent's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. Using a mix of low-, medium-, and high-density zoning, the targets will be met. The city's high density designation permits up to 22 units per acres, which will balance the lower densities proposed at the northeastern portion of TA-5 to easily achieve the 6.6 units per acre standard.

Performance Indicator 2.8.2 requires consistency with the land use distribution outlined in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land that the Resource Lands Review Committee determined to be commercial agricultural land. TA-4 is included in this category, and is limited to industrial use as a result. The concept plan for TA-4 acknowledges this limitation, but proposes an overlay near

the intersection of the highway and Colver Road where buildings will be designed to soften the appearance of industrial buildings on the remainder of TA-4, and will permit retail sales of goods produced in TA-4. General retail sales will not be permitted because of the performance indicator limitation.

Performance Indicator 2.8.2 requires the conceptual plan to include the transportation infrastructure required in 2.7. In addition to the infrastructure described in 2.7, the CORP rail line serves as the western boundary of TA-4, which will permit rail transport of industrial products new that train service has been restored.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. Because of the small amount of residential land designated for Talent, the 2020 Regional Transportation Plan Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in TA-5. The proposed realignment of commercial allocations will permit residential development in proximity to activity centers, allowing a majority of residential neighborhoods to be within one-quarter mile. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within one-quarter mile of residential area having a density of 10 or more units per acre. Talent is also investigating options to increase densities and commercial development in the present UGB to reduce required densities in TA-5.

The Policy Committee finds that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Talent followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Michael G. Quilty, Chair
RVMPO Policy Committee



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: November 6, 2015
TO: Technical Advisory Committee
FROM: Dick Converse, Principal Land Use Planner
SUBJECT: PSU Population Forecasts and RTP Update

As part of the RTP update, we will be projecting existing estimates for each TAZ out to 2042. Past updates have been relatively straight-forward, but this update will be challenging because of adjustments to the Portland State University projections, some of which are significantly lower than those we have used in the past. TPAU is also developing a Southern Oregon Activity Based Model that will add more than 60 new TAZ. TPAU apparently has a methodology for allocating population and employment estimates to each split TAZ, relieving MPO staff of that responsibility.

The existing RTP population forecasts are based on the Jackson County Comprehensive Plan Population Element (shown as JCCP in the table) acknowledged by DLCD March 6, 2007. The County Plan forecasts stop at 2040. The following table includes County 2035 and 2038 forecasts, and PSU 2035, 2040, and 2065 forecasts. The present TAZ structure includes Comprehensive Plan 2038 forecasts; I have marked the cities where these forecasts exceed the PSU 2065 forecast.

City	JCCP 2035	PSU 2035	JCCP 2038	PSU 2040	PSU 2065
Ashland	27,400	23,183	28,155	23,433	24,138
Central Point	28,469	22,680	30,105	24,599	27,485
Eagle Point	19,773	14,839	20,765	16,612	18,669
Jacksonville	4,013	4,316	4,232	5,031	6,687
Medford	125,342	99,835	130,132	108,917	124,582
Phoenix	7,531	6,883	7,828	7,847	9,775
Talent	9,328	9,020	9,619	10,702	14,290
County Total	291,150	255,840	300,219	264,660	306,858

Clearly, using the new PSU forecasts could significantly alter how we prepare our estimates, and while we are not yet recommending an approach to accommodate these changes, we wanted to open the discussion early in the process. Some of the difference may be attributed to the fact that the County modified its projections to accommodate city projections when allocations were being discussed during Regional Plan development, and OEA permitted counties to make a percentage adjustment above its projections.

COLVER ROAD INDUSTRIAL CONCEPT PLAN

A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR

TA-4

AN URBAN RESERVE AREA OF THE CITY TALENT

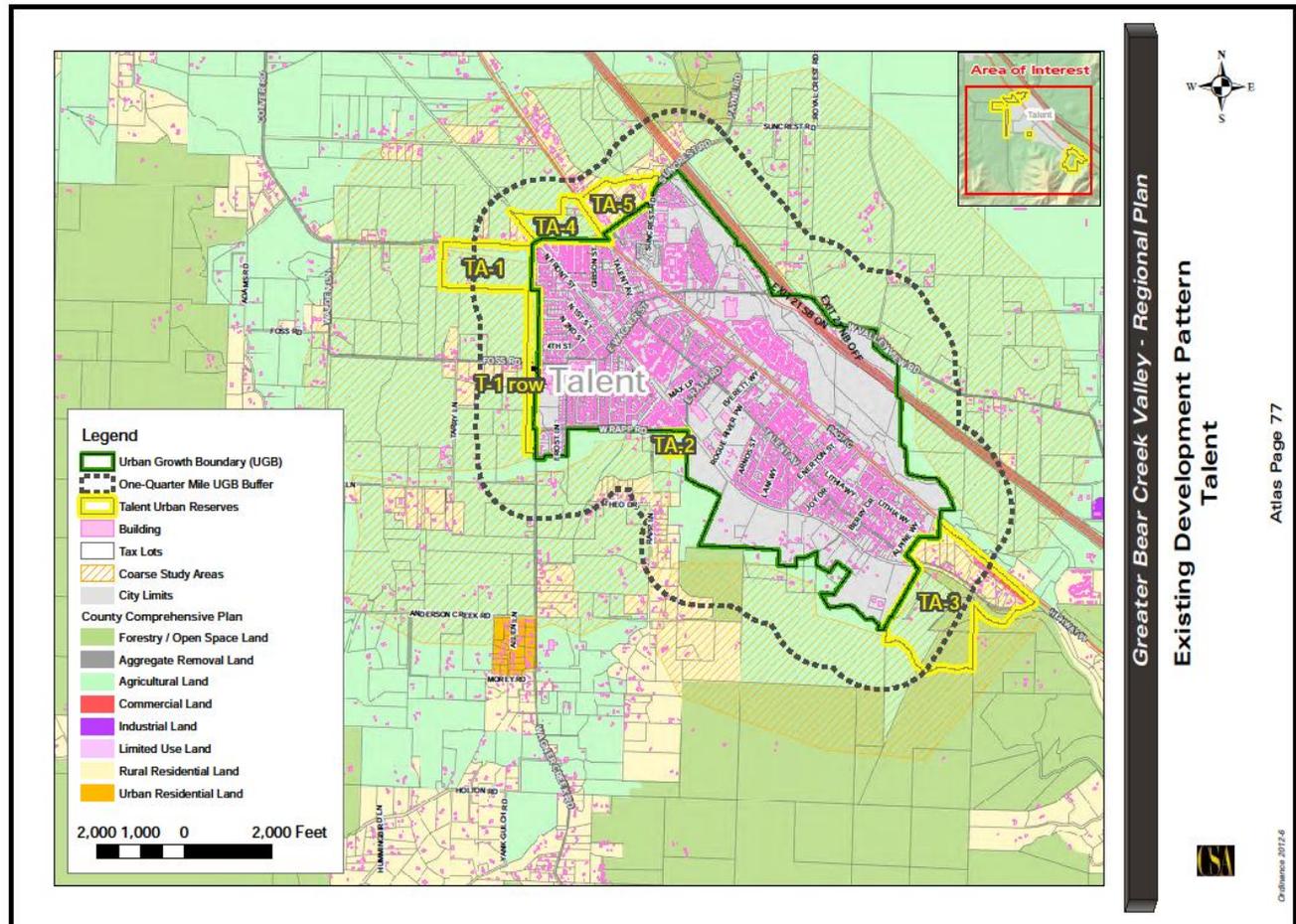
City of Talent

Adopted by City Council Resolution No. _____, June __, 2015

PART 1. INTRODUCTION

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

Figure 1 – Talent Urban Reserve Areas



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

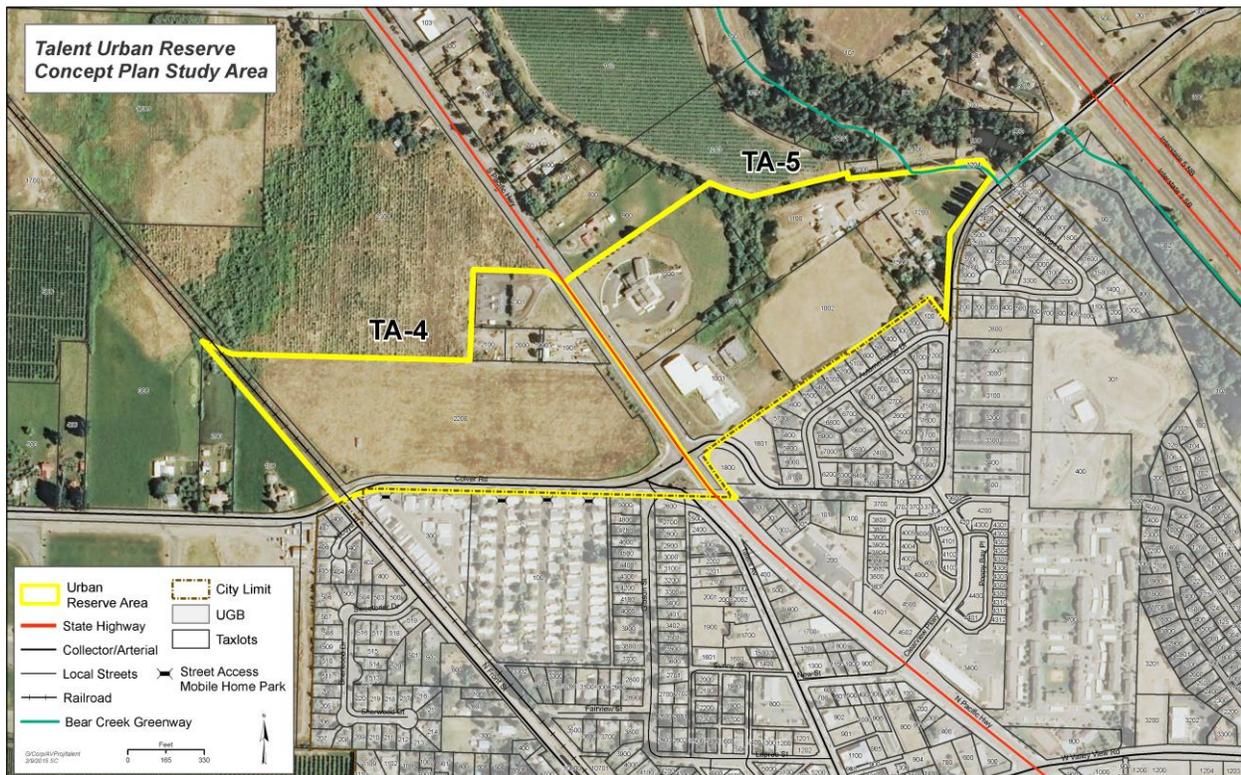
The *Concept Plan* is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan

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

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

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

Figure 2 – Talent Urban Reserve Concept Plan Study Area



PART 2. THE CONCEPT PLAN

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

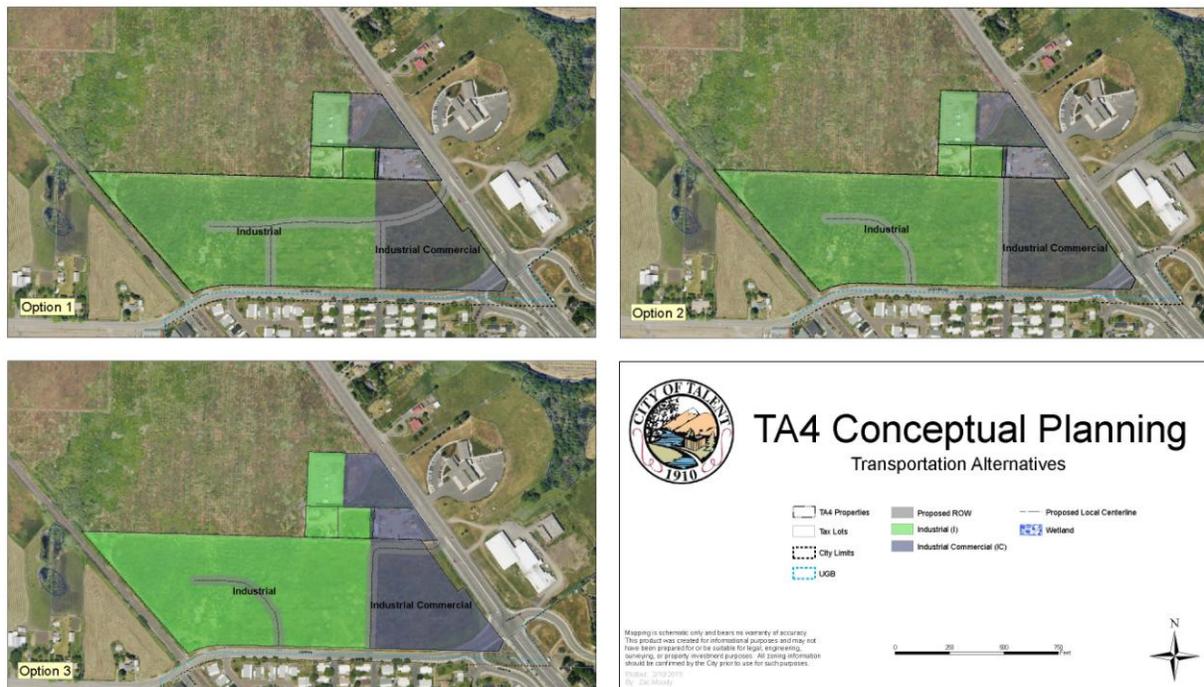
The Concept Plan is composed of two elements:

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

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

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

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



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

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

Figure 4 – Talent URCP, Functional Classification and Freight Facilities



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

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 RVMCOG	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, [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. TA-4. Develop of TA-4 shall be restricted to industrial uses.

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

Conclusion: Complies.

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

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

Conclusion: Complies.

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

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

Conclusion: Complies.

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

2.14.1 The minimum lot size shall be ten acres

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

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

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

Conclusion: Complies.

2.18 Buildable Lands Definition.

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

Conclusion: Complies.

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

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

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

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

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

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

Conclusion: Complies.

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

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

Conclusion: Complies.

2.22 Agricultural Task Force.

Finding: The Agricultural Task Force submitted their recommendations to the County in the form of amendments to the County’s Agricultural Lands Element. The County amended the Agricultural Lands Element to include a policy require coordination with applicable irrigation district. Implementation Strategies require evaluation of the

effect of development on the district's ability to provide irrigation for agricultural purposes, and determination of any system changes or mitigation measures that would be necessary to ensure continued conveyance of irrigation water. Mitigation measures include relocating canals, piping canals, transferring water rights, quit-claiming water rights to the district, and co-location of irrigation district and public works facilities. Buried irrigation lines are on the perimeter of TA-4 and should not be significantly affected by development. The former orchard no longer has irrigation rights.

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

NORTH TALENT CONCEPT PLAN

A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR

TA-5

AN URBAN RESERVE AREA OF THE CITY TALENT

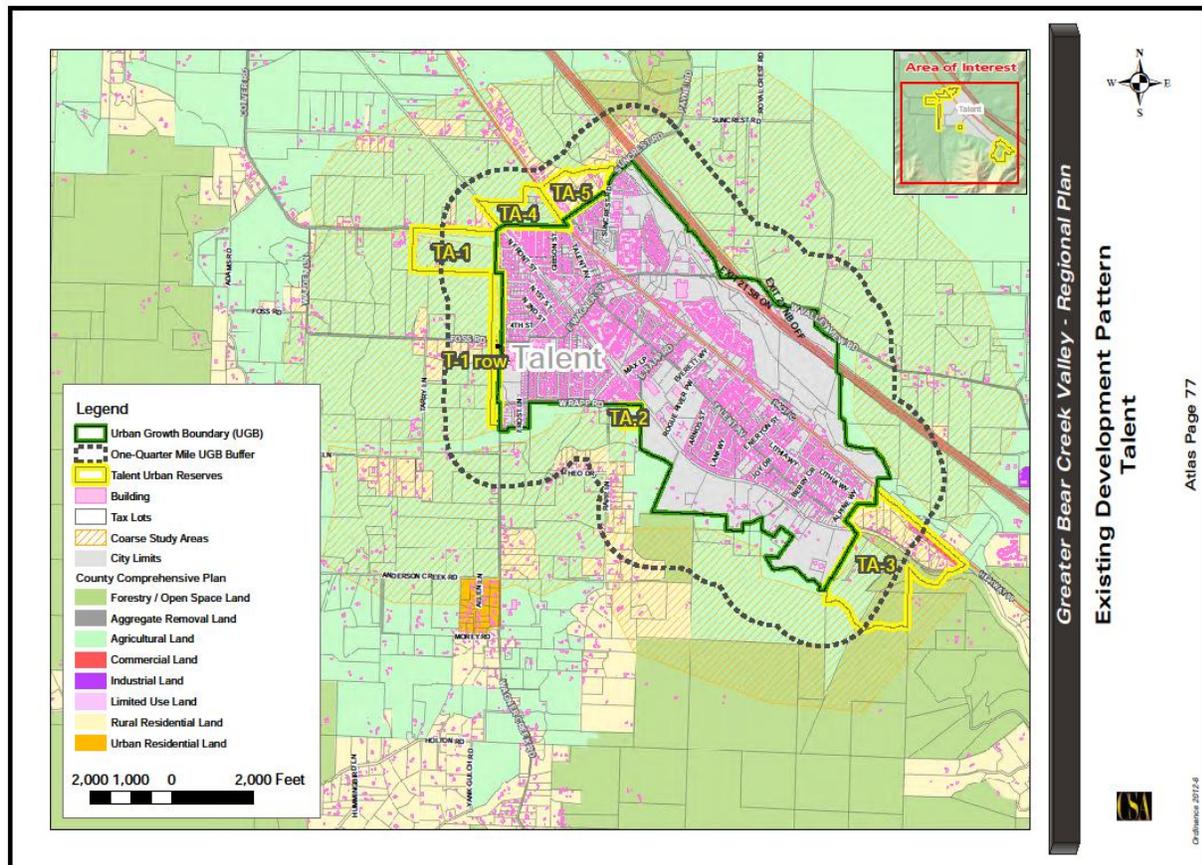
City of Talent

Adopted by City Council Resolution No. _____, November ____, 2015

PART 1. INTRODUCTION

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

Figure 1 – Talent Urban Reserve Areas



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

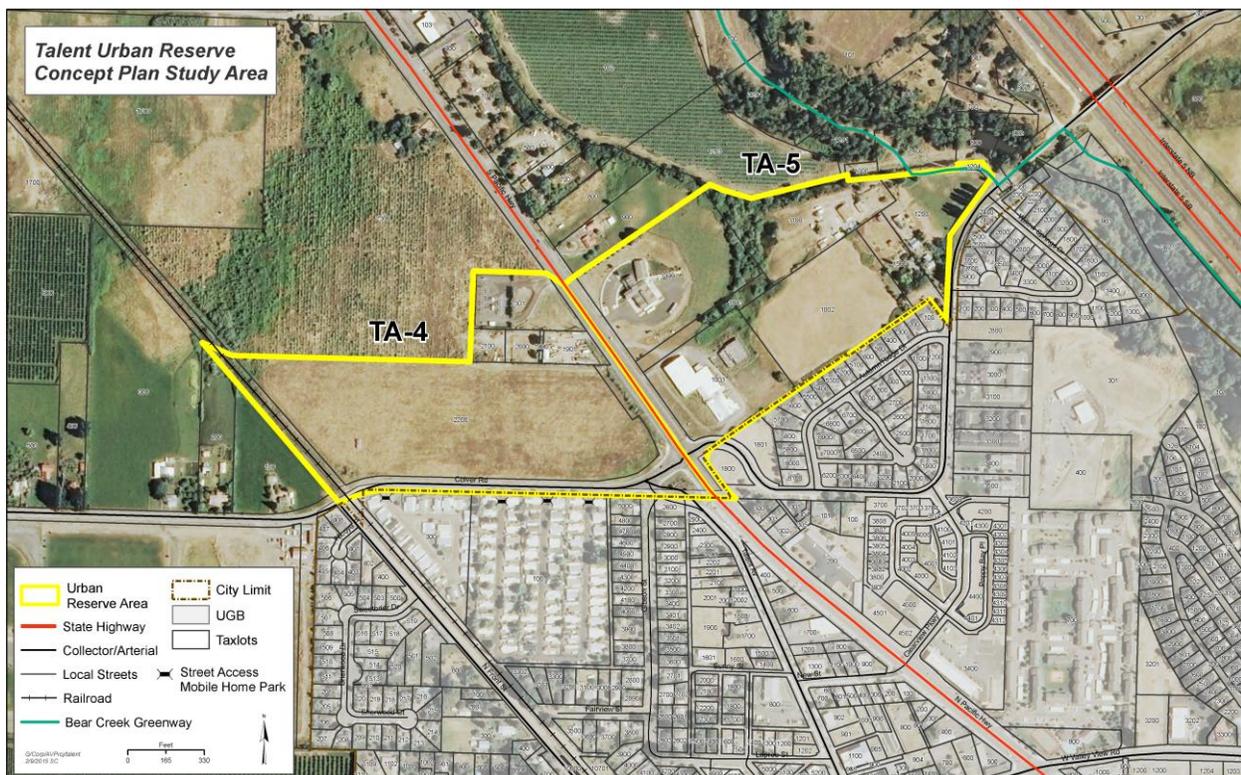
The *Concept Plan* is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan compliance.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

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

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

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

Figure 2 – Talent Urban Reserve Concept Plan Study Area



PART 2. THE CONCEPT PLAN

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

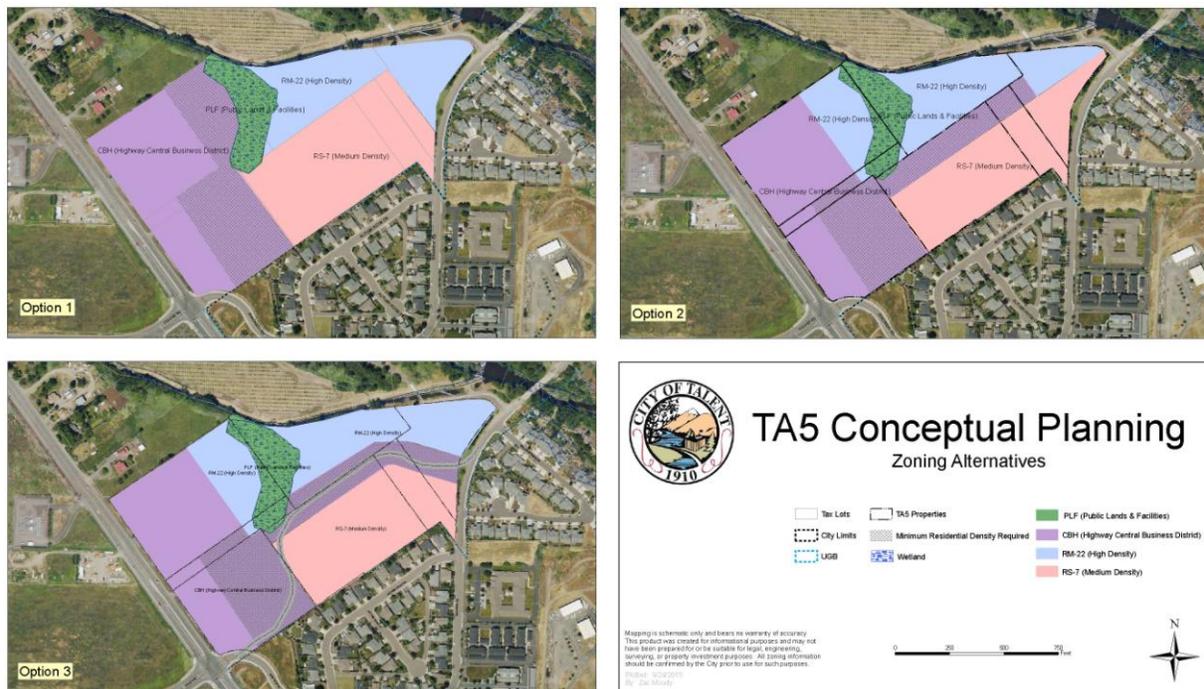
The Concept Plan is composed of two elements:

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

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

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

Figure 3 – TA-4 Conceptual Planning Transportation Alternatives



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

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

Figure 4 – Talent URCP, Functional Classification and Freight Facilities

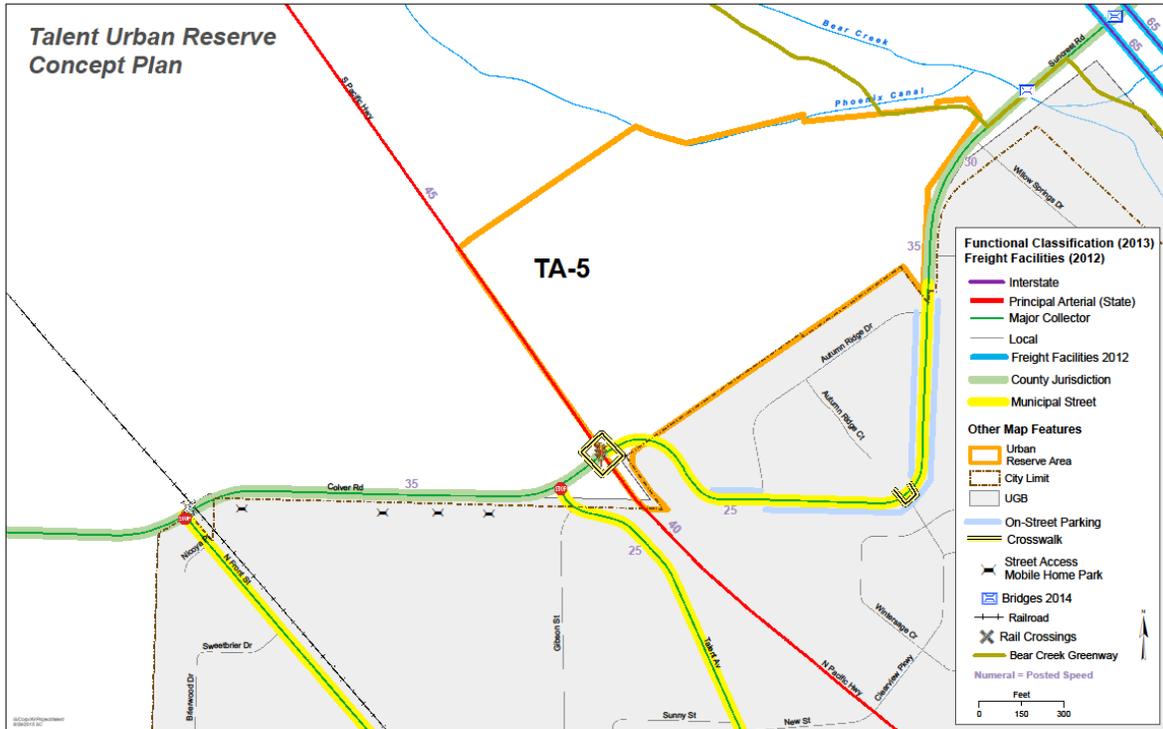
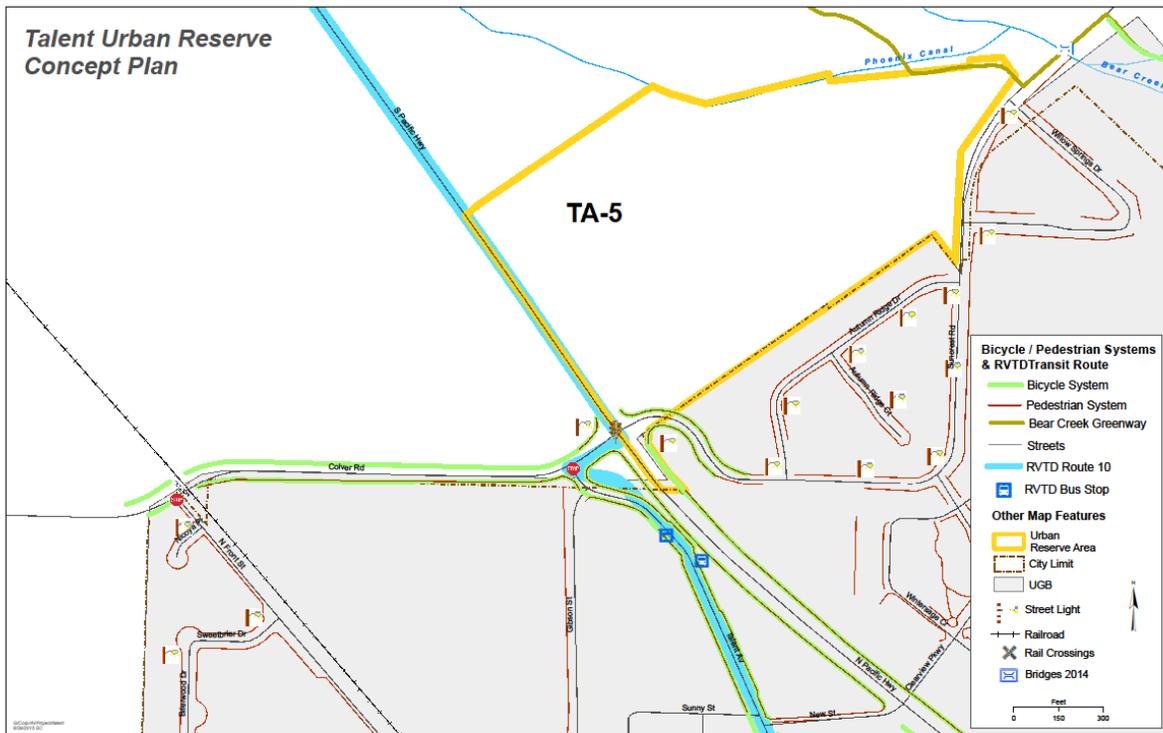


Figure 5 – Talent URCP, Bicycle/Pedestrian Systems & Transit Route



c. Implementation Guidelines

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

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

Policy TA-5.2 Access: Access from South Pacific Highway is restricted by a traffic separator to right-in/right out movements for the area with 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.

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.

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

c. Existing Infrastructure

Water

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

Sanitary Sewer

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

Storm Drainage

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

Street System

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

Irrigation District

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

d. Performance Indicators

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

Table 2 - Performance Indicators Specific to Conceptual Plans

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

Finding: In order to contribute to the region's compliance with Regional Transportation Plan Alternative Measures, Talent will include an area of mixed use in a portion of the employment zones, 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 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.