



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

02/06/2012

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Condon Plan Amendment
DLCD File Number 001-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, February 22, 2012

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Kathryn Greiner, City of Condon
Angela Lazarean, DLCD Urban Planner
Grant Young, DLCD Regional Representative
Katherine Daniels, DLCD Farm/Forest Specialist

Thomas Hogue, DLCD Economic Development Policy Analyst
Amanda Puntton, DLCD Natural Resources Specialist

<paa> YA



FORM 2

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

☐ In person ☐ electronic ☐ mailed

DATE STAMP

DEPT OF

FEB 02 2012

LAND CONSERVATION AND DEVELOPMENT

Jurisdiction: **City of Condon**

Local file number: **001-11**

Date of Adoption: **12/7/2011**

Date Mailed: **2/1/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: **8/31/2011**

☒ Comprehensive Plan Text Amendment

☒ Comprehensive Plan Map Amendment

☒ Land Use Regulation Amendment

☒ Zoning Map Amendment

☒ New Land Use Regulation

☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The City prepared and adopted a new updated Comprehensive Plan, anew Subdivision Ordinance and minor revisions to the existing Zoning Ordinance. The adoption included a new Comprehensive Plan/Zoning Map in which there was one minor revision from the existing map.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **M-1**

to: **P**

Zone Map Changed from: **M-1**

to: **P**

Location: **NE corner of City**

Acres Involved: **2**

Specify Density: Previous: **N/A**

New: **N/A**

Applicable statewide planning goals:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☒ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☒ No

DLCD File No. 001-11 (18951) [16921]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

DLCD Gilliam County

Local Contact: **Kathryn Greiner, City Administrator** Phone: **(541) 384-2711** Extension:

Address: **PO Box 445**

Fax Number: - -

City: **Condon**

Zip: **97823**

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

<http://www.oregon.gov/LCD/forms.shtml>

Updated December 30, 2011

COMPREHENSIVE LAND USE PLAN

**City of Condon
Gilliam County, Oregon**

**PREPARED FOR THE
CITY OF CONDON**

**PREPARED BY
Dan Meader, Planning Consultant
TENNESON ENGINEERING CORPORATION
The Dalles, Oregon 97058**

December, 2011

**ORDINANCE NO. 2012-01, ITEM A
December, 2011**

City of Condon
ORDINANCE NO. 2012-01

AN ORDINANCE ADOPTING A COMPREHENSIVE PLAN,
SUBDIVISION ORDINANCE, AND MAKING MINOR REVISIONS TO
THE EXISTING ZONING ORDINANCE; ADOPTING A REVISED
COMPREHENSIVE PLAN/ZONING MAP; REPEALING THE EXISTING
COMPREHENSIVE PLAN AND SUBDIVISION ORDINANCE; AND REPEALING THE
EXISTING COMPREHENSIVE PLAN/ ZONING MAP ADOPTED IN 2001

LEGISLATIVE FINDINGS:

1. The City of Condon determined in 2010 that its existing Comprehensive Plan and Subdivision Ordinances needed to be reviewed and updated. Both were originally prepared and adopted in 1977.
2. The Planning Commission began the review in the fall of 2010 and completed it in mid-2011. Workshops were held with the general public and City Council. The Council determined to put the matter to public hearing in the fall of 2011.
3. A Post Acknowledgment Plan Amendment (PAPA) notice was provided to the Department of Land Conservation and Development on August 31, 2011.
4. The City Planning Commission conducted public hearings on October 19, 2011. At the close of the public hearings on all three documents, the Planning Commission moved unanimously to approve the proposed Comprehensive Plan and Subdivision Ordinance and the minor revisions to the City Council.
5. The City Council conducted a public hearing on November 2, 2011. At the close of the public hearing, City Council moved unanimously to adopt the recommendation of the Planning Commission.

NOW, THEREFORE, the Common Council of the City of Condon does hereby ordain:

- PART 1.** The new City Comprehensive Plan, dated June 2011, along with a Comprehensive Plan/Zoning Map, attached as Item A, is hereby adopted. The existing plan, adopted by City Ordinance 7-A and all amendments thereto, along with the existing 2001 Comprehensive Plan/Zoning Map are hereby repealed.
- PART 2.** The new City Subdivision Ordinance, dated 2011, attached as Item B, is hereby adopted. The existing Subdivision Ordinance, adopted by Ordinance 7-B on February 16, 1977, is hereby repealed.

PART 3. The 2011 minor revisions to the City's 2001 Zoning Ordinance, attached as Item C, are hereby adopted, along with the co-adoption of the City's Comprehensive Plan/Zoning map dated 2011 to accompany the Zoning Ordinance.

ADOPTED by the Common Council of the City of Condon this 7th day of December, 2011.

CITY OF CONDON

N. Dale Thompson
N. Dale Thompson, Mayor

ATTEST:

Kathryn Greiner
Kathryn Greiner, City Recorder

CITY COUNCIL

Dale Thompson, Mayor
Tom Fatland, President
Terri Carnine
Boyd Harris
Dallas Harsin
Donald Jamieson
David Messenger

CITY PLANNING COMMISSION

Roger Andrews
Mike Cronk
Vernon Grey
Larry Hardie
Betsy Pattee

ADMINISTRATION

Kathryn Greiner

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CONDON COMPREHENSIVE LAND USE PLAN

Ordinance No. _____

COMPREHENSIVE LAND USE PLAN

Condon, Oregon

INTRODUCTION

The City's original Comprehensive Plan was prepared in 1977 and with it, the City of Condon was one of the first jurisdictions to complete the acknowledgement process by the Department of Land Conservation and Development, and actually be acknowledged by the Land Conservation and Development Commission in the Fall of 1977. The Plan was fairly rudimentary in terms of today's standards and was updated somewhat in 1987. It is not clear whether that plan was ever acknowledged or even formally adopted, but we will check the records on that. No other comprehensive land use planning effort, other than an update of the Buildable Lands Inventory in 2001, has been undertaken. The City's Zoning Ordinance was completely updated in 2001 as well. This particular undertaking is at the direction of the City to update its Subdivision Ordinance, Zoning Ordinance and to update its Comprehensive Plan based on the best information available. The intent here is to prepare a better reading Comprehensive Plan with the best available information and supplement that with current land use planning policies that match today's conditions.

The City is undertaking this on its own. There are no grants, aid or other funding involved in this particular process. There are no statutory deadlines, other than standard statutes and administrative rules governing Comprehensive Plans, and no particular issue the City wishes to address. It is not anticipated that there will be any changes in the land use planning maps, the Urban Growth Boundary, or the Zones in the City. However, there is some consideration being given to dropping the R-1 Zone because it is not being used and the R-2 Zone allows everything that is allowed in the R-1 Zone. The City has done fine with one residential zone for over three decades. It does not appear to be necessary to have two any longer.

CONDON COMPREHENSIVE LAND USE PLAN

This Comprehensive Plan will generally follow the Statewide planning goals and try to address them with the best information that is available. The policy document will be at the very end of the Plan addressing the goals and objectives of the City as they currently stand in the year 2011.

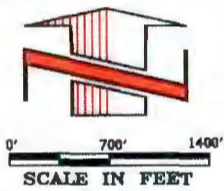
LOCATION

The City of Condon is located on a broad, flat plain just south of the center of Gilliam County. It lies at the head of Hay Creek Canyon and is the crossroads for the John Day Highway, Highway 19 leading from Interstate 84 through Condon, Fossil, and ultimately to John Day and points further south and east. It is connected to the west with Highway 206, which travels in a westerly direction until it crosses the John Day River and then in the northwesterly direction to the City of Wasco in Sherman County.




The City of Condon contains approximately one square mile of land within its corporate city limits and Urban Growth Boundary. It serves as the County seat for Gilliam County. The County Courthouse and other County activities are located here. It is probably best described as a regional farming community and it is the largest city in Gilliam County. The elevation is approximately 2,900 feet at the highest point on the north end of town down to approximately 2,700 feet at the lower end of town.

A base map of the City is on the following page.

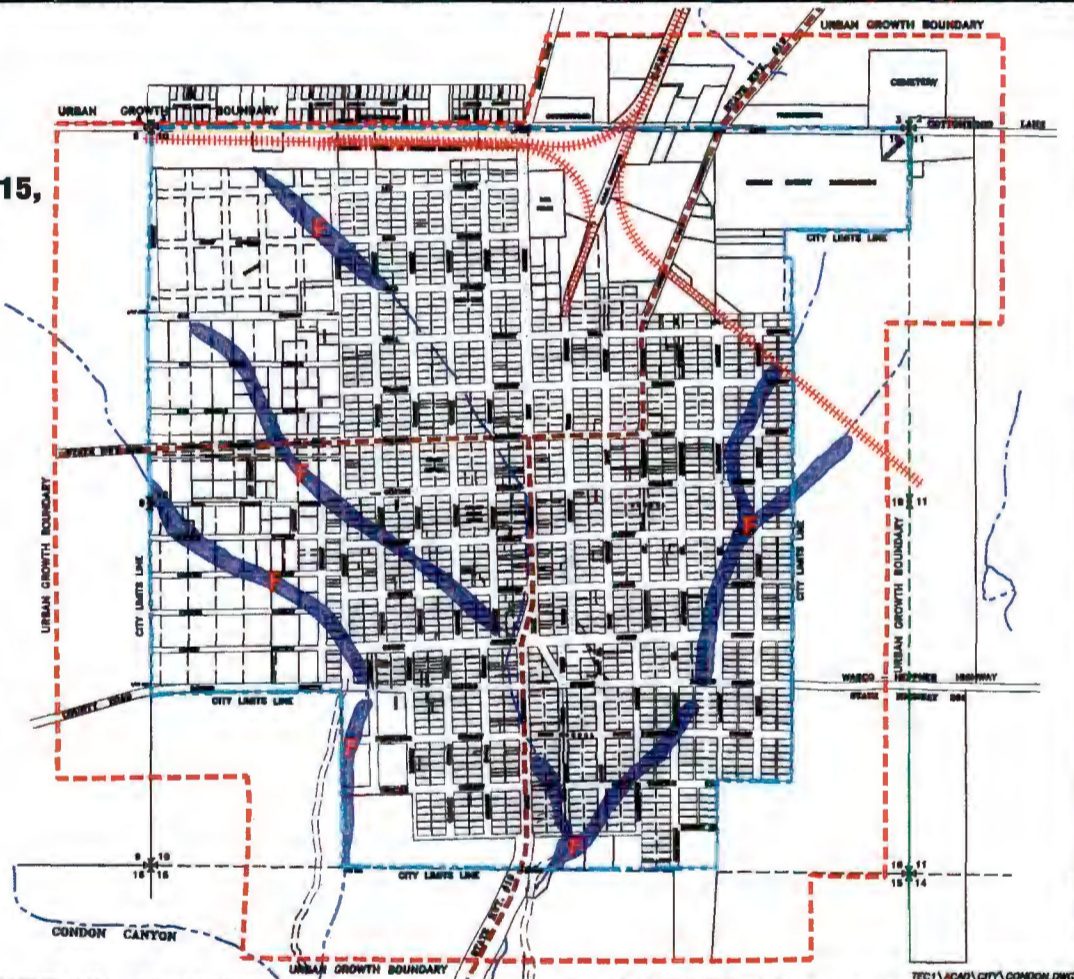
**CITY OF
CONDON**
GILLIAM COUNTY, OREGON
IN SECTIONS 2, 3, 4, 9, 10, 11 AND 15,
TWP. 4 S., RANGE 21 E., W.M.
AUGUST, 2010



BASE MAP

-  **F FLOOD ZONE**
-  **CONDON CITY LIMITS LINE (512 AC.±)**
-  **URBAN GROWTH BOUNDARY (823 AC.±)**

TENNESON ENGINEERING CORP.
CONSULTING ENGINEERS
3313 WEST 2ND STREET, SUITE 100
THE DALLES, OREGON 97068
541-286-9177 FAX 541-286-6657



TEC1\ICAD\CITY\CONDON.DWG
K.O. #10025, 10168, 13100

HISTORY

In the words of popular Gilliam County historian Marion T. Weatherford, change seldom comes at a steady, even rate. More often, he says, it comes in giant leaps. Such is the case with the development of Condon, a community which sprang up some 40 miles south of the Columbia River in what was to become Gilliam County. At the point from which Condon grew, a strong stream of pure crystal water flowed from massive beds of basalt rock left by volcanic activity millions of years ago. Summit Springs, as it came be known, was well-known among the Indians who traveled from the Columbia River to the Blue Mountains. They stopped there regularly to rest and water their animals. As the neophyte white traveler came into the area, he, too, made Summit Springs a stopping place. The water was clear and plentiful; the grass was high and abundant. Though the Indian would move on, the white man began to linger near the spring. A cabin was built, a corral and a settlement was started.

William F. Potter may not be a name that rings a bell around that settlement today, but in 1897, it was that early day shepherd's homestead on which the city of Summit Springs, later to become Condon, was platted. Had it not been for the jovial spirit of a Mr. Smith, however, Summit Springs may have platted on land owned by the estate of Mr. Potter.

As an early newspaper account has it (*Condon Globe-Times*, Feb. 10, 1922), Mr. Potter rode a gray mare and hobbled his mount in the bunch grass at night. The hobbles were stolen off the horse one night and Potter accused a fellow named Smith of the deed but didn't pursue the matter. Sometime later, the two men met at Heppner. Smith antagonizingly confronted Potter saying, "Bill, I hear you have accused me of stealing your hobbles," to which Potter answered, "That is what I said and I think you did it." Smith countered the accusation by telling Potter to "say your prayers, for I am going to kill you" and drew his gun.

CONDON COMPREHENSIVE LAND USE PLAN

Potter, displaying a to-be-expected zest for life under the circumstances and the ingenuity inherent in most of the territory's ancestry, requested a final statement. "It is that when I am buried, you place a stone over my grave with the epitaph on it: Beneath this stone lies buried deep Poor Old Potter who herded sheep, Relieved from all his earthly troubles by the-----who stole his hobbles."

Potter's wit struck a blow to the antagonist, the execution was stayed and Condon's origins can be traced to that lucky man's homestead near Summit Springs.

Summit Springs and the community which eventually developed around it are located in the middle of what would later become Gilliam County, amidst rolling hills of waist-high grasses and fertile soil. It was 40 miles north to the Columbia River, 20 miles west to the John Day River and miles and miles of bunch grass range lay to the south and east. It was said by settlers who had already homesteaded along creek bottoms that those who settle on the bunch grass land would ruin the range and starve to death. But settle around Condon they did and a community began to grow in 'giant leaps.'

The city was platted in 1879. In 1884, David B. Trimble, an early settler, contacted Alkali attorney Harry C. Condon to initiate the process of establishing a post office in the new city. It was done and to this day the post office and the new city have carried the young attorney's name, repayment by Trimble for the young man providing his services without charge. Erroneously, Condon's name has often been attributed to a state geologist and university professor named Thomas Condon, who happened to be an uncle of the young Alkali attorney for whom the city is actually named. Trimble was named the new facility's first postmaster.

Within the next ten years, the county of Gilliam had become organized (1885) and Condon had been declared by a vote of the people as the county seat (1890), an action not popular with many in the north end of the county. In 1893 the town was incorporated with George Tatom as the first mayor. The growing city's business

CONDON COMPREHENSIVE LAND USE PLAN

district consisted of three mercantile stores, the post office, a saloon, livery barn, hotel, school, blacksmith, drug store, five churches, a newspaper, an Armory Hall, a fraternal organization and a tri-weekly mail service had been established between Condon and Heppner to the east. Condon's population was about 400 and it continued to be a popular stage stop on the route from Alkali to Fossil.

Condon continued to grow and prosper. Settlers kept coming to the area, many from Scotland, Ireland and other European countries, as well as from points throughout the United States. They tilled and grazed the prairies, they established business houses in the city, they provided services for the growing needs of a growing community.

While farming was developing on the boundaries of the new urban center, so were the makings of a country town. Within the next 15 years, Condon's population more than tripled. The town's business district now contained two banks, two newspapers, three livery stables, four main hotels, three mercantile stores, two harness shops, five churches, five saloons, a furniture store, theatre, drug store, a confectionary, flour mill, three blacksmith shops, a meat market, two lodge halls, a skating rink and dance hall, post office, lumber company office, two hardware stores, three grain and wool storage warehouses, three restaurants, a planing mill, two rooming houses, a brick yard, a photo studio, shooting gallery and bowling alley, a laundry, two barber shops, a plumbing shop, a telephone company, an elementary school, a Catholic school, a high school, two lawyers, two doctors, a dentist, a jeweler, a milliner, a baker, an athletic club, a baseball team, a commercial club, ten fraternal organizations, daily train service to Arlington and daily stage service to Fossil.

Condon was indeed growing by 'giant leaps.'

The Panic of 1907 went relatively unnoticed in Condon. The country produced a bumper wheat crop and Condon is said to have shipped more wheat than any city its size. It was during this prosperous period that Condon also became known as the

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'Wheat City.' Along with growing shipments of wheat, Condon also became noted for shipping increasingly large amounts of wool, sheep and cattle.

St. Thomas Academy was built in 1909 for use a Catholic Church, hospital and school, the old high school building was completed in 1910. The city's streets were paved and the hitching posts removed in 1913 while James D. Burns was mayor.

With Condon's growth came the need for a sound banking system and 1899 the First National Bank was organized by Andy Greiner, Ed Dunn, Nathan Farnsworth and William Wehrli. A second bank, the Gilliam County Bank, was organized by W.N. Pattulo, John F. Reisacher, S.B. Barker and Frank Pliter. In 1906, a third bank, the Condon National Bank was established by Frank Hurlburt. The First National Bank, however, sold its holdings to the Condon National Bank and to the Gilliam County Bank. The Gilliam County Bank then took the name First National Bank and continued to do business in Condon under local ownership until 1934 when it was taken over by the Portland First National Bank. June 1, 1981, First National Bank of Oregon changed its name to First Interstate Bank.

Condon's City Hall was built in 1899. A small building by today's standards, the city hall housed the hose cart of the city fire department which had formed the same year and was used as the city council chamber and the city jail. The building, with its barred windows, still stands on its original site on Summit Street behind the Jamieson & Marshall plumbing shop.

County government was being conducted from the county courthouse erected in 1903. The structure was built from brick made at the Condon brick yard and cost \$17,000 to construct. Gilliam County had been formed in 1885, but until 1890, when the residents of the county were polled on the matter, the county seat had remained at Alkali, later known as Arlington. The seat was officially moved to Condon following the 1890 vote and operated out of a two-room house which was located on the present site of the courthouse. For a short period, the two-story brick structure

CONDON COMPREHENSIVE LAND USE PLAN

housed only two officers of the court—County Clerk C.O. Portwood and Sheriff T.G. Johnson—who janitored the building and spent time not engaged in official duties of the court cultivating and landscaping the new grounds. Fifty-one years later, that structure was to be totally destroyed by a devastating fire. No injuries were incurred but losses were heavy in contents and county records. A new structure was built the following year and currently houses not only county offices but has office space available for rent to other agencies.

1904 marked a bright spot in Condon's history. In that year, the Condon Milling Company brought electric lights to the young city. It wasn't yet 24-hour per day services and if one didn't heed the 11:55 warning blink, one would likely be left in the dark in the middle of a task. In 1927, Pacific Power & Light Company purchased the power plant operated by A.B. Bower and offered electricity service to Condon residents 24-hours per day.

Another highlight included the day in 1905 that the railroad was completed from Arlington to Condon. Besides the immeasurable boon to Condon's commerce and trade, the train arriving daily at Condon gave Condonites a social opportunity, as well,—come to the railhead and greet the newcomers. The train service served to speed up and lessen the cost of transporting crops and livestock which had heretofore been transported via wagon teams. With the advent of home grain storage ideas and a declining economy in the smaller communities in recent years, the use of the railroad has diminished. The depot at the Condon yard was closed and later moved to a site at the Butler Fairgrounds where it is to become a county historical museum. The railroad from Arlington to Condon, once the lifeline to this inland community, is now being scrutinized by Union Pacific economists, its final days seemingly numbered.

A school was built in Condon in 1885. It was a one-room building and the materials and labor for its construction had been donated by the citizens of Condon. Miss Mollie Carter was the first teacher. In 1891, a two-room school was built and in 1893

CONDON COMPREHENSIVE LAND USE PLAN

Miss Susan Dunn opened a private school which became quite popular. A county high school was established in July, 1908. Students attended classes in the courthouse until a school could be built to accommodate them. In 1910, a two-story brick building was built and was used until its condemnation in 1962 and a new building, the present structure, was built. Georgie Searcy and Tula Kinsley were the first two students to attend the old county high school. The old grade school building on a hill in east Condon was abandoned for use as such in 1923 and used as apartments. That structure was replaced by the present grade school building which has seen several additions and improvements throughout the years.

At one time, over a dozen rural school districts flourished in the Condon area. They have since been consolidated and students are bussed into the Condon schools—School District 25.

The growing community needed a common water supply and a system was established in 1899. A single well on the west side of town satisfied the city's needs for several years. Before that time, city residents were left to their own wits for developing a water supply. Many homes still use wells developed during this period, mainly for lawn and garden use. Reports have it that the original well was 'highly satisfactory' and the 'water was easily thrown over the highest building in the city.' Water from the well was pumped to a small elevated wooden tank with a 3,000 gallon capacity.

The city's growth, however, forced a more voluminous water supply and within a few years, the city purchased what is called the City Farm on Hay Creek from L. W. Darling. The farm had several large springs from which water was pumped seven miles to the reservoir near Condon. Much of Condon's current water system was installed in 1922, when water mains and the reservoir were enlarged and pumps and engines were replaced to make better use of the new piping and storage systems. Demands on the water system have continued to grow, though the population of Condon in the mid-teens has only been paralleled once in the city's 90 year history.

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Demands of a modern society are much more exacting than those of the earlier period.

Condon's development peaked somewhere between 1910-20, according to population figures. Over 1,300 residents were counted at that time. The highway south to Thirty Mile Creek had been graded, wool and wheat prices were good and many Condon area ranchers were prospering. E. R. Fatland has come to Condon from Arlington to start a tire shop, two newspapers had been established and were serving the community, E. H. Randall's Liberty Theatre was added to the list of businesses, the first service station was established by Herbert Clark, Parman and Harris opened a lumber yard, Shelley's garage opened and the Condon Hotel was built.

Condon was a beehive of activity again as the nation began rolling in earnest after the First World War in route to the Ellison-White Chautauqua in Fossil, William Jennings Bryan was waylaid in Condon as citizens roped off the street and forced the popular writer to make a speech. The next year, 1920, Eddie Rickenbacher, in the area selling stock in the Rickenbacher Car Company, was nabbed by the Condon traffic police for demonstrating the speed of his high-powered model down Main Street. An era of importance and notoriety was apparent.

The '20s brought some hardship, too. A long, cold winter in the first year of the new decade saw Condon snowbound for three days. Temperatures were recorded at 26 degrees below zero. Water pipes broke and wheat crops froze, necessitating replanting. Prices began to decline creating depressed conditions. The new annex of the Farmers Concrete Elevator collapsed. In 1925 a cyclone hit Condon and, though no injuries were reported, heavy damage was done to the county machine shed, the new grade school building and many homes. And to add a final note to the gloom, the stock market crashed in 1929 sending the now 40 year-old community into the '30s on a sour economic note.

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During the '30s, the Condon Cooperative Grain Growers Association purchased three grain warehouses and the Farmers Concrete Elevator from the Farmers National Warehouse Corporation. A fourth warehouse was owned by the Condon Warehouse Company. Grain storage had become big business in the Wheat City. Over 700,000 bushels of wheat were taken in during the 1932 season but prices were low. Twenty-five cents would buy a bushel of wheat in those days. And wool prices weren't setting the world on fire either. Wool sold for 5-3/4 to 8-3/4 cents per pound and wethers went for 67 cents a head.

Mercer and Ashenfelter bought the Shelly garage, snow storms left the country bound for weeks in drifts unequalled in 52 years, a new city hall and Masonic Lodge was built, the state highway building went up and the city park was established on the sight of the original Summit Springs. A Union Oil station was built and the fire department was reorganized with Mitchell Slyter as fire chief.

Bumper crops in the early '40s necessitated expanding wheat storage in Condon. Wheat prices strengthened. The Condon Grain Growers Cooperative increased its capacity to one million bushels during the forties. Current rated capacity of the grain storage in Condon is 2,250,000 bushels. An additional Grain Growers warehouse is located at Mikkalo which holds 600,000 bushels and times have been that wheat has had to be stored on the grounds around the warehouses. Archer-Daniels-Midland also had grain storage facilities here.

The Memorial Hall was erected by the area's war veterans, a planer mill went into operation, two new wells were added to the city's water system, roads were paved to the east of Condon and the highway leading west to the John Day River was paved that far, Sherrell's Chevrolet established a business here, Bob Eaton opened the Red & White Grocery, M. W. Rinehart opened the Condon Motor Court, the Seventh Day Adventist Church was built and, in the late '40s, the United States Air Force began construction of a radar site seven miles west of Condon, a development which created a boon, if only temporary, to Condon's economy.

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During the fifties and early sixties, Condon's population once again reached into the double figures, reversing a downward trend forming since 1930.

The increased population and a number of new homes being built in the city made it necessary to provide the east side of town with an additional sewer system which was connected with the new sewage disposal plant at the south end of town. The Elks Lodge #1869 was instituted with 291 members, First National Bank built a new building, a new era in telephone service came with the advent of the dial system, the television system was established, pledges were being accepted to build a new medical clinic, rooms were added to the grade school, a football and baseball field was constructed by the schools.

The Air Base bust, however, was over by the 1960's. In a program aimed at cutting military expenses, the government cut back its number of small bases around the country and the cutback included the 636th Radar Squadron at Condon. With it went the business that over 50 families can bring to a small community. The effects of the air base closing rippled through Condon's business district with some business houses closing and other reducing the services offered. Condon has since been in a holding pattern economically.

To date business houses include four service stations, a bussing and freight company, the long-established Dunn Bros. mercantile business, a variety store which once housed the post office, a single weekly newspaper, two grocery stores, two barber shops, two beauty shops, two restaurants, a catalogue store, the plumbing shop, Jackson's variety, a Coast to Coast store, Fatland's Tires, Mercer & Ashenfelter garage and Condon Motors, a pharmacy, office supply store, a mortuary, two flower shops, a drive-in eatery, the telephone company, a feed supply business, the Grain Growers, Columbia Basin Electric Cooperative, a motel and several insurance shops.

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Condon has developed...and matured. It's a rural community not unlike any rural community these days—plagued by dwindling economic support, away from populated areas but still on the hill amid rolling fields, fresh air, satisfied people, its park still greening from the waters of Summit Springs.

From Condon have come some notable figures, among them two Nobel Prize winners. In 1934, William Perry Murphy was honored for his work in developing a cure for pernicious anemia. Murphy, who attended schools here, shared that honor with two other scientists. The second and most notable Nobel Prize winner was Dr. Linus Pauling. Born at Lonerock and schooled, in part, at Condon, Dr. Pauling is a scientist, a humanitarian, a professor of chemistry, a suspected communist, Oregon State College graduate of 1922 and doctorate graduate of California Institute of Technology, 1925. He has been awarded the Nobel Prize on two occasions—the chemistry award in 1954 for his molecular structure studies and in 1962 of this work in physics. Dr. Pauling's father-in-law gained a certain amount of notoriety in his own right. According to a letter authored by Ray Palmer Tracy, an accomplished author and historian who came to Condon in 1903 to herd sheep, L.W. Darling, a pharmacist and business man and father of Linus Pauling's wife, was the first to be cremated and buried at the Condon cemetery. Also a vocalist, Mr. Tracy sang at the elaborate graveside service "to which the curious came for miles to witness the unusual event."

Earl Snell, originally from Arlington but who worked in Condon's first service station operated by Herbert C. Clark, was long a legislator of the state and in 1943 became governor of the state of Oregon serving two terms; and, longtime Condon businessman and civic leader E.R. Fatland served several terms as an Oregon legislator and, as speaker of the House of Representatives, acted in the capacity of the governor on more than one occasion during the late 1930's.

One wouldn't say that Condon is changing now in 'giant leaps', but one could say that Condon *has* changed in 'giant leaps' and can look forward to the prospects of it changing again. Many ancestors of these first settlers who made Condon grow once

CONDON COMPREHENSIVE LAND USE PLAN

are still among the Wheat City's numbers and, with patience that only this country can breed, are working on yet another 'giant leap.'

The history of Condon has been compiled by Mr. McLaren Stinchfield, whose people were early residents of Mayville and Lost Valley. He publishes the Condon Times-Journal and participates in the activities of the Gilliam County Historical Society. The City requested and received his permission to reprint this history in their Plan. The City appreciates this report very much.

GOALS

Goal 1 – Citizen Involvement

The City of Condon's original Comprehensive Plan, in 1977 and the update in 1987, spent a considerable amount of time establishing a citizen involvement program for the City. That program has evolved over the years to the present practice of maintaining an active Planning Commission and a notice procedure that closely parallels the State Statutes. The Planning Commission was reformed in 2010 and consists of five members. The use of a Planning Commission has been sporadic over the years. There has been little development pressure in the City and, thus, the interest of being on a Planning Commission wanes with the lack of meetings and issues to consider. At the present time the Planning Commission has been active since mid 2010 involved in the update of the City's Zoning and Subdivision Ordinances and this Comprehensive Plan. The City Planning Commission hears almost every land use action with the exception of a simple building permit or a property line adjustment, which are handled administratively. The City provides notice for quasi-judicial hearings in the Condon Times Journal, the City's official newspaper, and first-class notices mailed to adjoining property owners within 250 feet of the subject property. The City meets the statutory requirements for Citizen Involvement.

Goal 2 – Land Use Planning

The City of Condon, along with the City of Arlington, and Gilliam County were the first jurisdictions in the State of Oregon to be acknowledged for being in compliance with the Statewide Planning Goals in 1977. All three jurisdictions had Plans and Ordinances completed early on and, for the most part, there has been very little change. The City, on its own motion in 2010, undertook the updating of its Zoning and Subdivision Ordinances, and in the course of doing so began to look seriously at its Comprehensive Plan and determined that it should be updated as well. The City expects to adopt this updated Plan and implementing Ordinances, the Zoning and Subdivision Ordinances, in the middle of 2011. The Zoning Ordinance provides the framework for the Land Use Planning process in the City, prescribing the

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administrative details for the conduct of both quasi-judicial and legislative public hearings. It also establishes a multitude of land uses in various Zones throughout the City and establishes approval criteria for Conditional Uses, Variances and Zoning Amendments. The Subdivision Ordinance provides the processes for developing the land in partitions or subdivision and provides the criteria that provide the improvement standards that must be met in order to complete a partition or subdivision. All of the documents are designed to work together as a total package to give the City a workable Land Use Planning program.

Goal 3 – Agricultural Lands Plan

The City is located on a broad, flat plane at the head of Hay Canyon and there are soils suitable for agricultural use within the incorporated city limits and Urban Growth Boundary. However, the city limits and Urban Growth Boundary have been long established and the lands within are considered available for development over time. There are limited active agricultural operations within the incorporated city limits. These are situations where a portion of an existing field outside the City extends inside the city limits. There are some hobby farms with livestock within the Urban Growth Boundary that surrounds the City. The Urban Growth Boundary is an outgrowth of the area of mutual concern, established in 1977 before Urban Growth Boundaries were formally required by the State. The City and County agreed to adopt a Joint Management Agreement for the Urban Growth Boundary and renamed the area of mutual concern as an Urban Growth Boundary in 2007. The City's development patterns and existing corporate limits do not provide the opportunity for intensive agricultural activities within the City's boundaries.

Goal 4 – Forest Lands

There are no forest lands in Condon. This Goal is not applicable to the City.

Goal 5 – Open Space, Scenic & Historic Areas, & Natural Resources

The Statewide Planning Goal is to preserve open space and protect natural and scenic resources. This Goal carries a number of subtopics and the following is a condensed version of that inventory analysis.

A. Land Needed or Desirable for Open Space

The City lies on a broad, flat plain at the head of Hay Creek Canyon, at the southern end of Gilliam County. There are mountain peak vistas within sight of almost every home in the City. The City maintains a height of building limitation in its Zoning Ordinance. However, that is primarily for fire protection, not view protection. There are several parks within the city limits and play areas at the Condon schools.

B. Mineral & Aggregate Resources

There are no known mineral and aggregate resource sites within the City, nor it's Urban Growth Boundary.

C. Energy Sources

No geothermal resources have been identified. Lands north of the City have been identified as potential wind energy sites and it is anticipated that some wind energy development will be forthcoming in this portion of Gilliam County as time moves on.

D. Fish & Wildlife Areas & Habitats

There are no fish and wildlife habitats in the City except for the typical wildlife that occurs in an urban environment. There are no big game hunting ranges within the City or it's Urban Growth Boundary.

E. Ecological & Scientific Significant Natural Areas, Including Desert Areas

There are no known natural areas or resources in the City. There are no wilderness areas, national landmarks, special interest areas, outstanding

natural areas, national parks/monuments, natural area preserves, primary resources, protection areas, scientific educational preserves, scenic or protective conservancy areas, areas of state concern, Nature Conservancy preserves, or other natural resources sites of any significance in the City or its Urban Growth Boundary with the exception of the National Historic District, which is discussed later in this section.

F. **Outstanding Scenic View & Sites**

The views outside the City in all directions indicate a vast amount of open space and farmland. Almost all of these lands are under private ownership and generally are designated Exclusive Farm Use by Gilliam County.

G. **Water Areas, Wetlands, Watersheds, & Ground Water Resources**

None have been identified.

H. **Wilderness Areas**

None have been identified.

I. **Historic Areas, Sites, Structures, & Objects**

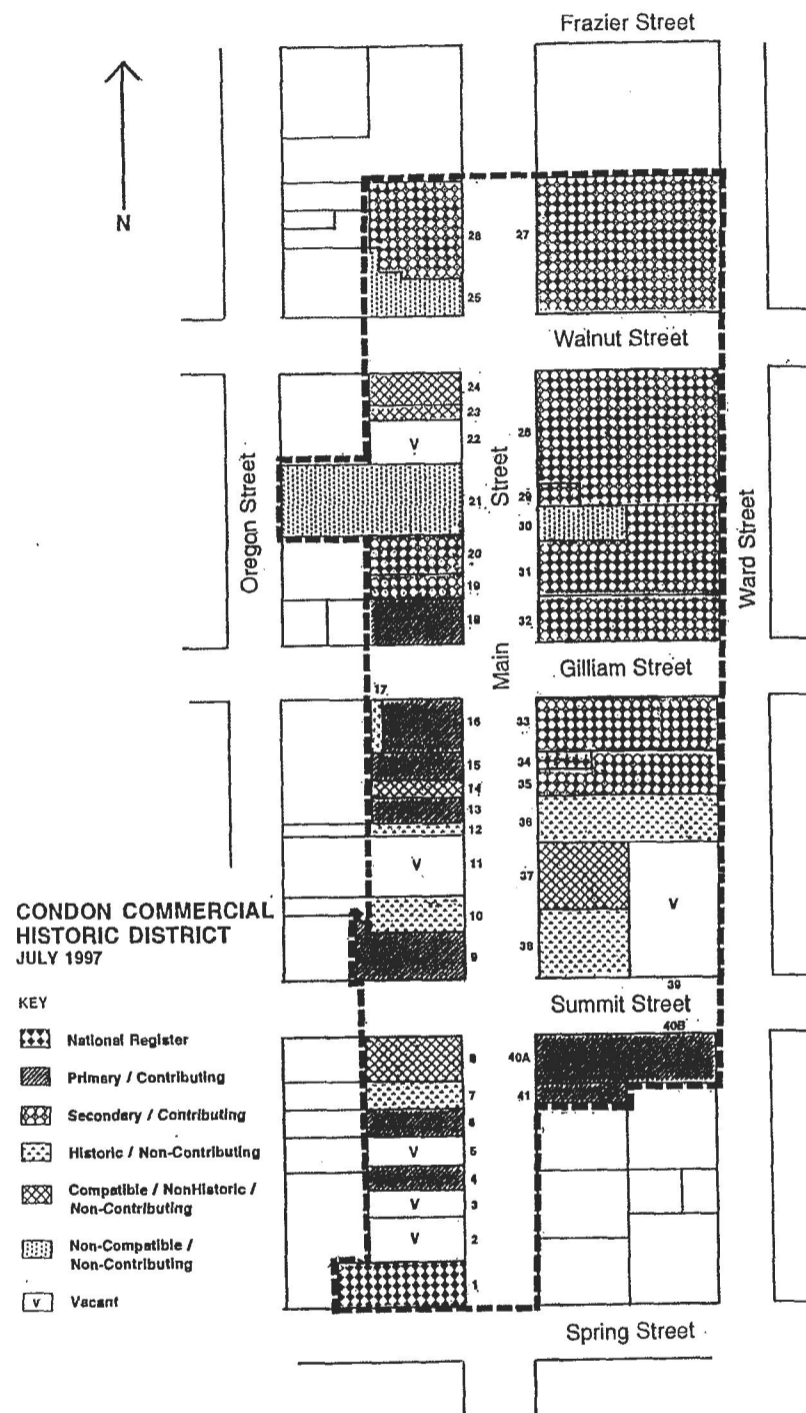
The City of Condon is proud to have established a National Historic District in its downtown core area. The Historic District extends from Walnut Street to Spring Street on both sides of Main Street, some five city blocks. The City undertook a Historic Properties Analysis in 1988 in accordance with Statewide Planning Goal 5. Twenty-two (22) buildings were identified in Condon as having significant historic resources. The bank and Post Office have been excluded from the Historic District. These historic resources were documented on Oregon Statewide Inventory of Historic Properties forms. As a result of that effort, a national registry of historic places district, the Condon Commercial Historic District, was established in Condon's downtown area in May 1988. The City has adopted historic protection provisions in its Zoning Ordinance to provide for the review of major exterior alterations, additions,

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new construction, demolition/relocation of designated historical landmarks within this National Historic District. That designation was listed on May 29, 1998 and the Condon Commercial Historic District (1899-1938) is described as an area of 9.9 acres extending along Main Street, generally between Walnut and Spring Streets on the north and south, and between Ward and Oregon Streets on the east and west, all in the corporate limits of Condon, Gilliam County, Oregon. The study lists a total of 22 contributing structures and 17 non-contributing structures within this District. A copy of the analysis and inventory is maintained in City Hall.

A drawing showing the Historic District is on the following page, along with the Historic Buildings by inventory number.

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Condon Commercial Historic District: Resources by Inventory Number

Inventory No.	Date	Building Name	Address	Classification
1	1903	Barker Bldg.	333 S. Main	National Register
2	ND	Vacant	S. Main	Vacant
3	ND	Vacant	S. Main	Vacant
4	1903	Bank Saloon	319 S. Main	Primary
5	ND	Vacant	S. Main	Vacant
6	1902	Dunn Bros.	311 S. Main	Primary
7	1904	Dunn Bros. Annex	307 S. Main	Historic/Non-Contrib.
8	1949	Red & White Grocery	301 S. Main	Compatible/Non-Contrib.
9	1906	Gilliam Co. Bank/1st National	103 W. Summit	Primary
10	1920	Pliter Bldg.	225 S. Main	Historic/Non-Contrib.
11	ND	Vacant	S. Main	Vacant
12	1913	Homer Law Office	217 S. Main	Historic/Non-Contrib.
13	1901	Homer, Moore, & Co.	213 S. Main	Primary
14	1952	Round-up Cafe	211 S. Main	Compatible/Non-Contrib.
15	1910	IOOF Hall	207-09 S. Main	Primary
16	1905	Reisacher Bldg./Jackson's	210-03 S. Main	Primary
17	1935	Home Telephone	119 W. Gilliam	Historic/Non-Contrib.
18	1906	Bank Block	135 S. Main	Primary
19	1915	US Post Office	129 S. Main	Secondary
20	1923	Weed Building	127 S. Main	Secondary
21	1950	BPOE Lodge	117 S. Main	Non-Compatible/Non-Cont.
22	ND	Vacant	S. Main	Vacant
23	1954	Grain Growers Coop	105 S. Main	Compatible/Non-Contrib.
24	1954	Klamath 1st Federal	103 S. Main	Compatible/Non-Contrib.
25	1954	Parman & Harris	101 N. Main	Non-Compatible/Non-Cont.
26	1922	Homer Apts/Condon Milling Co.	109 N. Main	Secondary
27	1919	Shelley's Garage	102 N. Main	Secondary
28	1928	Fatlands	110 S. Main	Secondary
28 (aux)	1959	Fatlands Tire	110 S. Main	Compatible/Non-Cont.
29	1928	Campbell Building	114 S. Main	Secondary
30	1947	Vets Memorial	120 S. Main	Non-Compatible/Non-Cont.
31	1938	City Hall No. 2	128 S. Main	Secondary
31 (aux)	1963	City Hall Storage Garage	128 S. Main	Compatible/Non-Contrib.
32	1928	Hollen & Sons	134 S. Main	Secondary
33	1920	Condon Hotel	202 S. Main	Secondary
34	1925	Potter's Grocery	208 S. Main	Secondary
35	1922	Liberty Theater	212 S. Main	Secondary
35 (aux)	1925	Garage	212 S. Main	Historic/Non-Contrib.
36	1925	Farr Building	218 S. Main	Historic/Non-Contrib.
37	1949	Burns Brothers	222 S. Main	Compatible/Non-Contrib.
38	1938	Union Oil Station	234 S. Main	Historic/Non-Contrib.
39	ND	Vacant	S. Main	Vacant
40A	1903	Buckhorn Saloon	306 S. Main	Primary
40B	1899	City Hall No.1	306 S. Main	Primary
41	1903	1st National Bank	310 S. Main	Primary

J. **Cultural Areas**

None identified.

K. **Potential & Improved Oregon Recreational Trails**

No recreation trails are identified.

L. **Potential & Improved Federal Wild & Scenic Waterways & State Scenic Waterways**

None identified.

Goal 6 – Air, Water, & Land Resource Quality

Statewide Planning Goal 6 is to maintain and improve the quality of the air, water, and land resources of the State. The Goal deals primarily with pollution control measures. The City actively supports federal and state regulations regarding water, wastewater, and air pollution discharges and subscribes to those standards. The City has upgraded its wastewater collection and treatment facilities and based upon an engineering study done in 2002, the City has a treatment plant that meets federal and state environmental agency standards and treats approximately 130,000 gallons of effluent per day. The water system is carefully monitored by the City to ensure it complies with federal and state standards. There are no industrial activities in the community which release contaminant discharges into the air. The City strives to keep its quality of life at an exemplary level.

Goal 7 – Areas Subject To Natural Disasters & Hazards

The purpose of Statewide Planning Goal 7 is to ensure that cities and counties respond to the potential for natural disasters or hazards, primarily flooding and landslides in Oregon. The City lies on a broad, flat plain slopping southward into Hay Canyon and does experience some mild flooding. However, the topography of the City is fairly level. There are no unstable slopes or other landslide issues. The Federal Emergency Management Agency established a flood plain map for the City in 1984. Copies of that map are available in City Hall. The City has adopted the

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federally mandated Flood Plain Ordinance as part of its Zoning Ordinance and updates the flood plain portions periodically as the Federal Emergency Management Agency requires.

Goal 8 – Recreation Needs

The purpose of this State Planning Goal is to provide adequate recreational opportunities within each jurisdiction geared to the needs of the jurisdiction. The City of Condon owns and operates one City Park and there is a second park, Burns Park, owned by Gilliam County. The unnamed pocket park is maintained by the Condon Garden Club. The City lies within 25 miles of the soon-to-be operational Cottonwood Canyon State Park on the John Day River and the Day Use Dyer Park, located 8 miles south of Condon on Highway 19. The City also operates and maintains a 9-hole municipal golf course at the northeast corner of the City.

Goal 9 – Economics

The latest economic information comes from an onsite visit conducted on March 19th and 20th, 2009, by the Oregon Main Street Program. What is attached is that report for informational purposes.



CONDON COMMUNITY ASSESSMENT REPORT

On-Site Visit: March 19 & 20, 2009

Oregon Main Street Program

*Oregon Economic & Community
Development Department*



***Community Assessment Report
For
Condon, Oregon***

Project Coordination: Mary Bosch, Marketek, Inc.

Project Consultant: Timothy Bishop, CMSM

Project Funded by:
Oregon Economic and Community Development Department
Main Street Program

April 2009

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PROJECT OVERVIEW

Consultant Timothy Bishop, CMSM conducted the site visit for the City of Condon on March 19 and 20, 2009 and consisting of two meetings. The consultant met with community team leaders on Thursday evening to go over general background information and expectations for the following day. The remainder of Thursday afternoon was spent conducting a visual inventory and assessment of downtown and reviewing recent planning documents including the Gilliam County Strategic Plan.

On Friday the team conducted a five hour workshop introducing the Main Street program and exploring how this preservation based economic development program might be used as an effective community development strategy in Condon.

The workshop included:

- An overview of the Main Street Approach and each of the four points of design, promotion, economic restructuring, and organization;
- A short visioning process for downtown
- An assessment of downtown Condon's current strengths, weaknesses, challenges, and opportunities;
- Identification of key issues and opportunities;
- And the development of preliminary next steps that the committee could begin taking action on.

VISION

Participants at the town hall meeting were asked to look ahead ten years and identify specific qualities of Condon in 2019. This resulted in the following draft Vision Statement which was prepared by the consultant:

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Downtown Condon is an active and engaging downtown for citizens of all ages, walks of life, and abilities. Downtown is active with people of all ages including teenagers and young adults who live, work, and play downtown. Great strides have been made to ensure that downtown's businesses and public spaces are accessible to all.

Downtown has a healthy businesses district with a variety of businesses that serve local customers, and employ the latest in business technologies to conduct business throughout the region. There is a strong network of business assistance and training programs to help local businesses continue to grow.

Once-vacant lots have been filled in with new buildings or transformed into park like public gathering places with amenities including public restrooms and outdoor seating. These

public spaces are enjoyed by local citizens and visitors alike.

Local businesses, attractions, public buildings, parking, and visitor amenities are easily located with well designed way finding and signs and information kiosks.

Main Street is lined with street trees and pedestrian amenities including corner bump outs to help calm pass through traffic, and remind people that downtown Condon with all of its traditional small town character and charm, is someplace special and worth slowing down to enjoy.

The notes which provided the basis for the draft vision statement are included in Appendix B.

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COMMUNITY ASSESSMENT OVERVIEW

A general community assessment of what's going well and/or assets and what challenges face Condon is summarized below.

Assets of Condon:

- Traditional small town values
- Local business ownership
- People who live in Condon do so by choice
- New revenue from wind farms
- Committed and engaged local citizens
- Business mix serves primary needs pretty well
- *Strong focus on traditional family values and integrating young people into the community*

- Limited infrastructure capacity for growth especially residential
- Limited market potential to attract new businesses
- Rural and remote



Challenges facing Condon

- Aging population
- Loss of population
- Limited housing choices (both rental and owned)

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ASSESSMENT: STRENGTHS, WEAKNESSES & OPPORTUNITIES

The following table identifies strengths, weaknesses and opportunities facing Condon, organized according to the four point Main Street approach (design, economic restructuring, promotion and organization).

Condon Downtown Competitive Assessment	
Design	
Strengths	<ul style="list-style-type: none">➤ A substantial inventory of historic buildings intact and in use➤ Local historic society➤ Previous streetscape improvements have created a base of improvements
Weaknesses	<ul style="list-style-type: none">➤ Many buildings need substantial rehabilitation➤ ADA accessibility and code compliance issues may be difficult given the cost and current rent opportunities➤ Downtown cleanliness is an issue➤ Permitting is currently contracted out to The Dalles➤ Vacant buildings give an appearance that downtown is tired and run down➤ Some earlier improvements like brick planters have not stood the test of time very well➤ The vacant lot between the Courthouse and Main Street
Opportunities	<ul style="list-style-type: none">➤ Coordinate a annual or semi annual downtown clean up with particular focus on vacant lots➤ Consider improvements or potential redevelopment of the lot between the courthouse and Main Street for use as a visitor information area or public space➤ Create a visitor information kiosk➤ Consider way finding signage to help visitors find those amenities like the ball parks that are just a block or two off of Main Street➤ Work with business owners to enhance business signage and window displays

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Economic Restructuring	
Strengths	
<ul style="list-style-type: none">➤ Surprisingly diverse mix of businesses➤ Stable employment base➤ Pioneer Community Development Corporation and City and County government are downtown and are potential partners➤ The Condon Hotel➤ There is available space for new businesses➤ Visitors are finding Condon even if in small numbers and for short stops	
Weaknesses	
<ul style="list-style-type: none">➤ Some existing businesses difficult for visitors or newcomers to find because they are layered with others. For example, the ice cream parlor, bookstore and florist, or the grocery store with no sign.➤ Lack of housing, particularly rental housing for construction workers, teachers etc. make it difficult to attract new residents, employees, and businesses➤ Declining population and minimal visitor traffic create a diminishing customer base	
Opportunities	
<ul style="list-style-type: none">➤ Work with the Chamber, Pioneer Development Corporation and Oregon Main Street program to identify potential resources to help offset code compliance and ADA costs for building projects➤ Identify ways to ease regulatory barriers to adaptively reusing downtown's historic buildings. For example Ellensburg Washington's new Model Code Applications for Historic Buildings.➤ Focus on existing businesses and customers first and look for ways to increase sales by adding or expanding product lines that will increase expenditures from existing customers➤ Several existing businesses include multiple products and or services and could potentially expand to additional store fronts➤ Local customers appear very supportive of existing businesses and may be willing to purchase more locally if there were a few additions to local inventory. It may be worthwhile to survey downtown customers on an annual basis to see what other products existing businesses could add.	



**CONDON
COMMUNITY ASSESSMENT**
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Economic Restructuring (continued)
Opportunities (continued)
<ul style="list-style-type: none">➤ With a population of less than 800 recruitment will be challenging. One solution may be to develop space for part time businesses. Much like the dentist that works at the clinic once a week, other professional service providers such as accountants or attorneys, from other communities may be willing to provide services on a part time basis.➤ Work with local and regional tourism groups to promote the available goods and services in downtown Condon as part of regional tourism efforts➤ Work closely with the Hotel Condon during peak visitor periods, 18 occupied rooms can mean up to 36 extra customers in Downtown➤ Coordinate at least 2 business assistance trainings annually. The regional Small Business Development Center may be a great resource to assist with this.

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Promotion
Strengths
<ul style="list-style-type: none">➤ Condon is centrally located to a number of visitor attractions including:<ul style="list-style-type: none">The Journey Through Time Scenic BywayLone RockThe wind farmsThe fossil bedsColumbia River GorgeMurtho Ranch➤ The Condon Hotel is developing a loyal fan base➤ Condon is in many ways the quintessential small town that travelers envision finding in the rural west
Weaknesses
<ul style="list-style-type: none">➤ Condon is not associated by the average visitor with many of the nearby attractions. A stop in Condon is more likely to be by chance rather than planned➤ There is a limited population to draw on for special events➤ The greatest potential to increase visitor traffic will be seasonal and on weekends. Currently weekend hours are limited.
Opportunities
<ul style="list-style-type: none">➤ Develop a downtown business directory to help visitors find all the layered businesses➤ Create a visitor information kiosk to showcase the variety of existing businesses and surrounding attractions especially those that are within walking distance of downtown such as the ball fields➤ Identify group advertising opportunities in nearby markets such as the Dalles➤ Maintain existing events such as the Scottish Heritage Festival and Fourth of July Celebration and consider creating at least one more special event or festival➤ Use the Internet to promote Condon year round: Work with the Chamber to ensure the Downtown is well represented on their website and consider other low or no cost ways to build awareness online. For example at the time of this report there were 97 reviews for the Hotel Condon on tripadvisor.com.

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Organization
Strengths
<ul style="list-style-type: none">➤ Condon Residents are committed to Condon➤ The Chamber of Commerce has recently hired two excellent part time staff people➤ The City is very supportive of downtown and its revitalization➤ There is a demonstrated past willingness to invest in downtown
Weaknesses
<ul style="list-style-type: none">➤ Limited population also limits the volunteer pool➤ Limited funding resources for large scale projects➤ Limited technical support and resources for complex issues or projects
Opportunities
<ul style="list-style-type: none">➤ Work with the high school to develop a youth center➤ Explore ways to incorporate Main Street with current school curriculum or clubs to engage students and parents in the revitalization process➤ Work closely with Pioneer Community Development Corporation to explore public/private partnerships to assist with upper floor housing renovation➤ Partner with the Chamber of Commerce to help promote downtown businesses and special events➤ Partner with surrounding and nearby attractions, and marketing efforts, to include downtown Condon as part of visitor itineraries➤ Monitor implementation of the new County Strategic Plan to ensure that the downtown projects identified in the plan stay on the priority list for funding opportunities

CONDON COMPREHENSIVE LAND USE PLAN



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FINDINGS, RECOMMENDATIONS & NEXT STEPS

Top priorities for action are:

1 – Determine the best organizational structure to coordinate Main Street efforts, (as a stand alone organization or a committee of an existing organization such as the Chamber), identify initial leadership and key participants, and work with Oregon Main Street Program to coordinate individual committee training and work plan development.

2 – ADA and code compliance are significant issues for property owners and business owners wanting to invest in downtown Condon. Rather than trying to "solve" this issue, it is recommended that local efforts start with an inventory of existing conditions. Once the current issues are identified and quantified the next step should be to identify potential funding resources, regulatory relief, and incentives to help property and business owners make these improvements.

Since this is an issue in many communities there are a number of tools and solutions that have worked elsewhere and should be applicable in Condon. City staff may have to take the lead on this effort, and the Oregon Main Street Program and other partner agencies at the state level should be able to provide assistance. The Pioneer Community Development Corporation may also be a valuable non profit partner in this effort since many of the available resources lend themselves to housing applications and non profit partnerships.



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3 –Work with existing businesses to identify both immediate assistance needs and potential opportunities. This should be accompanied by a customer survey focusing on products or services that could be added by local businesses.

Next Steps

- Get organized with workable workplans based on the Main Street four-point approach
- There is a strong desire to see downtown revitalized and a number of highly skilled and motivated volunteers to support that effort which makes Condon an ideal candidate to succeed as a Main Street community. A small population and limited resources may require that this be a volunteer effort relying heavily on the continued support of partners like City staff, the Chamber, and Pioneer Community Development Corporation. Efforts should be made to reach out and engage other local groups and key stakeholders as well including the Sea West wind farm group, the school district, historical society and others that may be able to

provide valuable volunteers, leadership, and resources.

- The first priority should be to establish a standing committee structure around the four points of the Main Street approach and identify potential members for each of the committees.
- It is strongly recommended that once committees are formed, committee training should be the first priority for future technical assistance. This training will ensure that volunteers understand the role of each committee and how the committees each support the comprehensive nature of the four point Main Street approach. The training will also help participants feel that they have the tools and structure in place to be successful.
- Like many small rural communities Condon has a number of significant challenges including a limited and declining population base. It can be tempting for an organization to try to confront these challenges with large scale "big fix" projects and become overwhelmed. It is highly recommended that the revitalization efforts in

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Condon start by focusing on small incremental but achievable projects and activities that will move them towards their larger goal.

- When looking at projects, it is recommended that the group utilize a well organized work plan that can help keep them focused and on task. An effective work plan should include the key issue, measurable goals, reasonable objectives, and activities that can be assigned and accomplished by the available volunteer pool.

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APPENDIX B. VISION 2019

Asked to describe their vision for Downtown Condon in 10 years, community participants listed the following:

- A new youth activity/leadership center
- People living in and around downtown in a variety of housing including multi family apartments, single family rentals, and owner occupied houses
- Vacant lots filled with new compatible buildings
- Well served by the internet, and internet based businesses in downtown
- More people walking around downtown
- More youthful with teenagers and young families using the downtown
- Traffic has been calmed with pedestrian bump outs and street trees
- Accessible for people of all ages and abilities
- Strong business assistance and retention program
- More green space and public amenities including public restrooms
- Clean with a good maintenance and clean up program
- Variety of housing choice in and around downtown
- Internet access (faster)
- Active artist co-op
- Organized parking – signed and well placed
- Information kiosk for visitors
- Businesses cooperate with each other
- Friendly, safe and social
- Downtown as a hub of day trips and activities
- Serves the local community easily and conveniently
- Change is moderated to maintain small town character and values

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Oregon Main Street

Community Assessment Survey – Exploring Downtown

Name of Person Completing the Survey Kathryn Greiner
Title City Administrator
Phone 541-384-2711
Email cityofcondon@incable.com

INSTRUCTIONS: This survey is designed to provide some basic information about your community so that we may better serve you through the Oregon Main street Program. It is NOT an application for the program nor does it determine eligibility for the program.

Please answer the questions as best as possible. If you do not know or cannot readily find the information, please leave the question unanswered. We can help you with this later.

Background Information

1. City of Condon
2. Municipal Population: (2000,2008 est) 775
3. Unemployment Rate: _____
4. Name of County: Gilliam
5. County Population: (2000,2008 est) 1850
6. Total Municipal Budget 08-09: \$3,818,000
7. What public buildings are located in the downtown area? City Hall, Oregon Department of Human Services, US Post Office
8. Seasonal population fluctuation in your community due to tourism, seasonal residency, educational facilities, etc. No seasonal population fluctuations
9. Discuss significant changes in the community over the years and the factors that have brought about prosperity and/or decline and trends currently affecting the downtown. One of the main declines in the downtown area is due to a decrease in the population of the city. The population is half of what it was in the 1960s to early 1970s and with a decline comes less demand for goods and services. Also, with improvements in technology, it is just as easy to order a good off the internet as to drive to a larger city, than to supply the goods and services within Condon. Due to our isolation, in the years past the goods and services were needed to be available. Another decline is in farming practices. Where there was once jobs to be had on farms, with improvement in farming practices it takes less people to perform the same jobs and this brings less demand for parts and services to this

CONDON COMPREHENSIVE LAND USE PLAN

Oregon Main Street

equipment.

10. What do you consider to be the greatest accomplishments of your community in the last five years? In our downtown the has been restoration of two older buildings in the last 5-8 years. Hotel Condon and North Central Education Service District have converted older buildings into usable space and improved the aesthetics of our downtown at the same time.

CONDON COMPREHENSIVE LAND USE PLAN

Oregon Main Street

Historic Preservation

1. Have you completed an inventory of historic sites? Y XX / N ☐
If you answered YES to #1;
 - a. Does your community have a Local Certified Government? Y ☐ / N ☐
 - b. Does your community have a registered Historic District? Y XX / N ☐If you answered NO to #1;
 - c. Does your community believe you have commercial or residential buildings that you would like to see preserved? Y XX / N ☐
 - d. Does your community have a Historic Preservation Review Board? Y ☐ / N XX
2. Does your community have a historic tour? Y ☐ / N XX
3. Does your community have a local Historical Society? Y XX / N ☐
4. Does your community have a local historical museum? Y XX / N ☐
5. How many vacant buildings do you have in the downtown? _____

Organization

6. Does your community have a local Chamber of Commerce? Y XX / N ☐
7. Does your community have a Downtown Association? Y ☐ / NXX
If you answered YES to #6;
 - a. Does the association have a paid full or part-time director? Y ☐ / N XXIf you answered NO to #6;
 - b. Does a county or regional economic and community development council support your community? Y ☐ / NXX
8. Does your community have local non-profit Arts Council(s)? Y XX / N ☐
If you answered NO to #7;
 - a. Does a regional Arts Organization serve your community? Y ☐ / N ☐
9. Does an Urban Renewal District serve your "downtown" area? Y ☐ / NXX
If you answered YES to #8;
 - a. Does the Urban Renewal Plan include the restoration of buildings and improvements to main streets? Y ☐ / N ☐
10. Does the community have a dedicated Economic Development Department? Y ☐ / N XX

CONDON COMPREHENSIVE LAND USE PLAN

Oregon Main Street

If you answered NO to #9;

- a. Does a Regional or County Economic Development organization serve your community? Y XX / N ☐
- b. Does your community have an administrator or planner that assists with downtown planning and projects? Y ☐ / N ☐
- 11. In your opinion, are the current local government officials and staff (check one)
 - a. Very supportive of downtown revitalization ☐
 - b. Somewhat supportive of downtown revitalization XX
 - c. Unknown, need more education and technical assistance ☐

Planning and Development

- 12. Does the community have a Downtown Plan (ODDA or other) Y ☐ / N XX
- 13. Has your community completed or planning a Transportation Growth Management (TGM) workshop? Y ☐ / N XX
- 14. Has your community developed a marketing and promotion plan? Y ☐ / N XX
- 15. Has the community participated in a Corridor Management Plan? Y ☐ / N XX
- 16. Has the community completed an Art, Cultural or Heritage plan? Y ☐ / N XX
- 17. Does your community have downtown building design review? Y XX / N ☐
- 18. Does your community have a downtown sign ordinance? Y XX / N ☐
- 19. Do you have mixed-use or overlay zones in the downtown? Y XX / N ☐
- 20. What other plans or designs have been completed related to the downtown?
 - a. _____
 - b. _____

Funding

- 21. Check all funding that applies to your community
 - a. Local Transient Lodging Tax XX
 - b. Economic Improvement Districts (BID,EID) ☐
 - c. Other local funding _____ ☐
- 22. What currently funded improvement projects are planned for the downtown?
 - a. _____
 - b. _____

CONDON COMPREHENSIVE LAND USE PLAN

Oregon Main Street

Key Contact Information

Primary contact information for downtown planning;

Name Kathryn Greiner, City of Condon Administrator

Phone 541-384-2711

Email cityofcondon@incable.com

Primary contact information for historic planning;

Name Kathryn Greiner, City of Condon Administrator

Phone 541-384-2711

Email cityofcondon@incable.com

Primary contact information for tourism;

Name Condon Chamber of Commerce

Phone 541-384-7777 (at this point it rings into City Hall)

Email _____

Primary contact information for arts and culture;

Name Laura Barnett Arts/June Nissan

Phone 541-384-2387

Email _____

Thank you for taking the time to complete this survey. We look forward to working with you and your community.

CONDON COMPREHENSIVE LAND USE PLAN

Goal 10 - Housing

The 2010 Census Data has not yet been released at this writing. This basic information is available regarding housing in the City. When that information is released it will be added to the Comprehensive Plan. The biggest news in the Census is the City's population certified by PSU in 2009 was 790 while the official U.S. Census data for 2010 is 682. The Census found 455 homes in Condon, 357 of which are occupied and 98 are unoccupied. The City feels the number of unoccupied homes is suspect. The City's housing stock ranges from houses built in the late 1890s to several homes that have been built in the last 10 years. No other current information is available. Regarding multi-family dwellings, the City has one apartment building with 4 or possibly 5 apartments all of which are occupied and there is one duplex in town. The City supports and allows, in its Zoning Ordinance, all types of single-family dwellings, including site built, modular homes and manufactured dwellings. There are provisions for multiple-family housing, including duplexes, triplexes, four-plexes and apartments.

Population Projection

Gilliam County, in 2011, prepared and adopted a population allocation for the County and the incorporated cities and it is shown below. The City accepts and adopts that population projection in cooperation with Gilliam County.

GILLIAM COUNTY COORDINATED POPULATION PROJECTION

Year	Gilliam County	Arlington (26%)	Condon (39%)	Lone Rock (1%)
2003	1,900	494	741	19
2005	1,917	498	748	19
2010	1,946	506	682	20
2015	2,016	524	786	20
2020	2,101	546	819	21
2025	2,187	567	853	22
2030	2,275	592	887	23
2031	2,293	596	894	23

CONDON COMPREHENSIVE LAND USE PLAN

Goal 11 – Public Facilities

The City, in 2002, prepared and adopted two public facilities plans completed by the City's engineers. Both the City of Condon Wastewater Collection System Study and the City of Condon Water System Master Plan were completed by Anderson-Perry & Associates. These two plans detail the existing situation with both the City's wastewater collection and treatment system and the City's domestic water system. Both plans are adopted into the Comprehensive Plan by reference as a part of this Plan update. Information regarding these segments of the City's municipal facilities is contained within these two plans. Copies are maintained at the City Administrator's office in City Hall.

In addition, the City has adopted a Book of Standards of Public Works Standards, which contains technical specifications and drawings for all types of public facilities that would be constructed for operation and maintenance by the City of Condon. The Book of Standards was prepared by Anderson-Perry & Associates in 2007 and is adopted by reference into this Comprehensive Plan.

Goal 12 – Transportation

The City joined with Gilliam County, in 1999, in the preparation of a Transportation System Plan, prepared by Evans & Associates. That plan, and specifically the portions of the Plan that are pertinent to the City of Condon, is adopted by reference into this Comprehensive Plan.

In addition, the City has adopted street standards in the aforementioned Public Works Standards, shown in Goal 11. Those street design standards are carried over into the City's Subdivision Ordinance and will be implemented as development occurs in the City.

A new Airport Layout Plan for Pauling Field, the Condon State Airport, was prepared by Century West Engineering in June 2002. The airport itself lies outside of the City and its Urban Growth Boundary but the Conical Protection Zones lie over most of the

CONDON COMPREHENSIVE LAND USE PLAN

City and in some circumstances the City needs to be mindful of them because there are extreme height limitations required by those imaginary surfaces. That Plan is also adopted by reference and incorporated into this Comprehensive Plan. A copy of the Airport Layout Plan is available in the City Administrator's office.

Goal 13 – Energy

The recent demand for additional energy resources has begun to manifest itself in increasing numbers of wind generation facilities along the Columbia River in northern Gilliam County. Renewable energy resource projects for wind energy have been completed in nearby Sherman County at Wasco and in Gilliam County near Condon.

There are no known energy resources within the City or its Urban Growth Boundary.

Goal 14 – Urbanization

The City of Condon, the City of Arlington and Gilliam County were among the first jurisdictions to be acknowledged by the Land Conservation and Development Commission for being in compliance with the Oregon Land Use Planning Goals back in 1977/78. In those early days, the actual concept of Urban Growth Boundaries had not yet been explored and adoption of formal Urban Growth Boundaries and Joint Management Agreements was not required. Both Condon and Arlington adopted what was called an *Area of Mutual Concern* around the incorporated city limits of each City. This was co-adopted by Gilliam County at the time. Over the years, Arlington and Condon have converted that Area of Mutual Concern into a formal Urban Growth Boundary with a Joint Urban Growth Management Agreement. This latest effort for Condon converted the Area of Mutual Concern into an Urban Growth Boundary with a Joint Management Agreement in 2007 and Gilliam County adopted formal zoning to correspond with the City's planning designation. In some cases, the Urban Growth Boundary was actually shrunk to acquiesce to the wishes of property owners living on the land.

CONDON COMPREHENSIVE LAND USE PLAN

With this update, the City intends to drop the R-1 Zone text from the Zoning Ordinance and the R-1 designation from the Comprehensive Plan/Zoning Map. The R-1 and R-2 Zones are essentially the same in every aspect, with the exception of lot size. The R-1 Zone serves no useful purpose. All of the incorporated City is designated as R-2. The City wishes to continue the 5,000 square foot minimum lot size the R-2 Zone requires throughout the City, including the Urban Growth Boundary. This update will provide new maps, a new Comprehensive Plan/Zoning Map, and a new Zoning text, in which the current R-2 Zone will remain exactly the same, with the exception that it will now be designated as R-1 for simplicity's sake.

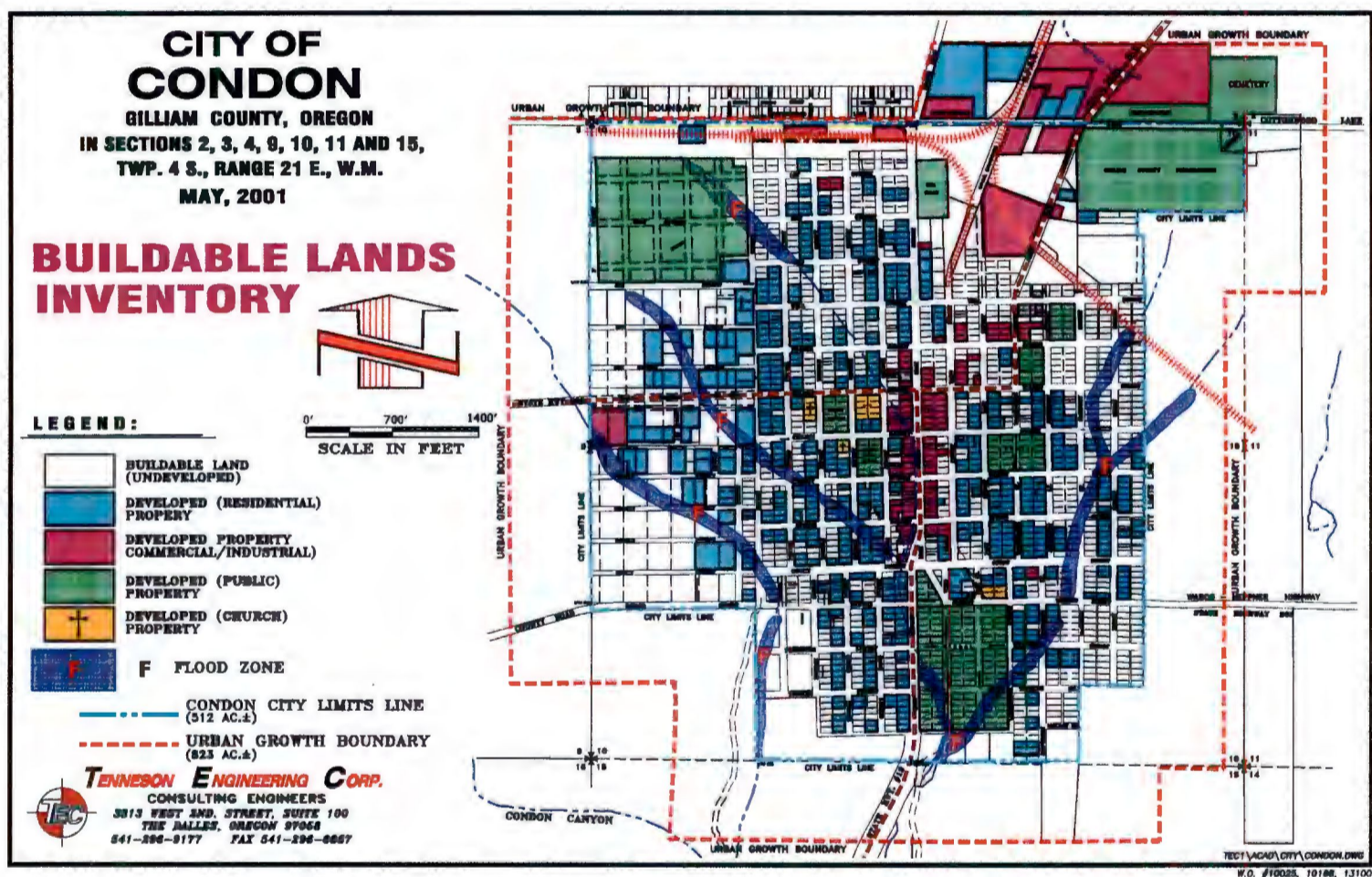
In 2001, the City undertook a Buildable Lands Inventory. Portions of that report are included below.

BUILDABLE LANDS INVENTORY (2001)

Purpose

The purpose of a Buildable Lands Inventory is primarily to determine if there is enough available land remaining within the City and Urban Growth Boundary to meet the projected population needs for the next twenty years. The secondary purpose is to ascertain where most of the development is occurring and determine the probability for needed urban services as the City continues to grow. The Buildable Lands Inventory, once completed, is generally outdated at the issuance of **the** next building permit and absolute accuracy is not required unless an Urban Growth Boundary Expansion is being contemplated.

The 2001 Buildable Lands Inventory Map is on the following page.



CONDON COMPREHENSIVE LAND USE PLAN

Methodology

The first step for the City of Condon was to complete a new base map based on the Oregon Department of Revenue Tax Assessor's Maps prepared for Gilliam County. These were compiled and reproduced in a working drawing of the City and then refined to form a general base map utilizing the street alignments and property lines within the City and its Urban Growth Boundary. The completed map was then used as a basis to record the information collected during a Buildable Lands Inventory conducted by the contract planners for this project. A windshield survey was done of the entire community in a daylong effort to complete the task. This information was then reproduced in final form on the map attached to this report. What becomes immediately apparent by reviewing the map is that there is more than an adequate amount of Residential land left within the platted portions of the City to meet the anticipated future housing needs of the community. There does not appear to be a lot of remaining vacant Commercial land, although it is noted there are some vacant Commercial buildings available within the community.

Household Size (2011)

10-years have gone by since the Buildable Lands Inventory was completed. A check with the City Administrator's Office indicated a total of 15 new homes have been constructed in the City during this timeframe. The 2010 U.S. Census Data is now available and current household size can be readily completed. The 2010 Census Data indicated the population of the City is just 682. The City thought it was nearing 800. The Census found that there are 357 occupied homes in the City to yield an average household size of 1.91 persons per home. This is particularly useful when determining future land needs in the City with any potential expansion of the Urban Growth Boundary.

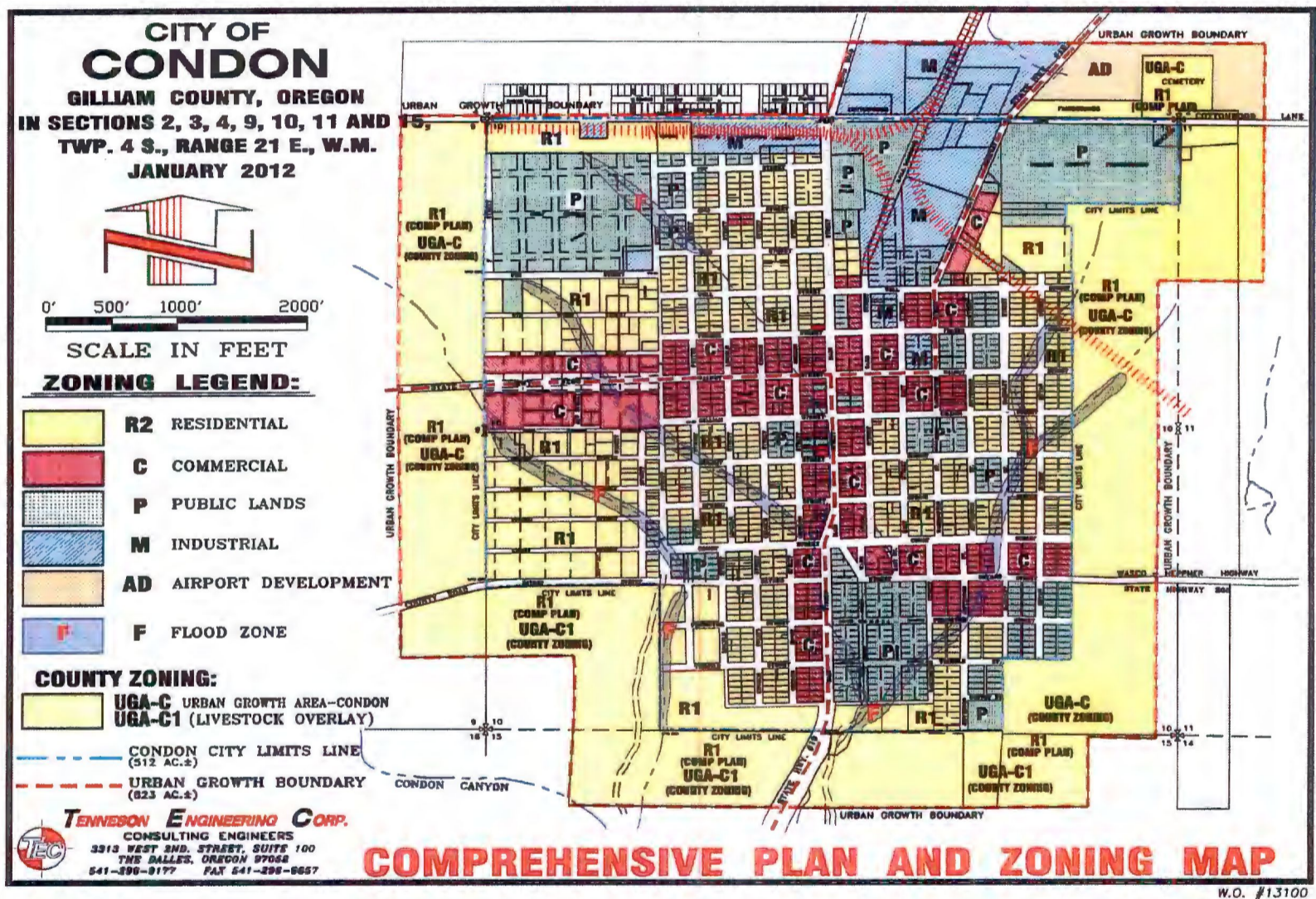
Conclusion

The City's growth rate, based on the 2010 U.S. Census Data, is extremely inhibited, with just 15 new homes being constructed over a 10-year period. A review of the Buildable Lands Inventory Map of 2001 indicates a sufficient amount of land for

CONDON COMPREHENSIVE LAND USE PLAN

future residential development. There are a considerable number of platted residential lots and there is a 30 acre tract that is currently undeveloped in the southwest corner of the City. There is approximately 97 acres within the Urban Growth Boundary, on the east side of the City, which is currently undeveloped. These two areas could support approximately 590 homes, or approximately 1,100 new residents, based on the current household size, without expanding the existing Urban Growth Boundary. There is adequate land available barring some unforeseen economic activity to boost the residential housing needs of the community.

The updated Comprehensive Plan/Zoning Map is on the following page.



GOALS & POLICIES

The City adopts the following goals and policies as part of its comprehensive plan for the future. The goals mostly parallel the Statewide Planning Goals 1 through 14.

Goal 1 – Citizen Involvement

Develop a Citizen Involvement Program that insures the opportunity for citizens to be involved in all phases of the planning process.

Policies

1. The Condon City Planning Commission is designated as the formal Committee for Citizen Involvement and charged with evaluating the success of the involvement program.
2. The City's implementing ordinances, the Zoning and Subdivision Ordinances, are designed specifically to create interest in citizen involvement in the planning processes by requiring timely notices in newspapers, mailings to property owners, and postings at prominent places in the City.
3. All meetings of the Condon City Planning Commission and City Council are open public meetings subject to Oregon's Public Meetings law.

Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure adequate factual base for such decisions and actions.

Policies

1. The Comprehensive Plan shall be prepared, adopted, and updated as need arises. The plan shall be based on factual information, citizen input, and agency projections and analyses.

2. The City shall adopt implementing ordinances, including Zoning and Subdivision Ordinances, in order to implement the Comprehensive Plan.
3. The ordinances shall establish procedures for making a variety of land use decisions, including zone changes, conditional use permits, variances, partitions, and subdivisions. Further, the ordinances, specifically the Zoning Ordinance, shall provide amendment procedures for the Zoning Ordinance, the Comprehensive Plan, and the Subdivision Ordinance.

Goal 3 – Agricultural Lands

Not applicable

Goal 4 – Forest Lands

Not applicable

Goal 5 – Open Space, Natural & Scenic Resources

The City of Condon shall strive to maintain the integrity of the National Historic District established in the downtown core area of the City. To that end, the following policies are adopted.

Policies

1. Resources listed in the National Registry of Historic Places determined eligible for National Register and/or listed as Designated Historic Landmarks or Districts shall be reviewed under the Historic Resource Combining Zone of the City's Zoning Ordinance. This will include a review of major exterior alterations, new construction, additions, or demolition/relocation.

CONDON COMPREHENSIVE LAND USE PLAN

2. Owners of historic resources that have been identified by the City as Historic Landmarks listed on the National Registry or listed in the Statewide Inventory of Historic Properties shall be encouraged to maintain the architectural integrity of their properties.
3. The City shall adopt design guidelines that will provide assistance to the Planning Commission and City when making decisions about Designated Historic Landmarks or Districts or National Registry Properties.
4. The City will pursue a program of identifying and preserving historic resources to promote historical awareness tourism and economic development in the City.
5. The City shall maintain a current inventory of the Significant Historic Resources in the City.

Goal 6 – Air, Water, & Land Resources of the State

To maintain and improve the quality of air, water, and land resources of the state.

Policies

1. The City of Condon shall strive to meet environmental regulations of federal and state agencies in its municipal services.
2. The City of Condon shall require, where practicable, private entities to meet federal and state agency requirements and regulations within the City's jurisdiction.

Goal 7 – Natural Disasters & Hazards

To protect life and property from natural disasters and hazards.

Policies

1. The City shall actively enforce its Flood Plain Ordinance and Federal Emergency Management Agency regulations.

Goal 8 – Recreational Needs

To satisfy the recreational needs of the citizens of Condon and visitors and, where appropriate, to provide for the siting of necessary recreational facilities, including destination resorts.

Policies

1. The City shall continue to maintain its parks and recreational facilities in the City.

Goal 9 – Economics

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon cities.

Policies

1. The City of Condon shall strive to provide adequate plans for economic activities that contribute to the well-being of the City.
2. Recognizing the City's finite commercial area, the City shall strive to maintain the viability of the downtown commercial core area.
3. The City shall strive to provide an adequate amount of industrial land for future needs.

CONDON COMPREHENSIVE LAND USE PLAN

4. The City shall continue to support home occupations and provide for a streamlined review and approval process for them.
5. The City shall strive to provide a streamlined approach to all development review.

Goal 10 – Housing

To provide for housing needs of the citizens of the City.

Policies

1. The City shall provide adequate amounts of land suitable for residential development to meet the projected population needs of the community.
2. The City shall allow a variety of housing defined in the State Statutes as “needed housing” throughout the City. The City allows single-family dwellings, including manufactured dwellings, duplexes, multiple-family dwellings, and apartments in various areas of the community.

Goal 11 – Public Facilities

To plan and develop a timely and orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.

Policies

1. The City shall require all new development within the City Limits to connect to City services, including water and sewer services, when human occupancy is contemplated for the structure.
2. The City shall require annexation or an executed Consent of Annexation prior to providing public facilities to all properties

within the Urban Growth Boundary. Sanitary sewer service shall be provided at the developer's expense to areas within the City and its Urban Growth Boundary.

3. Except as provided by other policies of this plan and especially those related to commercial and industrial land uses to the south of the City, extension of municipal water distribution system shall be limited to areas presently within the City and its Urban Growth Boundary. The City shall not serve outside the Urban Growth Boundary without specific findings for health hazard or other necessity.
4. The City shall plan and develop public facilities to meet the projected population of the City as required.

Goal 12 – Transportation

To provide and encourage safe and convenient and economic transportation system.

Policies

1. The City of Condon shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
2. The City of Condon shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
3. The City of Condon shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.

4. The City of Condon shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

The following policies are taken from the Transportation System Plan.

1. The Transportation System Plan and Land Use Review Policies

- A. The Transportation System Plan is an element of the City of Condon Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
- B. All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.
- C. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
- D. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation System Plan, the classification of the roadway, and approved road standards shall be allowed without land use review.
- E. For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.

2. Local-State Coordination Policies

- A. The City of Condon shall coordinate with the Oregon Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and The City of Condon Comprehensive Plan.
- B. The City of Condon shall provide notice to ODOT of land use applications and development permits for properties that have direct frontage or direct access onto a state highway. Information that should be conveyed to reviewers includes project location, proposed land use action, and location of project access points.
- C. The City of Condon shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.

Goal 13 – Energy

To conserve energy.

Policies

- 1. The City supports energy conservation activities.
- 2. The City will support the development of renewable energy resources.

Goal 14 – Urbanization

To provide for an orderly and efficient transition from rural to urban land use.

Policies

1. The City will carefully consider any proposed Urban Growth Boundary expansion and take into consideration the seven factors of Statewide Planning Goal 14.
2. The City of Condon and Gilliam County jointly adopt an Urban Growth Boundary Area as depicted on the adopted Comprehensive Plan Map for the City and agree to maintain an Urban Growth Boundary Area Joint Management agreement in order to jointly manage the Urban Growth Boundary.
3. The City shall not allow further extension of urban services outside of its existing Urban Growth Boundary without either expanding the Urban Growth Boundary to encompass the property being served, or take an exception as required by the Statewide Planning Goals.
4. Annexations of land to the City of Condon will be limited to lands lying within the Urban Growth Boundary as established by the City's Comprehensive Plan. Urban services may be extended to the Urban Growth Boundary, provided appropriate consent of annexation affidavits are filed with the City by the property owners of the lands in question.

IMPLEMENTATION MEASURES

General Overview

This project was undertaken at the direction of the City as a locally funded update of its planning documents. The Comprehensive Plan had not been updated since 1987 and the Subdivision Ordinance since 1977. However, the Zoning Ordinance was completely rewritten and updated in 2003 and only minor revisions to that document are necessary. What follows is a discussion of the changes to the Zoning and Subdivision Ordinances.

Zoning Ordinance

The Zoning Ordinance, being completely updated just a few years ago, was not completely rewritten at this time. Minor housekeeping items reflecting changes in State Statutes and Planning Case Law were included. The biggest change is that the City has determined to drop the R-1 Zone and retain only one residential zone within the City and Urban Growth Boundary. The R-2 Zone, in order to make logical sense to the reader and reviewer has been renamed R-1 (Residential). The only difference between the two zones was the minimum lot size for each zone. The former R-1 Zone required 7,500 square feet and affected only those properties within the Urban Growth Boundary. The existing R-2 Zone, now to be named R-1, has a 5,000 square foot minimum lot size and will be affective throughout the city limits and the Urban Growth Boundary. No other significant revisions are contained within the proposed housekeeping items of the Zoning Ordinance text.

Subdivision Ordinance

A complete rewrite and redraft of the City's Subdivision Ordinance was undertaken. The former Ordinance, completed in 1987, was very difficult to use because the procedures necessary to review a proposed Subdivision or Partition were scattered throughout the old Ordinance. A basic small cities format ordinance was crafted to meet the City's needs. There are no changes in the Development Standards, i.e. public infrastructure required for developments, from the current requirements.

Comprehensive Plan / Zoning Map

There are two minor map revisions of City owned property on the north side of the City. Two properties that were designated Public have been redesignated Industrial and R-1 (Residential) to allow the City to dispose of those properties as the timing warrants. The other change in the Comprehensive Plan / Zoning Map is the establishment of one single-family residential zone throughout the City and the Urban Growth Boundary. It is shown as R-1 on the Comprehensive Plan Map and includes both properties inside the corporate city limits and the Urban Growth Boundary. As a note, the Urban Growth Boundary has not been amended or changed and no proposal to do such has been considered. In fact, in negotiations with Gilliam County, the Urban Growth Boundary has actually shrunk to allow existing development to continue to enjoy Exclusive Farm Use Zoning rules.

SUBDIVISION ORDINANCE

City of Condon
Gilliam County, Oregon

PREPARED FOR THE
CONDON PLANNING COMMISSION
CONDON CITY COUNCIL

PREPARED BY
Dan Meader, Planning Consultant
TENNESON ENGINEERING CORPORATION
The Dalles, Oregon 97058

December, 2011

ORDINANCE NO. 2012-01, ITEM B
December, 2011

City of Condon
ORDINANCE NO. 2012-01

AN ORDINANCE ADOPTING A COMPREHENSIVE PLAN,
SUBDIVISION ORDINANCE, AND MAKING MINOR REVISIONS TO
THE EXISTING ZONING ORDINANCE; ADOPTING A REVISED
COMPREHENSIVE PLAN/ZONING MAP; REPEALING THE EXISTING
COMPREHENSIVE PLAN AND SUBDIVISION ORDINANCE; AND REPEALING THE
EXISTING COMPREHENSIVE PLAN/ ZONING MAP ADOPTED IN 2001

LEGISLATIVE FINDINGS:

1. The City of Condon determined in 2010 that its existing Comprehensive Plan and Subdivision Ordinances needed to be reviewed and updated. Both were originally prepared and adopted in 1977.
2. The Planning Commission began the review in the fall of 2010 and completed it in mid-2011. Workshops were held with the general public and City Council. The Council determined to put the matter to public hearing in the fall of 2011.
3. A Post Acknowledgment Plan Amendment (PAPA) notice was provided to the Department of Land Conservation and Development on August 31, 2011.
4. The City Planning Commission conducted public hearings on October 19, 2011. At the close of the public hearings on all three documents, the Planning Commission moved unanimously to approve the proposed Comprehensive Plan and Subdivision Ordinance and the minor revisions to the City Council.
5. The City Council conducted a public hearing on November 2, 2011. At the close of the public hearing, City Council moved unanimously to adopt the recommendation of the Planning Commission.

NOW, THEREFORE, the Common Council of the City of Condon does hereby ordain:

- PART 1. The new City Comprehensive Plan, dated June 2011, along with a Comprehensive Plan/Zoning Map, attached as Item A, is hereby adopted. The existing plan, adopted by City Ordinance 7-A and all amendments thereto, along with the existing 2001 Comprehensive Plan/Zoning Map are hereby repealed.
- PART 2. The new City Subdivision Ordinance, dated 2011, attached as Item B, is hereby adopted. The existing Subdivision Ordinance, adopted by Ordinance 7-B on February 16, 1977, is hereby repealed.

PART 3. The 2011 minor revisions to the City's 2001 Zoning Ordinance, attached as Item C, are hereby adopted, along with the co-adoption of the City's Comprehensive Plan/Zoning map dated 2011 to accompany the Zoning Ordinance.

ADOPTED by the Common Council of the City of Condon this 7th day of December, 2011.

CITY OF CONDON

N. Dale Thompson
N. Dale Thompson, Mayor

ATTEST:

Kathryn Greiner
Kathryn Greiner, City Recorder

CONDON ORDINANCE NO. _____

Page 2 of 2

Ordinance No. _____

CONDON SUBDIVISION ORDINANCE

**AN ORDINANCE OF THE CITY OF CONDON, OREGON;
REPEALING ORDINANCE No. 7B, PASSED FEBRUARY 16, 1977;
ESTABLISHING A SUBDIVISION ORDINANCE TO ASSURE
THE ORDERLY DEVELOPMENT OF SAID CITY;
ESTABLISHING RULES AND REGULATIONS THEREFOR;
PROVIDING FOR PENALTIES OR VIOLATIONS THEREOF;
AND DECLARING AN EMERGENCY**

The City of Condon, Gilliam County, Oregon, ordains as follows:

General Provisions

SECTION 1. TITLE. This ordinance shall be known as the "Subdivision Ordinance" of the City of Condon, Oregon.

SECTION 2. PURPOSE. The purpose of this ordinance is to enact subdivision regulations for the City which will provide for better living conditions within new subdivisions; assure necessary streets, utilities, and public areas and provide for their installation or improvement; enhance and secure property values in subdivisions and adjacent land; simplify and make land descriptions more certain; implement the comprehensive land use plan; and, in general, to promote the health, safety, convenience, and general welfare of the people of Condon.

SECTION 3. COMPLIANCE REQUIRED. It shall be unlawful for any person to create any street or way for the purpose of partitioning land; or to dispose of, transfer, sell, or agree to offer to sell any lot or parcel of land if the same constitutes or is part of a process of subdivision or minor land partition as defined in Section 4, or if the sale, transfer, or offer is made by reference to or exhibition of a plat or plan of a subdivision unless all the requirements of Sections 1 to 36 with regard to such subdivision or minor land partition, or the creation of such street or way, have been complied with. In the event of an unlawful subdivision or partitioning contrary to this section, each day during which the subdivider thereafter fails to bring the subdivision into total compliance with this ordinance shall be deemed a separate offense punishable by fine not exceeding \$500.00 for each offense.

SECTION 4. DEFINITIONS. As used in Sections 1 to 36, unless the context otherwise requires, the following words and phrases shall mean:

- (1) Access or Access Way. The place, means, or way by which pedestrians and vehicles shall have safe, adequate and usable ingress and egress to a property.
- (2) Alley. A public way, permanently dedicated or reserved as a secondary means of access to abutting property. Encroachment by a structure or other land use is prohibited.
- (3) Block. A contiguous series of lots bounded on all sides by streets, railroad rights-of-way, or unsubdivided land.
- (4) Building Line. A dashed line on a plat restricting the location of buildings or structures or that distance as prescribed by the Zoning Ordinance, when applicable.
- (5) City. The City of Condon, a municipal corporation of the State of Oregon, where the provisions involve a duty owed the City in either its governmental or its corporate capacity; otherwise, that officer, department, or agency of the City indicated by the context or, where the context does not clearly indicate a specific officer, department, or agency, than the City Administrator of said City.
- (6) City Administrator. The duly appointed administrative officer of the City of Condon, or a person designated to fulfill the obligations as set forth in this ordinance.
- (7) City Engineer. The duly appointed City Engineer of the City of Condon.
- (8) Comprehensive Plan. A plan adopted by the Planning Commission providing the objectives and policy guidelines for the growth and development of the City, including amendments thereto.
- (9) Contiguous Land. Two or more parcels or units of land including water under a single ownership which are not separated by an intervening parcel of land under separate ownership including limited access right-of-way which would deny access between the two parcels under single ownership.
- (10) Curb Line. The line dividing the roadway from a planting strip or footway.
- (11) Design. The design of any street or alley, alignments, grade or width, alignment of width of easements and rights-of-way for drainage or irrigation purposes and sanitary facilities.

- (12) Easement. A grant of the right to use a strip of land for specific purposes. Public easements shall not be encroached upon by permanent structures.
- (13) Legal Description. The method by which the outer boundaries of a site or premises and all appurtenant easements and applicable restrictions or covenants are described or established by reference to established points, monuments, etc.
- (14) Lot. A single parcel of land for which a legal description is filed on record or the boundaries of which are shown on the subdivision plat filed in the office of the Gilliam County Clerk. The term "lot" shall include a part of a single parcel of land when such part is used as a separate lot for all purposes and under all requirements of this ordinance: Except for the parcel of land on which condominium structures are placed, the term "lot" does not include condominium as used under ORS 91.505 through 91.675 "Unit Ownership Law".
- (15) Lot Area. The total horizontal net area within the lot lines of a lot.
- (16) Lot Corner. A lot situated at the intersection of two (2) or more streets.
- (17) Lot Depth. The depth of a lot shall be the horizontal length of a straight line connecting the bisecting points of the front and rear lot lines.
- (18) Lot, Double Frontage. An interior lot having frontage on and with access on two (2) parallel or approximately parallel streets.
- (19) Lot, Interior. A lot other than a corner lot or reverse corner lot.
- (20) Lot, Key. The first lot to the rear of a reversed corner whether or not separated by an alley.
- (21) Lot Line, Front. In the case of an interior lot, a line separating the lot from the street. In the case of a corner lot, the line separating the narrowest street frontage of the lot from the street.
- (22) Lot Line, Rear. Lot line which is opposite and most distant from the front lot line.
- (23) Lot Line, Side. Any lot boundary line not a front line or a rear lot line.
- (24) Lot, Reverse Corner. A corner lot which rears upon the side yard of another lot.

- (25) Lot Width. The average horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.
- (26) Minimum Road Standard. That standard which must be met by a road before it may be used in a subdivision or partition or is accepted for dedication to the City.
- (27) Nonconforming Structure or Use. A lawful existing structure or use at the time this ordinance or any amendment thereto becomes effective which does not conform to the requirements of the zone in which it is now located.
- (28) Owner. The individual, firm, association, syndicate, partnership, or corporation having sufficient proprietary interest in the land sought to be subdivided or partitioned to commence and maintain proceedings to subdivide or partition the same under this ordinance.
- (29) Official Map. The Comprehensive Plan Map as adopted by the Planning Commission for the City of Condon.
- (30) Partitioning Land. Dividing land to create not more than three parcels of land within a calendar year, but does not include:
 - A. Dividing land as a result of a lien foreclosure, foreclosure of a recorded contract for the sale of real property or the creation of cemetery lots;
 - B. Adjusting a property line as property line adjustment is defined in this section;
 - C. Dividing land as a result of the recording of a subdivision or condominium plat;
 - D. Selling or granting by a person to a public agency or public body of property for state highway, county road, city street or other right of way purposes if the road or right of way complies with the applicable comprehensive plan and ORS 215.213 (2)(p) to (r) and 215.283 (2)(q) to (s). However, any property sold or granted for state highway, county road, city street or other right of way purposes shall continue to be considered a single unit of land until the property is further subdivided or partitioned; or
 - E. Selling or granting by a public agency or public body of excess property resulting from the acquisition of land by the state, a political subdivision or special district for highways, county roads, city streets

or other right of way purposes when the sale or grant is part of a property line adjustment incorporating the excess right of way into adjacent property. The property line adjustment shall be approved or disapproved by the applicable local government. If the property line adjustment is approved, it shall be recorded in the deed records of the county where the property is located.

- (31) Parking Space. A rectangular area not less than 20 feet long and 8.5 feet wide, together with maneuvering and access space required for a standard American automobile to park within the rectangle.
- (32) Parcel. A tract of land as created by a partitioning of land.
- (33) Pedestrian Way. A right-of-way for pedestrian traffic.
- (34) Plat. A map, diagram, drawing, or replat containing all descriptions, locations, specifications, dedications, provisions, and information concerning a subdivision or partition as specified by this ordinance.
- (35) Right-of-Way. The area between the boundary lines of an alley, easement, street, or highway.
- (36) Roadway. The portions of the right-of-way of a street or highway developed for vehicular traffic.
- (37) Sidewalk. A pedestrian walkway with permanent surfacing.
- (38) Street. A public way for sidewalk, roadway, and utility installations, being the entire width from lot line to lot line and including the terms "road", "highway", "lane", "place", "avenue", "alley", or other similar designations.
 - A. Alley: A narrow street through a block which affords only secondary means of access to abutting property at the rear or sides thereof.
 - B. Cul-de-sac (dead end street): A short street having one end open to traffic and being terminated by a vehicle turn-around.
 - C. Half-street: The dedication of a portion only half of the width of a street, usually along the edge of a subdivision, where the remaining portion of a street has been or could later be dedicated in another subdivision.
 - D. Local Street: A street used primarily for access to abutting properties.
 - E. Major Street: A street used primarily for through traffic.

F. Secondary Street: A street used to some extent for through traffic and to some extent for access to abutting properties.

- (39) Structure. That which is built or constructed. An edifice or building of any kind or any piece of work artificially built up or composed of parts wired together in some manner and which requires location on the ground or which is attached to something having a location on the ground.
- (40) Subdivide Land. To divide an area or tract of land into four (4) or more lots when such area or tract of land exists as a unit or contiguous units of land under a single ownership at the time of adoption of this ordinance.
- (41) Subdivider. Any person, firm, corporation, partnership or association who causes the land to be divided into a subdivision as defined herein.
- (42) Tentative Plan. Initial diagram of a proposed subdivision or partition.

SECTION 5. POWERS OF THE CITY STAFF AND PLANNING COMMISSION

- (1) The City staff may administratively approve property line adjustments. The City staff may refer any property line adjustment to the Planning Commission as staff deems necessary. The Planning Commission review of such referral may also require a quasi-judicial public hearing process.
- (2) The Planning Commission is hereby designated as the approving agency with respect to subdivision and partition of land, as provided in the State subdivision laws.
- (3) The Planning Commission shall have all the powers and duties with respect to tentative and final subdivision maps, and the procedure relating thereto, which are specified by law and by this ordinance.
- (4) A decision of the Planning Commission may be appealed to the City Council by an aggrieved party following the provisions of Section 8.8 of the Zoning Ordinance.

Subdivision and Partition of Land

Subdivision - Partition Map - Tentative

SECTION 6. INITIAL SUBMISSION. Ten (10) copies of a tentative plan and a statement of any proposed subdivision or partition shall be submitted to the City Administrator at least thirty (30) days prior to the meeting of the Planning Commission at which consideration is desired, together with the prescribed filing fees.

SECTION 7. PRELIMINARY REVIEW.

- (1) The City Administrator shall transmit one (1) copy of the tentative plan to the City Engineer, and additional copies to the City departments and other public officials as necessary. Each City department, upon receipt of a copy of the tentative plan, shall examine the map for conformance with requirements coming within the authoritative scope of the department; and, within six (6) days after receipt thereof, shall make a written report to the City Administrator. The City Administrator shall prepare a report on the tentative plan for submission to the Planning Commission. The report shall include information on zoning in the area and on the location in the adjoining streets and property of existing sewers and water mains, culverts and drain pipes, electric conduits, or lines proposed to be used on the property to be subdivided, and invert elevations of sewers at points of proposed connections together with any other data as appears pertinent to the Planning Commission's review of the tentative plan.
- (2) Copies of the tentative plan may be submitted to the following additional officials, and they will be given at least seven days to review the plan and submit comments:
 - A. The County Surveyor and the County Assessor.
 - B. The County Environmental Agency, if the property is inside the City and the installation of sanitary sewer is not contemplated.
 - C. The State Highway Department, if the property is adjacent to a state highway.
 - D. The school district.
 - E. Other public agencies as deemed necessary.

SECTION 8. TENTATIVE PLAN SCALE. Tentative plans shall be to a scale of 1 inch equals 100 feet or better; except tracts over 100 acres, which may be to a scale of 1 inch equals 200 feet, and shall be clearly and legibly reproduced.

SECTION 9. INFORMATION ON TENTATIVE PLAN. The tentative plan shall contain the following information:

- (1) The proposed subdivision's name, date, north point, scale, and sufficient description to define the location and boundaries of the proposed subdivision.
- (2) Name and address of record owner or owners of the proposed subdivision.
- (3) Name and address of the subdivider.
- (4) Name, business address, and number of the registered engineer or licensed surveyor who prepared the map of the proposed subdivision.
- (5) The locations, names, widths, approximate radii of curves, and grades of all existing and proposed streets and easements in the proposed subdivision and along the boundaries thereof, and the names of adjoining platted subdivisions and portions of the subdivisions as shall be necessary to show the alignment of streets and alleys therein with the streets and alleys in the proposed subdivision.
- (6) Names of the record owners of all contiguous land within 250 feet of exterior boundaries of the tentative plan.
- (7) The approximate location and character of all existing and proposed easements and public utility facilities, including water and sewer lines proposed in the subdivision and on adjacent lands thereto.
- (8) Approximate lot layout and approximate dimensions of each lot and each to be numbered.
- (9) Setback lines, if any, proposed by the subdivider.
- (10) The outline of any existing buildings and their use, showing those which will remain.
- (11) Contour lines on lands with slopes greater than five (5) percent.
- (12) City boundary lines crossing or bounding the subdivision.

- (13) Approximate location of all areas subject to inundation or storm water overflow and the location, width, high water elevation flood flow and direction of flow of all watercourses.
- (14) Any areas proposed to be cut or filled or otherwise graded or protected from flooding.
- (15) If impractical to show on the tentative map, a key map showing the location of the tract in relationship to section and township lines and to adjacent property and major physical features, such as streets, railroads, watercourses, and cliffs.

SECTION 10. INFORMATION IN STATEMENT. The statement to accompany the tentative plan shall contain the following information:

- (1) A general explanation of the improvements and public utilities, including water supply and sewage disposal, proposed to be installed.
- (2) Deviations from subdivision ordinance, if any.
- (3) Public areas proposed, if any.
- (4) Tree planting proposed, if any.
- (5) A preliminary draft if restrictive covenants proposed, if any.

SECTION 11. PLANNING COMMISSION REVIEW PROCEDURES OF TENTATIVE SUBDIVISION PLANS AND TENTATIVE PARTITION PLANS.

- (1) City Planning Commission Review Procedure for Tentative Subdivision Plan. The Planning Commission shall conduct a quasi-judicial public hearing. In its review of the proposed subdivision tentative plan. The Planning Commission shall follow the notice procedure contained in the Zoning Ordinance requirements.
 - A. Each notice of hearing authorized by this ordinance shall be published in a newspaper of general circulation in the City at least ten days prior to the date of hearing.
 - B. In addition, a notice of hearing on a conditional use, a variance, or an amendment to a zone boundary shall be mailed to owners of property within 250 feet of the property for which the variance, conditional use or zone boundary amendment has been requested.

The notice of hearing shall be mailed at least ten (10) days prior to the date of the hearing.

Said notice shall - - -

1. Explain the nature of the application and the proposed subdivision or partition which could be authorized, ORS 197.763(3)(a).
2. List the applicable criteria from the ordinance and the plan that apply to the application, ORS 197.763(3)(b).
3. Set forth the street address or other easily understood geographical reference to the subject property, ORS 197.763(3)(c).
4. State the date, time, and location of the hearing, ORS 197.763(3)(d).
5. State that failure to raise an issue by the close of the record at or following the final evidentiary hearing, in person or by letter, precludes appeal to the Land Use Board of Appeals (LUBA) based on that issue, ORS 197.763(3)(3) [and ORS 197.763(1)1].
6. State that failure to provide sufficient specificity to afford the decision maker an opportunity to respond to an issue that is raised precludes appeal to LUBA based on that issue, ORS 197.763(3)(e).
7. Include the name of a local government representative to contact and a telephone number where additional information may be obtained, ORS 197.763(3)(9).
8. State that a copy of (1) the application, (2) all documents and evidence relied upon by the applicant, and (3) applicable criteria are available for inspection at no cost and will be provided at reasonable cost, ORS 197.763(3)(h).
9. State that a copy of the staff report will be available for inspection at no cost at least seven (7) days prior to the hearing and will be provided at reasonable cost, ORS 197.763(3)(l).

10. Include a general explanation of the requirements for submission of testimony and the procedure for the conduct of hearings, ORS 197.763(3)(j).

The Planning Commission shall determine whether the tentative plan is in conformity with the provisions of law and of Sections 1 to 36 of this Ordinance. The public hearing conducted by the Planning Commission to approve, conditionally approve, or disapprove the proposed subdivision plan shall be held not later than forty-five (45) days from the first regular Planning Commission meeting following submission of the plat. Approval of the tentative plan shall indicate the Planning Commission's approval of the final plat, provided there is no change in the plan of subdivision or partition as shown on the tentative plan and there is full compliance with all requirements of Sections 1 to 36 of this Ordinance. The action of the Planning Commission shall be noted on three copies of the tentative plan. One copy shall be returned to the subdivider, one shall be transmitted to the City Engineer, and the other retained by the City Administrator together with an order setting forth the action of the Planning Commission.

The City will provide Notice of Decision to the applicant and any person who participates in the public hearing process. Notice of Decision must include an explanation of appeal rights.

Subdivision Map - Final

SECTION 12. SUBMISSION OF FINAL MAP. The subdivider shall cause the proposed subdivision, or any part thereof, to be surveyed and a final map thereof prepared in conformance with the tentative map as approved or conditionally approved. A tracing and five blue-line or black-line prints of the final map shall be submitted to the City Administrator, together with the prescribed fee, within one year after approval or conditional approval. The tracing and prints are in addition to those required by Oregon statutes. An extension of time not to exceed one year for filing of the final map may be granted by the Planning Commission, provided written application is made by the subdivider within one year after action on the tentative map.

SECTION 13. SUPPLEMENTAL DATA. At the time of the submission of the final map, the subdivider shall also submit the following:

- (1) A preliminary title report issued by a recognized title insurance company in the name of the owner of the land, showing all parties whose consent is necessary and their interest in the premises.
- (2) Sheets and drawings showing the following:

- A. Traverse data including the coordinates of the boundary of the subdivision and ties to section corners, donation land claim corners, if any, or triangulation systems, and showing the error of closure, if any.
- B. The computation of all distances, angles, and courses shown on the final map.
- C. Ties to existing monuments, proposed monuments, adjacent subdivisions, street corners, and state highway stationing.
- D. Coordinates of all block corners and all street center points.

- (3) A copy of any deed restrictions applicable to the subdivision.

SECTION 14. FORM OF FINAL MAP. The final subdivision map shall be prepared in accordance with the provisions of Sections I to 36 of this Ordinance and state laws, including but not limited to ORS 92.000. All tracings required shall be in accordance with state standards, including but not limited to ORS 92.120.

SECTION 15. INFORMATION ON FINAL MAP. The final map shall, in addition to other information required by law, show the following:

- (1) The date, scale, north point (generally pointing up), legend, and controlling topography (i.e, cracks, highways, railroads, cliffs, etc.).
- (2) Reference points of existing surveys identified, related to the plat by distances and bearings, and referenced to a field book or map as follows:
 - A. All stakes, monuments, or other evidence found on the ground and used to establish the initial point of the subdivision boundary, and to otherwise determine the boundaries of the subdivision.
 - B. Adjoining corners of all adjoining subdivisions.
 - C. Whenever there has been established or adopted a system of coordinates, ties into this system, but in the absence of such a system, township and section and donation land claim lines within or adjacent to the plat.
 - D. Whenever the City has established the centerline of a street adjacent to or within the proposed subdivision, the location of this line and monuments found or reset.

E. All other monuments found or established in making the survey of the subdivision, or required to be installed by the provisions of Sections 1 to 36 of this Ordinance.

- (3) Tract boundary lines, right-of-way lines, and centerlines of streets, and lot and block lines with dimensions, bearings, or deflection angles and radii, arcs, points or curvature, and tangent bearings. Tract boundary and street bearings shall be shown to the nearest 10 seconds with basis of bearings. All distances shall be shown to the nearest 0.01 foot. Error of closure shall be within the limit of 1 foot in 10,000 feet.
- (4) The location of additional monuments, which are to be set upon completion of improvements.
- (5) The center and side lines of all streets, the width of the portion being dedicated, the width of existing rights-of-way, and the widths of each side of the centerline. For streets on curvature, all curve radii shall be based on the street centerline, indicating thereon the radius and central angle. Block corner curb data to be shown separately.
- (6) All easements clearly labeled and identified, and, if already of record, the recorded reference. If any easement is not definitely located of record, a statement of the easement. Easements shall be denoted by fine dotted lines. The widths of the easement and the lengths and bearings of the lines thereof, and sufficient ties thereto, to definitely locate the easement with respect to the subdivision must be shown. If the easement is being dedicated by the map, it shall be properly referenced in the owner's certificate of dedication.
- (7) Lot numbers beginning with the number "1" and numbered consecutively in a clockwise direction, unless in conflict with adjoining subdivisions.
- (8) Appropriate words, symbols, or legends distinguishing lots intended for sale from land parcels to be dedicated for any purpose, public or private, with all dimensions, boundaries, and courses clearly shown and defined in every case.

SECTION 16. CERTIFICATIONS. The following certificates shall appear on the final map as submitted. The certificates may be combined where appropriate.

- (1) A certificate signed and acknowledged by all parties having any record title interest in the land subdivided, consenting to the preparation and recordation of the map; provided, however, that the signatures of parties owning the following types of interests may be omitted if their names and the nature of their interests are set forth on the map:

- A. Rights-of-way, easements, or other interest, none of which can ripen into a fee.
 - B. Rights-of-way, easements, or reversions which, by reason of changed conditions, long disuse, or laches, appear to be no longer of practical use or value, where release thereof is impossible or impractical to obtain. Any subdivision map, including land originally patented by the United States or the State of Oregon, under patent reserving interest to either or both of these entities, may be recorded under the provisions of Sections 1 to 36 without the consent of the United States or the State of Oregon, or to dedication made if the interest reserved is not inconsistent with the use for which the land is being subdivided.
- (2) A certificate signed and acknowledged as above offering for dedication all parcels of land shown on the final map and intended for any public use; except those parcels other than streets, which are intended for the exclusive use of the lot owners in the subdivision, their licensees, visitors, tenants, and servants.
 - (3) A certificate signed and acknowledged by the engineer or surveyor responsible for the survey and final map, the signature of such engineer or surveyor to be accompanied by his seal.
 - (4) Provisions for additional certificates and acknowledgements required by law.

SECTION 17. APPROVAL BY CITY ENGINEER. Upon receipt, the final map and other data submitted to the City Administrator shall be referred to the City Engineer, who shall examine it to determine that the subdivision as shown is substantially the same as it appeared on the tentative map as approved; that all provisions of the law and Sections 1 to 36 applicable at the time of approval of the tentative map have been complied with; and that the map is technically correct. The City Engineer may make checks in the field, as he may desire, to verify that the map is sufficiently correct on the ground; and he may enter the property for this purpose. If the City Engineer shall determine that full conformity has not been made, he shall advise the subdivider of the changes or additions that must be made for these purposes, and shall afford the subdivider an opportunity to make the changes or additions. If the City Engineer determines that full conformity has been made, he shall so certify on the map and shall transmit the map to the Planning Commission. The City reserves the right to contract with an independent civil engineer at the applicant's expense, in the event the designated City Engineer is precluded from acting on the City's behalf.

SECTION 18. FINAL APPROVAL OF PLANNING COMMISSION. Upon return of the final map by the City Engineer, the Planning Commission shall examine the same to determine whether the map conforms with the tentative map and with all changes permitted and all requirements imposed as a condition of its acceptance. If the Planning Commission does not approve the map, it shall advise the subdivider of the changes or additions that

must be made for this purpose, and shall afford him an opportunity to make the same. If the Planning Commission determines that the map conforms to all requirements, it shall approve the same; but before certifying its approval thereon, it shall require the subdivider to file the agreement and bond, or make the deposit, required in Sections 20 and 21; and when the agreement and bond have been filed and approved as prescribed, the Planning Commission's approval shall be endorsed upon the map by execution of the appropriate certificate, as prescribed by law.

SECTION 19. CITY COUNCIL APPROVAL. Council to be advised of Planning Commission's decision. The City Council must also approve the final plat and accept the dedication of any public right-of-way.

SECTION 20. AGREEMENT FOR IMPROVEMENTS. Before Planning Commission approval is certified on the final map, the subdivider shall either install required improvements or shall execute and file with the recorder-treasurer an agreement between himself and the City, specifying the period within which he or his agent or contractor shall complete all improvement work required by or pursuant to Sections 1 to 36 of this Ordinance; and, providing that if he shall fail to complete the work within the period, the City may complete the same and recover the full cost and expense thereof from the subdivider. The agreement shall also provide for reimbursement of the City by the subdivider for the cost of inspection by the City Engineer. The agreement may also provide for the construction of the improvements in units, for an extension of time under conditions therein specified, and for the termination of the agreement upon the completion, and proceedings under an assessment district act for the construction of improvements specified in the agreement and required to be constructed by the subdivider.

SECTION 21. WARRANTY. The developer shall provide a one (1) year warranty on all public improvements constructed both off-site and within the development that were specifically constructed from the development. The one (1) year time period is from the date of final approval by the City Council and acceptance of said improvements.

SECTION 22. BOND.

- (1) The subdivider shall file with the agreement, to assure his full and faithful performance thereof, one of the following:
 - A. A surety bond executed by a surety company authorized to transact business in the State of Oregon.
 - B. Cash.
- (2) The assurance of full and faithful performance shall be for a sum approved by the City Administrator/Recorder sufficient to cover the cost of the improvements, engineering, inspection, and incidental expenses, and to cover replacement and repair of existing streets and other public improvements

damaged in the development of the subdivision; and must be approved by the City Attorney as to form.

- (3) In the event the subdivider fails to complete all improvement work in accordance with the provisions of Sections 1 to 36 of this Ordinance, and the City has to complete same, or if the subdivider fails to reimburse the City for the cost of inspection, engineering, and incidental expenses, and to cover cost of replacement and repair of existing streets or other improvement damages in the development of the subdivision, the City shall call on the surety for reimbursement or shall appropriate from any cash deposits funds for reimbursements. In any such case, if the amount of surety bond or cash deposit is less than the cost and expense incurred by the City, the subdivider shall be liable to the City for the difference.

SECTION 23. FILING OF FINAL PLAT. Approval of the final plat by the City, as provided in Sections 1 to 36 of this Ordinance, shall be conditioned on its prompt recording. The subdivider shall, without delay, submit the final plat for signatures of other public officials required by law. Approval of the final plat shall be null and void if the plat is not recorded within thirty (30) days after the date the last required approving signature has been obtained.

Approval of Streets and Ways

SECTION 24. CREATION OF STREETS. The creation of all streets shall be in conformance with requirements for subdivision, except the City may approve the creation of a street to be established by deed without full compliance with the regulations applicable to subdivisions, with any conditions as are necessary to preserve the standards established by Sections 24 to 31; provided either of the following conditions exist:

- (1) The establishment of the street is initiated by the Planning Commission and is declared essential for the purpose of general traffic circulation, and the dividing of land is an incidental effect rather than the primary objective of the street.
- (2) The tract in which the street is to be dedicated is an isolated ownership of one acre or less.

SECTION 25. CREATION OF WAYS.

- (1) Any easement-of-way providing access to property which is created in order to allow the partitioning of land for the purpose of transfer of ownership or building development, whether immediate or future, shall be in the form of a street approved in accordance with Section 24, except that the creation of a private easement-of-way to be established by deed without full compliance with these regulations shall be approved by the Planning Commission, provided the easement is the only reasonable method by which the rear portion of an unusually deep lot large enough to warrant partitioning into two parcels may be provided with more access. If the existing lot is large enough so that three or more parcels meeting the lot size minimums of Sections 1 to 36 of this Ordinance may be created, and two or more of the parcels would not have frontage on an existing street, an easement-of-way will not be acceptable and a street must be dedicated.
- (2) The procedure for approval of allowed private easements-of-way shall be as provided in Section 24(2) for streets, except the easement-of-way need only comply with the standards set forth in Section 24(2) and assure utility access to the resultant lot.

General Regulations and Design

SECTION 26. STREETS.

- (1) Streets and Highways Conform with Plans and Standards. In addition to conformance with state laws and the standards provided by Sections 1 to 36, the subdivision shall conform as to design and improvements to any master plan approved by the Planning Commission and to any proceedings affecting the subdivision which may have been initiated by the Planning Commission or approved by the Council upon initiation by other legally constituted bodies of the city, county, or state. In addition, consideration shall be given to preliminary plans developed by the City. Off-site improvements to existing streets may be required to serve the proposed development.
- (2) Street Design Standards.
 - A. Unless otherwise indicated on any master plan, or by proceedings initiated by the Planning Commission, or approved by the Planning Commission upon initiation by other legally constituted governmental bodies, roadway design shall conform with City standards shown below, except where it can be shown by the subdivider, to the satisfaction of the Planning Commission, that the topography or the small number of lots served and the probable future traffic development are such as to unquestionably justify a modified feature. Any modification must be approved by the City Engineer and adequately justified, prepared and sealed by a licensed professional engineer. Increased widths may be required where streets are to serve commercial property, or where probable traffic conditions warrant. Approval or determination of street and area classification shall be made by the Planning Commission, taking into consideration the zoning designations imposed by the zoning ordinance, the present use and development of the property in the area, the logical and reasonable prospective development of the area based upon public needs and trends, and the public safety and welfare.
 - B. **Minimum Right-of-way and Roadway Width:** Unless otherwise approved in the tentative development plan approval, the street right-of-way and roadway surfacing widths shall not be less than the minimum widths shown in the City's adopted Public Works Standards and Technical Specifications and Drawings of 2007. That document contains the discussion of street construction standards and design drawings that are applicable to any new development in the City. Where conditions, particularly topography, or the size and shape of land parcels make it impractical to provide buildable lots, narrower

right-of-way may be accepted, ordinarily not less than forty (40) feet. If necessary, slope easements may be required.

C. Roadway alignment and grades must be designed in accordance with good engineering practice. Grades shall not exceed 10 percent on collector streets and 12 percent on local streets, with a minimum grade of 0.5 percent on all streets. The centerline radius of curves shall be not less than 300 feet on collector streets and 75 feet on local streets. Streets shall be designed to intersect at right angles wherever possible and shall comply with the following:

1. Substantial grade changes shall be avoided at intersections.
2. The intersection between two collector streets shall have a minimum of 100 feet of straight (tangent) alignment perpendicular to the intersection. Maximum design grade is 2 percent in this area.
3. The intersection of the local street with any other street shall have a minimum of 50 feet of straight (tangent) alignment perpendicular to the intersection. Maximum design grade is 3 percent in this area.
4. Where right angle intersections are not possible, exceptions can be granted by the City Engineer, provided the intersections have a minimum interior angle of 60 degrees and a corner radius of 20 feet along the right-of-way lines of the acute angle.
5. Intersections of established truck routes shall have a minimum corner radius of 35 feet.
6. All other intersections shall have a minimum corner radius of 15 feet.

ITEM	LOCAL STREET	MINOR COLLECTOR STREET	ARTERIAL STREET
Right-of-Way Width (feet)	60	80	64-80
Pavement Width (feet)	40	36	64
Shoulder Width (feet)	5	N/A	N/A
Sidewalks (feet)	Optional	5 (one side)	5 (both sides)
Minimum Sight Distance (feet)	150	250	360
Maximum Grade (%)	12	10	8
Design Speed (mph)	15-25	25-35	35-45
Minimum Centerline Curve Radius (feet)	75	300	500
Minimum Curb/Corner Radius (feet)	15	20	30

- (3) Future Streets. Whenever the Planning Commission shall have determined that, in conformity with the master plan, a street is necessary for the future subdivision of the property as shown on the subdivision map, but that the present dedication and construction of such street is not warranted, the Planning Commission may require that the location, width, and extent of such street shall be shown on the final map or on an approved map of record as a future street. Improvement of such future street may not be required of the subdivider by the Planning Commission.
- (4) Future Street Extension. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall extend to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips, including street plugs, may be required to preserve the objectives of street extensions.
- (5) Service Roads. When any lot fronts on a major street, the Planning Commission may require the subdivider to dedicate a service road at the front of the lot.
- (6) Reserved Strips. No reserved strips controlling the access to public ways will be approved unless the strips are necessary for the protection of the public welfare, and in these cases they may be required. The control and disposal of the land comprising the strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission.
- (7) Half-Streets. Half-streets shall be prohibited, except they may be approved where essential to the reasonable development of the subdivision when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half-street is adjacent to a tract to be subdivided, the other half of the street shall be platted within the tract. Reserve strips may be required to preserve the objectives of half-streets.
- (8) Nonaccess and Planting Strips. When the rear or side of any lots border any major street, the Planning Commission may require the subdivider to execute and deliver to the City an instrument deemed sufficient by the City Attorney prohibiting the right of ingress and egress to the lots across the side lines of the street. When the street is a freeway, state highway, or parkway, the subdivider may be required to dedicate and improve a planting strip adjacent to the street.
- (9) Alleys. When any lots are proposed for commercial or industrial usage, alleys at least 20 feet in width may be required at the rear thereof with adequate

ingress and egress for truck traffic, unless alternative commitments for off-street service truck facilities without alleys are approved. Intersecting alleys shall not be permitted.

- (10) Private Streets. The design and improvement of any private street shall be subject to all the requirements prescribed by this ordinance for public streets. The subdivider shall provide for the permanent maintenance of any street required for access to property in a private street subdivision.
- (11) Street Names and Signs. All street names shall be approved by the Planning Commission and County Roadmaster for conformance with the established pattern and to avoid duplication and confusion. It shall be the responsibility of the developer to furnish and place all street signs required by the development.

SECTION 27. UTILITY EASEMENTS. Easements for sewers, drainage, water mains, public utility installations, including overhead or underground systems, and other like public purposes shall be dedicated, reserved, or granted by the subdivider in widths not less than five feet on each side of rear lot lines, alongside lot lines, and in planting strips wherever necessary; provided that easements of lesser width, such as for anchorage, may be allowed when the purpose of easements may be accomplished by easements of lesser width as approved by the City.

SECTION 28. LOTS.

- (1) The size and shape of lots shall conform to zoning regulations. Where there are unusual topographic conditions, curved or cul-de-sac streets, or other special conditions, modifications which meet the intent of the width and depth requirements may be granted by the Planning Commission.
- (2) In areas that cannot be connected to community sewage disposal facilities, minimum lot sizes shall be greater than the minimum herein specified. The lots shall conform to the requirements of the County Health Department for sanitary waste disposal.
- (3) The side lines of all lots, so far as possible, shall be at right angles to the street which the lots face, or radial or approximately radial if the street is curved. Provided, however, where topographic or other natural features warrant variation from this provision, the Planning Commission may approve such variations.
- (4) Lots without frontage on a street will not be permitted.
- (5) Through lots will be permitted only where necessitated by topographic or other unusual physical conditions.

SECTION 29. BLOCKS.

- (1) Blocks shall not exceed 1,320 feet in length, except blocks adjacent to major streets.
- (2) The subdivider may be required to dedicate and improve 10-foot walkways across blocks over 600 feet in length, or to provide access to schools, parks, or other public areas.

SECTION 30. WATERCOURSES. The subdivider shall, subject to riparian rights, dedicate a right-of-way for storm drainage purposes, conforming substantially with the lines of any natural watercourse or channel, stream, or creek that traverses the subdivision; or, at the option of the subdivider, provide by dedication further and sufficient easements or construction, or both, to dispose of the surface and storm waters.

SECTION 31. LAND FOR PUBLIC PURPOSES.

- (1) The Planning Commission may require the reservation for public acquisition, at a cost not to exceed acreage values in the area prior to subdivision, of appropriate areas within the subdivision for a period not to exceed one year; providing the City has an interest or has been advised of interest on the part of the state highway commission, school district, or other public agency to acquire a portion of the area within the proposed subdivision for a public purpose, including substantial assurance that positive steps will be taken in the reasonable future for the acquisition.

SECTION 32. UNSUITABLE LAND. The Planning Commission may refuse to approve a subdivision when the only practical use which can be made of the property proposed to be subdivided is a use prohibited by this ordinance or law, or if the property is deemed unhealthful or unfit for human habitation or occupancy by the county or State Health authorities.

SECTION 33. LAND SUBJECT TO INUNDATION. If any portion of any land proposed for development is subject to overflow, inundation, or flood hazard by storm waters, an adequate system of storm drains, levees, dikes, and pumping systems shall be provided.

Improvements

SECTION 34. IMPROVEMENT STANDARDS AND APPROVAL. In addition to other requirements, all improvements shall conform to the requirements of Sections 1 to 36 and any other improvement standards or specifications adopted by the City, and shall be installed in accordance with the following procedure:

- (1) Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the subdivision proposal, the plans may be required before approval of the final map. All plans shall be prepared in accordance with requirements of the City.
- (2) Improvement work shall not be commenced until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.
- (3) All required improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details if unusual conditions arise during construction to warrant such change in the interests of the City.
- (4) All underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of such streets. Stubs for service connections for all underground utilities and sanitary sewers shall be placed to such length as will obviate the necessity for disturbing the street improvements when service connections are made.
- (5) A map showing all public improvements as built shall be filed with the City Administrator upon completion of the improvements.

SECTION 35. IMPROVEMENT REQUIREMENTS. Improvements to be installed by the subdivider must meet or exceed, as determined by the City Engineer, the construction standards contained in the City's Book of Standards.

- (1) Streets. All streets shall be improved to City standards. The subdivider shall improve the extension of all subdivision streets to the centerline of existing streets with which subdivision streets intersect.
- (2) Structures. Structures specified as necessary by the City. for drainage, access, and public safety shall be installed.
- (3) Sidewalks. Sidewalks shall be installed on collector streets only.

- (4) Stormwater. Stormwater drainage shall be provided to all developed land. The City will require the subdivider to detain all stormwater generated by their project on-site, with off-site flow being less than or equal to predevelopment conditions. The stormwater facility should be designed for a 25-year/15-minute storm event per Oregon Department of Transportation standards. This form of detention must be installed prior to discharge to the existing City ditch system.

In addition, all developed parking lots with more than 25 spaces must have a City Engineer approved oil/water separator installed on the outlet line, with all catch basins having a pollution control elbow.

Finally, the developer will be required to sign a non-remonstrance agreement with the City for the installation of a centralized storm collection and treatment facility.

- (4) Sewers. Sanitary sewer facilities connecting with the existing City sewer system shall be installed to serve each lot. Storm water sewers shall be installed as required by the City.
- (5) Water. Water mains and fire hydrants of design, layout, and locations approved by the City shall be installed.
- (6) Abutting Streets. If any part of the property within the proposed subdivision abuts an existing dedicated street not improved to the ultimate width and other standards required for streets within subdivisions, the abutting portions of said street shall be improved to such standards by the construction of a sidewalk, curb, and gutter along the side adjacent to the subdivision and also by paving the roadway from said curb to 12 feet beyond centerline, or to such lesser distance beyond centerline as the Planning Commission may deem necessary to provide a safe and adequate paved road way for two-way vehicular traffic; provided, that if said street is an arterial street, or is otherwise so classified that the established policy of the City is to specially assess less than the entire cost of an improvement thereof, the Planning Commission may reduce the paving required hereunder to such extent as appears fair and equitable.
- (7) Underground Utilities. This provision shall apply only to utility lines to be installed to provide service within the area to be subdivided. Utility lines, including but not limited to electricity, communications, street lighting, and cable television, shall be required to be placed under ground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, and meter cabinets may be placed above ground. The Planning Commission may waive the requirements of this section if topographic, soil, or other conditions make such underground installations

unreasonable or impractical. The subdivider shall make all necessary arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commissioner.

- (8) Street Lighting. Street lighting of an approved type shall be installed on all streets at locations approved by the City. Generally each and every intersection shall be provided with a street light.
- (9) Street Name Signs. All streets shall be legibly marked with street name signs, not less than two in number, at each intersection, according to specifications furnished by the City.
- (10) Improvement of Easements. Whenever the safety of adjoining property may demand, any easement for drainage or flood control purposes shall be improved in a manner approved by the City.
- (11) Off-site Street Improvements. All off-site street and utility improvements, where required, shall conform to the standards of the City.

SECTION 36. MONUMENTS.

- (1) In addition to requirements of state law and other provisions of this ordinance, permanent monuments of a type approved by the City shall be set in the following locations:
 - A. At each boundary corner of the subdivision, at the beginning and end of the property line curves, and at any other points as may be required by the City.
 - B. At intersections of street centerline tangents or offsets therefrom, and where such intersect on private property, at the beginning and end of the centerline curve or offsets therefrom.
- (2) Any required monument that is disturbed or destroyed before acceptance of all improvements shall be replaced by the subdivider.
- (3) Complete field notes in a form satisfactory to the City, showing references, ties, locations, elevations, and other necessary data relating to monuments and bench marks set in accordance with the requirements of Sections 1 to 36, shall be submitted to the City to be retained by the City as a permanent record.

SECTION 37. PROPERTY LINE ADJUSTMENTS.

- (1) Purpose and Scope. The purpose of a property line adjustment is to allow the relocation of a known common boundary line between two abutting properties, where no additional lots or parcels are created. Property line adjustments may be permitted in any zone or across zones, or between lots or parcels in a recorded subdivision or partition plat. A property line adjustment is not required for a boundary line agreement to establish the physical location of an existing property boundary, but is required to relocate that boundary.
- (2) Procedure.
 - A. Applications for property line adjustments may be processed by Administrative review or may be forwarded to the Planning Commission for review and approval.
 - B. A scaled plot plan shall be submitted with an application for a property line adjustment showing:
 1. All existing property lines;
 2. The proposed location of the adjusted property line;
 3. The location of existing buildings, with distances to the existing and the proposed property line;
 4. The location of septic systems, wells and easements, and their distances from the existing and the proposed property line; and
 5. The existing size and the proposed size of each lot or parcel, in square feet or acres.
 - C. All owners of the properties that will be modified by the property line adjustment must sign the application form or a letter of authorization.
 - D. If the application is approved, the adjusted property line must be surveyed and monumented by an Oregon licensed surveyor in accordance with the procedures of ORS 92, and a survey, complying with ORS 209.250 must be filed with the County Surveyor. However, a survey and monumentation are not required when all parcels will be greater than 10 acres or when the property line adjustment involves the sale or grant by a public agency or public body of excess property resulting from the acquisition of land by the state, a

political subdivision or special district for highways, county roads, city streets or other right-of-way purposes property.

- E. A survey, if required, must be filed with the County Surveyor within one year of the date of final approval of an application for a property line adjustment. If a survey is not required, a final map shall be submitted within one year of the date of final approval. The survey or map shall be signed by the County Surveyor, Planning Director and County Assessor.
 - F. Within one year of the date of final approval of an application for a property line adjustment a deed or other instrument of conveyance must be recorded with the County Clerk. The deed or instrument shall contain the names of the parties, the description of the adjusted property line, references to original recorded documents, signatures of all parties with proper acknowledgement, and a reference to the planning application casefile number. If the deed or instrument describes only the area being conveyed from one parcel to the other, a statement shall be included that the conveyance is part of a property line adjustment and the described property is not a separate parcel.
 - G. If the property line adjustment will result in any portion of a septic system, driveway, utility, or other improvement being located on a different parcel than the structure the improvement serves, an easement granting continued use of the improvement shall be recorded with the County Clerk at the time the deed or other instrument conveying the property is recorded.
 - H. Prior to filing the final survey or map and recording the instruments of conveyance and any required easements, copies of these documents shall be submitted to the City Administrator for review to determine whether all conditions of approval have been met.
- (3) Approval Criteria. A property line adjustment may be approved if it complies with all of the following:
- A. The existing lots or parcels were lawfully created.
 - B. No new parcels will result from the adjustment;
 - C. All buildings and improvements (e.g., septic systems, wells, etc.) will comply with the minimum setback requirements from the adjusted property line, unless the building or improvement does not currently

comply, in which case the building or improvement shall not be rendered more nonconforming by the adjustment;

- D. All adjusted parcel sized shall meet the minimum lot size of the zone where the property is located.
- E. The adjustment shall not result in parcel(s) that overlap a city limit or county line.
- F. The adjustment shall not result in the loss of public access to any parcel.

Variances

SECTION 38. VARIANCE APPLICATION. When necessary, the Planning Commission may authorize conditional variances to requirements and regulations of Sections 1 to 36. Application for a variance shall be made by a petition of the subdivider, stating fully the grounds of the application and the facts relied upon by the petitioner. The petition shall be filed with the tentative map of the subdivision or partition. In order for the property referred to in the petition to come within the provisions of this section, it shall be necessary that the Planning Commission shall find the following facts with respect thereto:

- (1) That there are special circumstances or conditions affecting the property.
- (2) That the variance is necessary for the preservation and enjoyment of a substantial property right of the petitioner and that extraordinary hardship would result from strict compliance with these regulations.
- (3) That the granting of the variance will not be detrimental to the public health, safety, or welfare, or injurious to other property in the vicinity in which the property is situated.

SECTION 39. PLANNING COMMISSION ACTION ON VARIANCES.

- (1) The Planning Commission shall follow the rules and procedures established for variances, Sections 152.605–607, in the City's Zoning Ordinance.
- (2) In granting variances, the Planning Commission shall secure substantially the objectives of the regulations to which variances are granted in order to preserve the public health, safety, convenience, and general welfare. The conditions that are necessary for this purpose shall be specified in granting the variance.
- (3) In granting any variance under the provisions of this section, the Planning Commission shall make a written record of its findings and the facts in connection therewith, and shall specifically and fully set forth the variance granted and the conditions designated. The Planning Commission shall keep such findings on file as a matter of public record.

SECTION 40. SEVERABILITY. Should any section, clause, or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof, other than the part so declared to be invalid.

SECTION 41. ADMINISTRATION FEES. The City of Condon, like many cities in Oregon, is faced with a severely reduced budget for the administration of the City's ordinances. The land use planning process in the State of Oregon has become increasingly complex. To properly process a land use application, the City must rely upon professional consultants to assist in preparing the legal notices, conducting on-site inspections, preparation of staff reports, and, in some cases, actual attendance at the Planning Commission and/or Planning Commission meetings. The City utilizes a consultant to ensure land use applications are processed fairly and promptly. Because of the reduced budgets, the City finds it necessary to transfer those administrative costs to the applicant as a part of the land use planning process.

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MINOR REVISIONS TO ZONING ORDINANCE

City of Condon

Gilliam County, Oregon

PREPARED FOR THE
**CONDON PLANNING COMMISSION
CONDON CITY COUNCIL**

PREPARED BY
Dan Meader, Planning Consultant
TENNESON ENGINEERING CORPORATION
The Dalles, Oregon 97058

December, 2011

**ORDINANCE NO. 2012-01, ITEM C
December, 2011**

**City of Condon
2011 Zoning Ordinance Update**

PROPOSED ORDINANCE ADDITIONS AND/OR DELETIONS:

SECTION 152.103

- (62) RECREATIONAL VEHICLE. A vehicle which is:
- (A) Built on a single chassis, with or without motive power;
 - (B) Containing 400 square feet or less when measured at the largest horizontal projection of the unit;
 - (C) Designed to be self-propelled or permanently towable by a light duty truck;
 - (D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use; and
 - (E) So-called *Park Model* recreational units are not, by this definition, considered as recreational vehicles. These are considered manufactured homes and may be placed in recognized manufactured home parks, not recreational vehicle parts.
- (63) RECREATIONAL VEHICLE PARK. Any area designed to establish, operate, manage, or maintain the same for picnicking or overnight recreational vehicle or tent camping ~~by the general public~~. This includes areas open to use free of charge or through a payment of a tax or fee or by virtue of rental, lease, license, membership, association, or common ownership. This further includes but not limited to those areas divided into two or more lots, parcels, units, or other interests for the purposes of such use. Such recreational vehicle parks as defined are not intended for residential occupancy. The maximum stay shall be limited to 180 consecutive days. The facility shall be licensed by the State of Oregon.

SECTION 152.201

- (2) A development permit, issued by the City, is required for all structures being constructed on property within the City. This includes accessory buildings of less than 120 square feet. A building permit is also required for all structures containing more than 120 square feet. In order to obtain the City approval of a building permit for a single-family or duplex dwelling unit and/or accessory structures, a plot plan shall be prepared and presented, along with the building permit application, to the City Administrator. The plot plan shall include the lot dimensions; proposed and existing structures, including dimensions and height of building; proposed and existing setbacks from all property lines; driveway locations, driveway aprons, and off-street parking area; water and sewer locations; and sidewalk locations. All other

proposed uses are required to prepare and submit a site plan. Sample plot plans/site plans are available at City Hall.

SECTION 152.202

ESTABLISHMENT OF LAND USE ZONE. This ordinance hereby establishes the following land use zones for the City.

ZONE	ABBREVIATED DESIGNATIONS
Residential 7,500 square feet minimum lot area	R-1
Residential 5,000 square feet minimum lot area	R-1
Open Space/Public Facilities	OS
Commercial	C-1
Industrial	M-1
Historic Resource Combining Zone	HR
Flood Plain Overlay Zone	FP
Airport Development Overlay Zone	AD

SECTION 152.205

ZONING BOUNDARIES. Unless otherwise specified, zone boundaries are center lines of streets, lot lines, or city limits lines. The public streets are not Zoned. Public streets are dedicated public rights-of-way used by vehicles and pedestrians to move about the City. There is no Zoning designation that applies to them.

SECTION 152.301

Residential Zone “R-1” – DELETE IN ITS ENTIRETY AND RENUMBER ACCORDINGLY

SECTION 152.302

Residential Zone “R-2” – CHANGE TO SECTION 152.301 AND CHANGE “R-2” TO “R-1”

USES. Buildings or structures hereafter erected, structurally altered, enlarged, or moved and land hereafter used in the "R-2" Residential Zone shall comply with the following regulations. One single-family dwelling per lot, or parcel, is the maximum allowed density unless otherwise specified by this Ordinance.

(2) CONDITIONAL USES.

- (L) Temporary use for construction with a 1-year time limit, or once an occupancy permit is granted for the constructed structure.

(5) SETBACK AND AREA REQUIREMENTS

(B) AREA REQUIREMENTS – DELETE #2 IN ITS ENTIRETY.

SECTION 152.303

CHANGE TO SECTION 152.302

PERMITTED USES.

(F) Minor improvements to public buildings.

SECTION 152.304

CHANGE TO SECTION 152.303

CONDITIONAL USES.

~~(B) Family oriented craft industries which prepare or manufacture and sell the product on the premises.~~

RENUMBER REMAINING SUB-SECTIONS ACCORDINGLY

SECTION 152.305

CHANGE TO SECTION 152.304

(2) CONDITIONAL USES.

(B) Agricultural support services including produce storage facilities, including those in excess of 35' in height, subject to Fire Department approval.

SECTION 152.404

FENCES. A fence or hedge within a front yard or a street side yard shall not exceed an elevation six feet above the base or ground elevation. Vision clearance areas shall be maintained. Fences in excess of 6-feet are considered structures and require issuance of a building permit. The issuance of a building permit requires the Zoning Ordinance standards for setbacks be met.

SECTION 152.405

(1) All pre-owned and pre-occupied units (i.e., used) that have been modified or altered from their original, as-constructed condition, shall be inspected by a Registered Professional Engineer licensed with the State prior to installation and occupancy to ensure compliance with applicable standards required for the "Insignia of Compliance" and to ensure that such units are in such a condition as to not be

detrimental to the public health, safety, and general welfare or to adjoining properties. The applicant shall provide such certification, at the applicant's expense, to the City prior to receiving the City's approval of a Mobile Home Movement Permit or a Mobile Home Placement Permit.

SECTION 152.409

VISION CLEARANCE AREAS. A Vision Clearance Area shall be maintained at the corners of all property at the intersections of two streets or a street and a railroad. Such corner lots of parcels shall be provided with and maintain a vision clearance area. A vision clearance area is defined as a triangular area formed at a corner lot or parcel by the intersection of dedicated public rights-of-way lines and a straight line joining said lines through points twelve (12) feet back from their intersection. The vision clearance area shall provide an area of unobstructed vision from three and one-half (3-1/2) feet to nine (9) feet above the top of the curb. Cyclone fences, which can be demonstrated to meet the requirements to this section, are allowed. Natural topographic features, utility poles, and tree trunks are excluded from this requirement.

SECTION 152.410

(2) STANDARDS AND SIZE REQUIREMENTS

(B) Open Space Zone

3. Signs for public buildings, such as schools or government offices, may not exceed 48 square feet. However, may be lighted with direct lighting. However, no blinking signs shall be allowed.

SECTION 152.501

- (1) Conditional uses listed in this ordinance may be permitted, enlarged, or otherwise altered upon authorization by the Planning Commission in accordance with the standards and conditions in this Article. The site plan review requirements and procedure are incorporated into the Conditional Use Requirements. A site plan showing the proposed conditional use will become a permanent part of the record. Applicants are encouraged to review the site plan review procedure and requirements in preparing a Conditional Use Application. In permitting a conditional use or the modification of a conditional use, the Planning Commission may impose, in addition to those standards and requirements expressly specified by the ordinance, any additional conditions which the Planning Commission considers necessary to protect the best interest of the surrounding property or the City as a whole.

SECTION 152.903 (PENDING)



3313 WEST SECOND STREET, SUITE 100
THE DALLES, OR 97058

PHONE (541) 296-9177
FAX (541) 296-6657

LETTER OF TRANSMITTAL

TO: Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540

Date 2/1/12	Work Order # 13100
Attention Plan Amendment Specialist	
RE: Planning Ordinance Updates/Adoption	
for City of Condon	

ENCLOSED ARE THE FOLLOWING:

QUANTITY	DESCRIPTION
1	DLCD NOTICE OF ADOPTION FOR CITY OF CONDON
1	COMPREHENSIVE LAND USE PLAN
1	SUBDIVISION ORDINANCE
1	MINOR REVISIONS TO ZONING ORDINANCE
1	CITY OF CONDON ORDINANCE NO. 2012-01
1	CD (containing all documents listed above)

THESE ARE TRANSMITTED (as checked below)

☐ For approval ☐ As requested ☐ Filing/Recording
☒ For your use ☐ Approved as noted ☐ For your review & comment
CHARGES

Remarks:	SF Blueline	
	SF Mylar	
	Xerox	
	Tube, Mailer, Etc.	
	P & H	
	TOTAL	

PICKED UP BY:

DELIVERED BY:

COPY TO: City of Condon (w/enclosures)
Gilliam County (w/enclosures)

BY: Dan Meader, Planning Consultant

If enclosures are not as noted, please notify us at once.



042J80072111
\$6.05
02/01/12
Mailed From 97058
US POSTAGE

DEPT OF
FEB 02 2012
LAND CONSERVATION
AND DEVELOPMENT

TENNESON ENGINEERING CORP.
3313 WEST SECOND STREET, SUITE 100
THE DALLES, OR 97058

To:

Oregon DLCD
635 Capitol Street, N.E.
Suite 150
Salem, OR 97301-2540