



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

5/26/2010

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Siletz Plan Amendment
DLCD File Number 001-10

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, June 09, 2010

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: Sheryl Simmons, City of Siletz
Gloria Gardiner, DLCD Urban Planning Specialist
Matt Spangler, DLCD Regional Representative
Amanda Punton, DLCD Regional Representative
Thomas Hogue, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<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

MAY 20 2010

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **City of Siletz**

Local file number: **2010-1**

Date of Adoption: **May 13, 2010**

Date Mailed: **March 23, 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date:

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".

Amendments to the City of Siletz Comprehensive Plan to update all chapters, replacing the 1987 City of Siletz Comprehensive Plan in total. Amendments to Chapter 16 Subdivisions and Chapter 17 Zoning Ordinance of the Siletz Code were adopted. No amendments to the Comprehensive Plan Map or Zoning Map were done. A complete buildable lands inventory, economic opportunities analysis and housing needs analysis were done along with an assessment of the transportation system, public facilities and historic resources and recreation facilities were also completed.

Does the Adoption differ from proposal?

NO

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

DLCD File No. 001-10 (18200) [16137]

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

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

Lincoln County, Siletz Rural Fire District, Confederated Tribes of Siletz Indians, Siletz Tribal Business Corporation, Lincoln County School District, Siletz Public Library, Lincoln County Library District, Toledo Police Dept., Oregon water Resources Dept., ODOT, ODFW, Central Coast Economic Development Alliance, Oregon Parks and Recreation Dept, Oregon Division of State Lands, Siletz Watershed Council, Oregon DEQ, Oregon Employment Dept., Housing Authority of Lincoln County, Lincoln county Community Services Consortium

Local Contact: **Sheryl Simmons**

Phone: (541 444-2521 Extension:

Address: **P.O. Box 318**

Fax Number: **541-444-7371**

City: **Siletz**

Zip: **97380**

E-mail Address: **chsiletz@qwestoffice.net**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 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, please print this **Form 2** on light **green paper if available**.
3. **Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:**
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

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

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see [ORS 197.615](#)).

ORDINANCE NO. 188

AN ORDINANCE AMENDING THE CITY OF SILETZ
COMPREHENSIVE PLAN TO UPDATE ALL CHAPTERS,
REPLACING THE 1987 COMPREHENSIVE PLAN IN TOTAL
REPEALING ORDINANCE NO. 85 AND 85B

WHEREAS, the City of Siletz has updated the 1987 Siletz Comprehensive Plan in accordance with statewide Planning Goals, and

WHEREAS, the City Council of the City of Siletz conducted a Public Hearing on the updated Siletz Comprehensive Plan on the 13th day of May, 2010.

NOW THEREFORE BE IT RESOLVED THAT THE CITY OF SILETZ ORDAINS AS FOLLOWS:

1. That all previously enacted Comprehensive Plans for the City of Siletz are hereby repealed.
2. That the 2010 Comprehensive Plan is enacted along with Appendix A and B
3. That a copy of the 2010 Siletz Comprehensive Plan and Appendix A and B be attached hereto and filed with the City Recorder.

WHEREAS, the provisions of this ordinance are found to be necessary to preserve the peace, health and welfare of the citizens of the City of Siletz, an emergency is hereby declared to exist and this ordinance shall take effect and be in full force immediately upon its adoption by the City Council and approval by the Mayor.

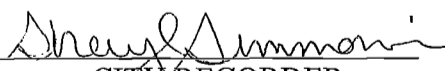
Approved for its first reading on the 13th day of May, 2010

Approved and Adopted upon its second reading on the 13th day of May, 2010 by the following vote:

Yeas: 5
Nays: 0
Absent: 0
Abstain: 0

Approved and signed by the Mayor on this 13th day of May, 2010.

ATTEST:


CITY RECORDER


MAYOR

ORDINANCE NO. 189

**AN ORDINANCE AMENDING
SECTIONS OF CHAPTERS 16 SUBDIVISIONS
AND CHAPTER 17 ZONING ORDINANCE
OF THE CITY OF SILETZ MUNICIPAL CODE**

WHEREAS, the City of Siletz is amending sections of Chapters 16 Subdivisions and Chapter 17 Zoning Ordinance of the Siletz Municipal Code; and

WHEREAS, the City Council of the City of Siletz conducted a Public Hearing on the Siletz Municipal Code Amendments on the 13th day of May, 2010.

NOW THEREFORE BE IT RESOLVED THAT THE CITY OF SILETZ ORDAINS AS FOLLOWS:

1. That a copy of Document A which lists the approved and adopted amendments to the Siletz Municipal Code Chapters 16 Subdivisions and Chapter 17 Zoning Ordinance be attached hereto and incorporated into the Siletz Municipal Code Book.
2. That except as herein specifically amended in Document A that all other sections of the Siletz Municipal Code are in full effect and force.

WHEREAS, the provisions of this ordinance are found to be necessary to preserve the peace, health and welfare of the citizens of the City of Siletz, an emergency is hereby declared to exist and this ordinance shall take effect and be in full force immediately upon its adoption by the City Council and approval by the Mayor.

Approved for its first reading on the 13th day of May, 2010

Approved and Adopted upon its second reading on the 13th day of May, 2010 by the following vote:

Yeas: 5
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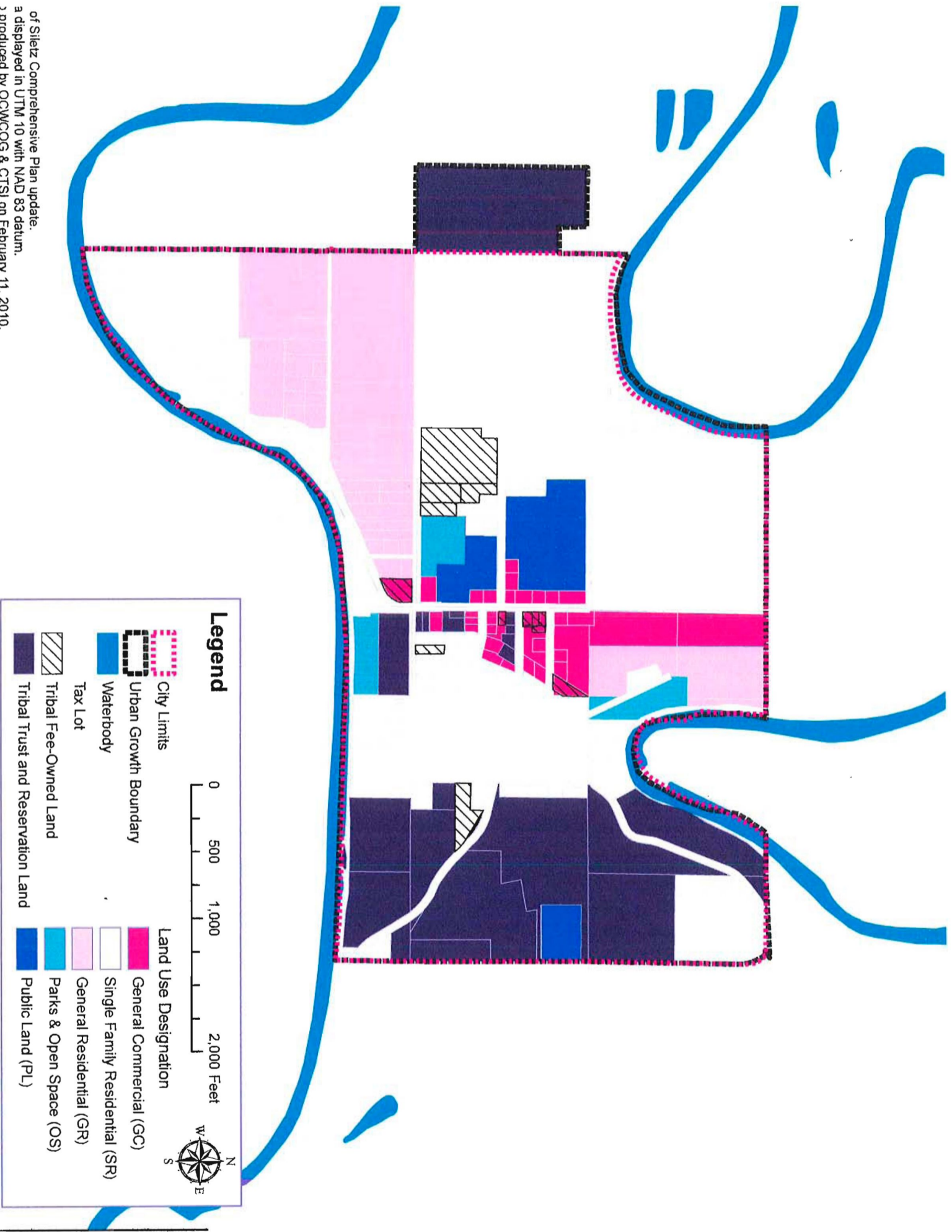
Approved and signed by the Mayor on this 13th day of May, 2010.

ATTEST:

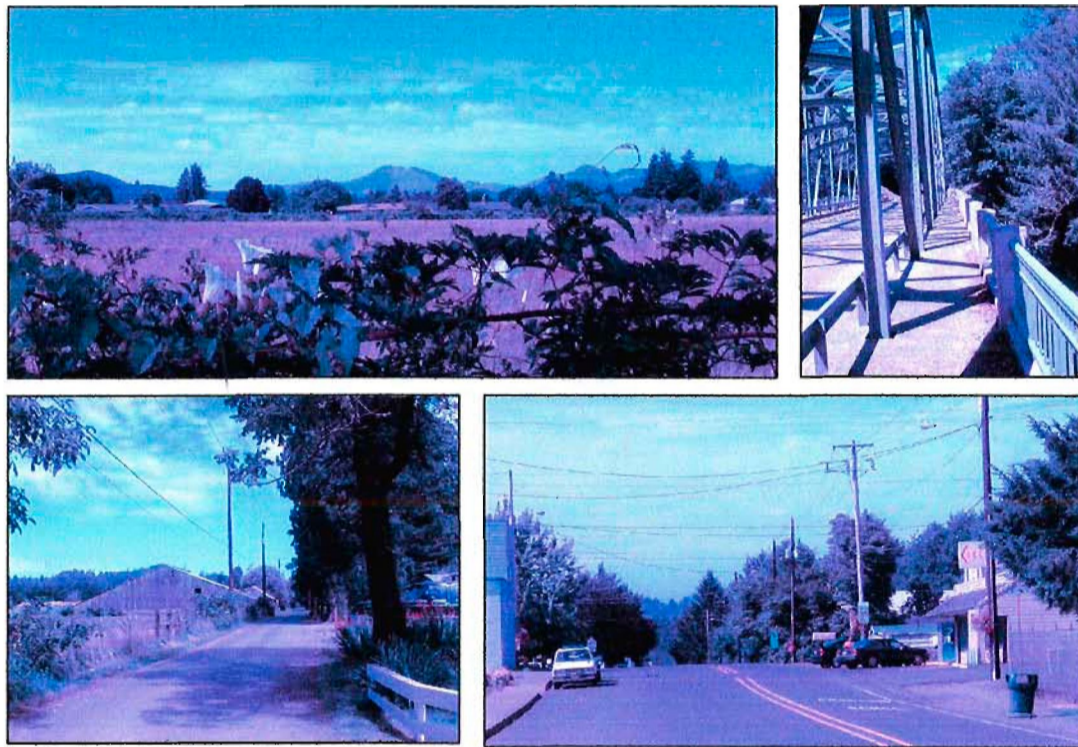

CITY RECORDER


MAYOR

of Siletz Comprehensive Plan update.
 a displayed in UTM 10 with NAD 83 datum.
 produced by OCWCOG & CTSI on February 11, 2010.



City of Siletz Comprehensive Plan



Adopted May 13, 2010



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Siletz Comprehensive Plan



Prepared for:
City of Siletz
215 W. Buford Avenue
Siletz, Oregon 97380

Prepared by:
Oregon Cascades West Council of Governments
1400 Queen Ave SE Ste 205A
Albany, OR 97322

Originally Adopted August, 1981
Revised March, 1987
Revised February, 2010

Table of Contents

Chapter	Page Number
1. Introduction	1-1
Introduction to Siletz	1-1
Purpose of the Plan	1-1
Plan Format	1-2
Guiding Themes	1-3
2. Siletz Planning Goals	2-1
3. Citizen Involvement	3-1
Goal	3-1
Overview	3-1
Policies	3-1
4. Land Use Planning	4-1
Goal	4-1
Overview	4-1
Policies	4-1
5. Economic Development	5-1
Goal	5-1
Overview	5-1
Policies	5-2
6. Housing	6-1
Goal	6-1
Overview	6-1
Policies	6-2
7. Public Facilities and Services	7-1
Goal	7-1
Overview	7-1
Policies	7-1
8. Transportation	8-1
Goal	8-1
Overview	8-1
Policies	8-1

9. Urbanization	9-1
Goal	9-1
Overview	9-1
Policies	9-2
10. Recreational Needs	10-1
Goal	10-1
Overview	10-1
Policies	10-1
11. Natural Hazards	11-1
Goal	11-1
Overview	11-1
Policies	11-1
12. Natural Resources, Scenic and Historic Areas & Open Spaces	12-1
Goal	12-1
Overview	12-1
Policies	12-2
13. Comprehensive Plan Maps	13-1
Comprehensive Plan Map	13-3
General Street Plan Map	13-4
14. Review and Update of the Comprehensive Plan	14-1
15. Additional Adopted Documents	15-1
16. Appendix	16-1
Appendix A - Citizen Involvement Program	16-3
Appendix B - Definitions	16-5

Chapter 1 Introduction

Introduction to Siletz

The City of Siletz is located in rural Lincoln County, approximately 8 miles inland from Oregon's rugged Pacific Coast. The city covers approximately 360 acres along the Siletz River, within the Coast Range Mountains. It is approximately fourteen miles from Newport, the county seat, and seven miles north of Toldeo.

The City of Siletz was incorporated in 1946 after first being established as the administrative headquarters for the Siletz Indian Reservation. Since that time, the growth and development of the city has maintained strong ties to the growth and development of the Confederated Tribes of Siletz Indians, who currently own and control 90 acres within the city limits, as well as acreage immediately adjacent to the city.

Today, the city has a population of approximately 1,190 and an employment base of approximately 198 within the Siletz area. Primary employers include public services, tribal government, education, retail, food services, or natural resources. State Highway 229, locally known as Gaither Street, is the focus of commercial activity in the community and supports two restaurants, a general store and other personal services. These services serve the basic needs of residents; however, residents regularly travel outside of the city for shopping, services and entertainment.

The climate is moist, marine, and temperate with precipitation ranging between 75 and 100 inches annually. Rainfall occurs predominantly October through March, though measurable precipitation occurs virtually every month. Average temperatures range from around 40 degrees Fahrenheit in January to 65 degrees in July. Summer breezes are from the northwest and winter winds are from the southwest. Average wind velocities range from 10 to 25 miles per hour, although winter gusts of much higher velocities are not uncommon.

The geological composition of the Siletz area is almost entirely floodplain and alluvial soils formed by receding flood waters and downward cutting action of the river through these floodplain deposits. Vegetation in and around Siletz consists primarily of conifers, including Douglas fir, Western red cedar, Sitka spruce and Western hemlock. Riparian areas near the river are characterized by red alder and several species of willow.

Purpose of the Plan

The Comprehensive Plan is a statement of the city's policy regarding the nature of future growth and development within the city. This policy reflects a consideration of the city's problems and needs as well as its social, environmental and economic values.

The purpose of comprehensive planning is to allow the public to make decisions in advance about the development of the city and the use and conservation of its resources. The resulting plan is a document upon which public agencies, private firms and individuals can rely so their decisions and investments can be made with confidence. People buying homes can do so, assured that their community won't change adversely. Businesses can invest in new sites, confident that they can be used for their intended purpose and that needed services will be provided. Public investments

in water systems, sewer systems, schools, and other community services can be made in an orderly and cost effective manner.

Planning is a dynamic and ongoing process, requiring the Comprehensive Plan to be revisited and updated periodically. The Siletz Comprehensive Plan was first adopted in 1981 and was revised in 1987. This 2010 update is the result of a thorough review of the plan, its policies, map, and overall vision. This update is intended to reflect the current vision for the community and aid in the sustainable development towards that vision through 2030. This plan replaces the previously adopted Comprehensive Plan, and is effective _____, 2010.

Plan Format

The Comprehensive Plan document is divided into sixteen chapters, generally corresponding to Oregon's Statewide Planning Goals. Each section contains a goal statement, key findings, policies, and a reference to the relevant Statewide Planning Goal. Together, these components create the city's policy framework for land use and development and help the City adhere to its guiding themes. As used in this Plan,

A guiding theme articulates important community values and was used to formulate the goals and policies with the Plan.

A goal is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

A key finding is a statement of fact or a conclusion reached following research and review of the facts.

A policy is a decision-making guideline established to direct the City's strategic growth according to its goals and guiding themes.

The Comprehensive Plan Map illustrates all land within the urban growth boundary and identifies the corresponding Comprehensive Plan land use designations.

The General Street Plan Map illustrates existing roadways within the urban growth boundary and depicts the preferred location of future roadways.

In addition to the chapters addressing statewide planning goals, the Plan contains a list of additional adopted documents and an appendix, which provide background information and support for the findings included in the Plan.

Guiding Themes

The guiding themes were developed by the Comprehensive Plan Update Committee based on community input during the update process in 2008. These themes articulate important community values and were used to formulate the goals and policy statements within the Plan.

- | | |
|--|---|
| Small Town Character | <ul style="list-style-type: none">▪ Maintain small town neighborliness▪ Changes have been in scale with the historic development of the community▪ Pride in community appearance▪ The community is compact, with a network of streets, sidewalks and paths that makes walking safe and convenient |
| Quality Community Services and Facilities | <ul style="list-style-type: none">▪ Public infrastructure matches the needs of the community and is compatible with the capacity of the surrounding natural systems▪ A safe and welcoming community▪ Local schools and public services provide opportunities for all residents to pursue personal growth and betterment▪ There are indoor and outdoor places for public gatherings |
| One Community, Multiple Cultures | <ul style="list-style-type: none">▪ Respect for local history and cultural heritage; appreciation of diversity; opportunities for sharing, education and learning▪ Changes build upon and are sensitive to historic development▪ Partnership between governments to leverage each other's resources for overall community good |
| Civic and Community Involvement | <ul style="list-style-type: none">▪ Effective and meaningful engagement between citizens and local government▪ Opportunities for public service |
| Connection to the Natural Environment | <ul style="list-style-type: none">▪ The area's natural resources continue to be important to the economy of the community▪ Natural systems retain their integrity▪ All residents have access to and enjoy the community's natural resources, including scenic views and river use |
| Balanced and Sustainable Growth | <ul style="list-style-type: none">▪ Mix of residence types to meet needs of all▪ Sustainable growth that improves the availability of services and provides better local employment opportunities for residents▪ Development of residential and employment land protects the natural environment and natural system |

Chapter 2 Siletz Planning Goals

The City of Siletz planning goals have been developed consistent with applicable Statewide Planning Goals and the community's overall vision for future growth and development. The City's planning goals are:

Citizen Involvement	To ensure the opportunity for citizens to be involved in all phases of the planning process.
Land Use Planning	To maintain a land use planning process and policy framework as the basis for all decisions and actions related to land use and to assure an adequate factual base for such decisions and actions.
Natural Resources, Scenic and Historic Areas and Open Spaces	To protect, maintain and enhance the quality of natural resources, scenic and historic areas and open spaces in Siletz.
Natural Hazards	To protect life and property from natural disasters and hazards.
Recreational Needs	To maintain a system of parks and open space which satisfies the needs of residents and visitors, while preserving and enhancing the natural and scenic resources of Siletz.
Economic Development	To support a stable and sustainable local economy, which supports the health, welfare, and prosperity of Siletz residents.
Housing	To provide for the housing needs of all Siletz residents.
Public Facilities & Services	To plan, develop, and maintain orderly and efficient public facilities and services that meet the needs of the community.
Transportation	To develop and encourage a safe and convenient transportation system that adequately meets the needs of Siletz residents, visitors and businesses.
Urbanization	To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban employment and residential land uses within the urban growth boundary, and to provide for the efficient use of land in a way that preserves the community's small town character.

Chapter 3 Citizen Involvement

Goal

To ensure the opportunity for citizens to be involved in all phases of the planning process.

Overview

Citizen involvement is an integral component of the planning process throughout Oregon and in the City of Siletz. In accordance with Statewide Planning Goal 1, Siletz has established a citizen involvement program, including a Citizen Advisory Committee (CAC) and opportunities for public involvement in all phases of the planning process.

The citizen involvement program is included in the Comprehensive Plan Appendix.

Key Findings

- In the past, the Planning Commission has served as the nucleus of the Citizen Advisory Committee (CAC). Currently, the City does not have a planning commission and appoints a CAC as necessary.
- The CAC provides an essential link between the City and its residents.
- Residents of Siletz and the surrounding urbanized areas are invited to attend meetings of the CAC and provide input throughout the comprehensive planning process.

Policies

1. The City shall appoint as necessary a Citizen Advisory Committee (CAC) with membership representing a cross-section of citizens, citizen organizations and public agencies in Siletz.
2. The City shall make the planning process transparent and accessible to all citizens through public meetings and by making technical information available to the public in an understandable form.

Statewide Planning Goal 1

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process. The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues. Federal, state and regional agencies and special- purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

OAR 660-015-0000(1)

Chapter 4 Land Use Planning

Goal

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

Overview

Statewide planning guidelines require the city to establish a land use planning process that is open to the public, based on factual information, and reflective of current issues and viable alternatives. This section of the Comprehensive Plan establishes the framework for this planning process and outlines policies to guide land use and development in Siletz.

In order to guide development so that land use is orderly, efficient, sustainable, and reflective of the community's character, the city has designated land for a variety of residential, commercial and public uses as illustrated in the Comprehensive Plan Map. Future development in Siletz will be guided by this map and the policies included below.

Key Findings

- Citizens of Siletz value the community's small town character, walkability, and access to natural features, and desire residential and employment land uses which protect these characteristics.
- The City of Siletz is projected to grow to 1,429 residents by 2030, based on 2008 population estimates of the Portland State University Population Research Center and Lincoln County population projections completed by the Oregon Office of Economic Analysis. Lincoln County is expected to grow to 53,710 residents.
- The City of Siletz and the surrounding urbanized areas are currently characterized by single family detached residential development, with commercial uses clustered along Gaither Street/Highway 229. According to US Census data, primary uses for employment land in the Siletz area include public services, education, retail, food services, and natural resources.

Policies

1. The City shall review and update the entire Comprehensive Plan, plan inventory and implementing ordinances in accordance with state required review time periods and to ensure it responds to current issues, opportunities and needs.
2. The City shall designate land uses in a manner that establishes an efficient, economic relationship between private land use and the delivery of public services.

Statewide Planning Goal 2

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

City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

OAR 660-015-0000(2)

3. The City will establish standards and conditions for development which will provide citizens with a reliable basis for consideration of private improvements.
4. The City will address potential compatibility conflicts between abutting land uses through development standards in the Development Code.
5. The following land use designations have been established. The areas covered by each designation are indicated on the Comprehensive Plan Map:

Single Family Residential (SR) - The purpose of the SR zone is to preserve areas within the city for single-family dwellings and their accessory uses. Facilities and services in this zone shall be compatible with this intended use, and not result in heavy traffic, loud noise, or other objectionable impacts on surrounding uses.

General Residential (GR) - The purpose of this residential zone is to preserve areas within the city for multi-family dwellings and attached single-family dwellings, in addition to detached single-family dwellings. All relevant standards of the Comprehensive Plan must be applied.

General Commercial (GC) - The intent of the GC zone is to provide for retail, service and other employment uses, primarily to serve the needs of city residents. Such uses are most appropriately located in the central portion of the city, where vehicular traffic and pedestrian access are good, and where such uses will not unreasonably impinge on the character of the city's current and planned for residential neighborhoods.

Parks and Open Space (OS)* - Areas which serve a recreational and aesthetic function as open space in the city are placed within this designation. Areas designated as Open Space include city parks and sports fields as well as other publically owned lands not needed for other development.

Public Land (PL) - The PL designation identifies land owned by public entities and used for public facilities such as schools, public buildings and other public infrastructure or utilities. This includes land owned by the Lincoln County School District.

* Not including Government Hill and other parks and open space areas owned by the Confederated Tribes of Siletz Indians, which are not subject to City regulations.

Chapter 5 Economic Development

Goal

To support a stable and sustainable local economy, which supports the health, welfare, and prosperity of Siletz residents.

Overview

The City of Siletz is a small and primarily residential community with a small base of retail and related services providing for the local population. The City strives to maintain this small town character by promoting economic growth in scale with the historic development of the community, retaining the integrity of the surrounding natural environment, and providing increased employment opportunities for residents.

Key Findings

- Lincoln County is one of the slowest growing areas in western Oregon.
- Siletz is projected to gain 100 jobs by 2030, requiring 7.5 acres of industrial and other employment land.
- Potential growth industries include: Retail and Services, Education and Health Services, Industry and Manufacturing, Forestry, Outdoor Recreation and Tourism and Home Occupations.
- The Confederated Tribes of Siletz Indians will continue to be a primary employer, with the new health clinic creating additional jobs in health services.
- Affordability, an available labor force, rural ambiance, and the unique resources of the Confederated Tribes of Siletz Indians will draw businesses to locate in Siletz.
- The small population, rural locale, distance from major transportation corridors, and limited public facilities will limit economic growth.
- Many of the City's residents work in the communities of Lincoln County, including Newport, Toledo and Lincoln City. A portion of the local work force does commute into the city from other towns.
- The tourism sector is the largest employer in Lincoln County. Cultural heritage tourism and river-based recreation are potential niche markets in Siletz.
- Industry and manufacturing is projected to decline in Lincoln County; however, small or highly specialized industries may still be interested in locating in the area.

Statewide Planning Goal 9

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

Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non renewable resources; availability of land; and pollution control requirements.

○AR 660-015-0000(9)

- Lincoln County can expect to see an increase in timber harvesting, resulting from the cyclical nature of the industry and the large amount of private timber land.
- The Oregon coast is uniquely poised to host telecommuters, according to the Oregon Coastal Zone Management Association. Approximately 8% of the Siletz labor force works at home.

Policies

1. The City of Siletz shall support the development of employment opportunities for Siletz residents that are compatible with existing and anticipated land uses.
2. The City of Siletz shall designate appropriate and sufficient land area to accommodate employment opportunities, retail, institutions and services needed to support the local population.
3. The City of Siletz will develop standards to minimize the negative impacts of industrial development on surrounding properties.
4. The City of Siletz will locate industrial activities in a manner that minimizes traffic and transportation related impacts on surrounding properties.
5. The City of Siletz shall encourage home-based businesses and shall develop standards that remove barriers and ensure neighborhood compatibility.
6. The City of Siletz seeks to work collaboratively with Lincoln County and entities to support regional and local economic development efforts.
7. The City of Siletz shall support efforts to expand broadband and cell phone service in the Siletz area.
8. The City of Siletz shall designate and redesignate employment lands in a manner that supports the viability and character of the 'downtown' commercial district.
9. The City of Siletz shall support educational institutions and workforce training programs for the development of a skilled, trained labor force.
10. The City of Siletz shall encourage economic activities that protect the area's natural resources and scenic qualities
11. The City of Siletz shall support economic activities building on the area's natural resource assets.

Chapter 6 Housing

Goal

To provide for the housing needs of all Siletz residents.

Overview

The City recognizes its role in providing adequate, affordable housing for its residents. Government plays a significant role in this respect through careful use of zoning and expansion policies. It is important that government carefully monitor the adequacy of the housing supply and the availability of buildable lands. It is in this way that informed decisions can be made to ensure efficient use of land and public services, accommodate a full range of housing needs, provide for compatible building and site design, and to assist in the rehabilitation of existing housing.

The City has inventoried the existing quantity, density and mix of housing types in the City, and has made projections for future housing needs based on projected population growth and housing trends. This data is reported in the Housing Needs Analysis, with the following key findings:

Key Findings

- Population is expected to grow by 117 households through 2030, with 123 housing units needed to allow for a diversity of housing choice.
- Growth in household income has not kept pace with housing costs. In Lincoln County, many moderate income households are being priced out of housing and are creating a pent up demand for more affordable and multi-family housing options.
- From 2000-2008, Siletz grew at a faster rate than Lincoln County (4.8% compared with 0.53% for Lincoln County as a whole).
- Siletz housing is more affordable. The median sale price for single-family homes in Siletz increased 85% from 1990 - 2007, compared to 150% for the County.
- According to the 2000 Census, Siletz has a slightly younger population with a slightly higher median income than the County as a whole.
- Manufactured homes consistently had the highest sales throughout Lincoln County.
- In the 2000 Census, 91% of Siletz housing units were recorded as single-family detached and 9% were recorded as multi-family or duplex units. There were no vacancies in multi-family units, indicating a high demand or unmet need. This need is reflected throughout the County, where there is a lack of low-cost multi-family housing.

Statewide Planning Goal 10

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

Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

OAR 660-015-0000(10)

- Currently, 76% of housing units in Siletz are single-family detached homes, 16% are manufactured homes in parks, and 9% are multi-family or attached units.

Policies

1. The City shall maintain an adequate supply of buildable residential land within the Urban Growth Boundary in order to accommodate anticipated housing needs.
2. The City will zone adequate land to meet identified future housing needs for a broad range of housing types, including single-family attached and detached homes, manufactured homes, duplexes, and multi-family dwellings.
3. The City supports the efforts of agencies and organizations to meet the housing needs of low income residents of the City.
4. The City shall work towards an overall average housing density of 6-8 units per acre.
5. The City shall amend the Siletz Development Code to limit residential uses in Commercial zones to those uses that provide affordable housing and retain the city's supply of land needed for commercial uses.
6. The City shall adopt clear and objective housing development standards to ensure compatibility of new development and redevelopment with existing development.
7. The City shall adopt development standards and conditions for accessory dwelling units in residential zones.
8. The City shall coordinate residential development with the capacity of the local water and sewer infrastructure.
9. The City shall amend the Siletz Development Code to encourage residential development in a manner that protects the natural environment and natural systems.

Chapter 7 Public Facilities and Services

Goal

To plan, develop, and maintain orderly and efficient public facilities and services that meet the needs of the community.

Overview

Public facilities and services provide the basic support system for the city's development. The type and level of services and their cost and availability have major effects on the land use patterns of the city. In order to address the needs for adequate public facilities and services as identified in the inventory and community survey and to provide services consistent with the planned level of development, the City establishes the policies in this section of the Plan. The policies are based on the following findings:

Key Findings

- The current water treatment and supply system has two major structural deficiencies. These are a lack of storage capacity and an inability to meet demand during periods of high turbidity. The system will require substantial upgrades to meet the demands of projected growth.
- The wastewater treatment system will require some system upgrades at the expiration of its projected twenty-year life in 2011. The system can be expanded to meet the needs projected for 2030.
- Approximately 20% (123) of properties within city limits are served by the city water system but not by the wastewater treatment system.
- The City and adjacent urbanized areas benefit from a good level of police and fire protection.
- Public input indicates a high level of satisfaction with the Siletz Library, and pride in the community's ability to support the Siletz Valley Charter School.
- Full cellular phone coverage is a desired public service.

Policies

1. Future development will be permitted only if it will not create demands beyond the existing or planned capacity of public facilities and utilities, unless such development provides funding for the required increases in services.

Statewide Planning Goal 11

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

Urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served. A provision for key facilities shall be included in each plan. Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. To meet current and long-range needs, a provision for solid waste disposal sites, including sites for inert waste, shall be included in each plan.

OAR 660-015-0000(11)

2. The City shall plan for sewer and water capacities to serve all growth within the urban growth boundary.
3. The City may extend sewer and water service to any site located within the urban growth boundary at the affected property owner's request and expense, and may form an agreement signed by the affected property owner that the property be annexed into the city limits.
4. The City may permit the extension of municipal sewer and water to lands outside of the urban growth boundary only as provided for in Oregon Administrative Rule (OAR) 660-011.
5. Whenever possible, utility services shall be installed in looped systems instead of one-way, dead-end configurations.
6. The City shall work in cooperation with their engineers to maintain or improve city water service through development of adequate storage capacity, treatment process and sources of supply.
7. Water lines in proposed development shall be adequately sized and extended to meet future needs at projected density, including fire flow requirements.
8. The City shall work in cooperation with their engineers to identify potential problems, monitor capacity and detail corrective measures and improvements for the sewage collection and treatment system.
9. Sewer lines in proposed developments shall be adequately sized and extended to meet future needs of the development and shall be designed so as to minimize excavation of the road surface in future connections.
10. Adequate surface drainage shall be provided in all development projects, both public and private. The City Engineer, Director of Public Works or a Registered Engineer shall specify the appropriate placement and sizing of all drainage facilities.
11. Efforts shall be made to provide additional parking in the downtown area.
12. The City supports the development and expansion of law enforcement services in the Siletz area.
13. The City shall cooperate with other governments and the private sector to encourage improvements in public transportation.
14. The City will continue to work with the Siletz Rural Fire District for the development and maintenance of a strong emergency response system.
15. The City shall encourage Lincoln County to improve and maintain its efforts at animal control within the city.
16. The City shall cooperate with the Siletz School Board to promote the best use of the Siletz School, including maximum use of the facility when school is not in session.

17. The City supports the retention of the school building as a school.
18. The City shall coordinate its planning for future solid waste disposal with Lincoln County.
19. The City shall consider and employ methods of conserving energy in all public buildings and facilities.
20. The City shall encourage residents to utilize federal, state and private energy conservation programs such as weatherization and home rehabilitation.
21. In the review of subdivision and planned unit developments, the City shall encourage designs which optimize the potential for utilization of solar and wind energy.
22. The City will consider the long term maintenance and operations costs when public facilities are being planned, designed and constructed.
23. The City will continue work to upgrade its sewer collection system in order to reduce inflow and infiltration.
24. The City shall take the necessary steps to ensure that water supply sources are adequate and protected for future needs.
25. The City shall continue to provide administrative and public works services within its financial capabilities and will pursue outside assistance and intergovernmental partnerships to enhance local services.
26. The City supports the use of local facilities for community programs.
27. The City shall continue to cooperate with public and private companies to supply adequate telephone, electric, natural gas, cable, and internet services to city residents.
28. The City will support efforts to provide cell phone service in the Siletz area.
29. The City will support efforts to enhance regional fiber optic security and capacity

Chapter 8 Transportation

Goal

To develop and encourage a safe and convenient transportation system that adequately meets the needs of Siletz residents, visitors and businesses.

Overview

The City of Siletz seeks to build and maintain a transportation system that will meet the City's current and future transportation needs, including the needs of personal vehicles, large trucks, pedestrians, bicyclists, and public transit riders.

The General Street Plan Map has been developed to indicate the preferred location of future streets in the City of Siletz. Reflecting the most logical areas for future growth, future street locations are primarily located to the north and west of the current city limits. The purpose of the Map is to promote the orderly and efficient development of a transportation system within the city, concurrent with the development of the city's remaining vacant lands, and to guide any future amendments to the urban growth boundary. The General Street Plan Map is intended to provide general guidelines for the location of future streets; the actual specific location and design of the future streets will be evaluated on the merits of each individual case.

In order to provide guidance in the implementation of the General Street Plan, included in this document, and to provide for a safe and efficient transportation system, the city has established transportation policies which have been informed by the following findings:

Key Findings

- The City of Siletz maintains approximately 9 miles of local, primarily residential roads. The city is also served by State Highways 229 and several county roads.
- The Siletz transportation system currently functions effectively as a multi-use system, with little separation of uses.
- Roadway maintenance and paving are needed for many streets.
- Greater system connectivity can improve convenience and efficiency of the system, especially in neighborhoods west of Gaither Street.
- Pedestrian safety can be improved through the development of a continuous sidewalk network, especially on Logsdan Road and Gaither Street.

Statewide Planning Goal 12

To provide and encourage a safe, convenient and economic transportation system

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

OAR 660-015-0000(12)

- Parking management is a concern on Gaither Street.
- Speeding vehicles are a key public safety concern, especially in residential areas.

Policies

1. In the development of new streets, as part of a subdivision or general improvement project, the following factors shall be considered:
 - a. Relation to the General Street Plan;
 - b. Relation to the existing street pattern with the extension of existing streets given priority whenever feasible;
 - c. Relation to other properties in the vicinity which have the potential for future development;
 - d. Relation to natural topographic features such as drainage ways and steep slopes.
2. The development of new streets shall be required to conform to as nearly as is practical to the General Street Plan.
3. The City shall rely on Lincoln County for implementation of the General Street Plan in areas outside of the city limits.
4. The City shall place a high priority on system connectivity when evaluating new development proposals, with a special emphasis on north-south streets west of Hwy 229.
5. As indicated in the General Street Plan, the development of through streets shall be preferred over cul-de-sacs or dead-end streets.
6. In general, the development of flag lots shall be discouraged whenever practicable alternatives exist. Flag lots should only be permitted for the partitioning of land to final urban densities, with no potential for re-division.
7. The City shall accept privately constructed streets into the city system only after they have been built or improved to city standards.
8. All street names shall be clearly marked with adequate street signs.
9. Naming of new streets shall conform to the general historical pattern detailed in the Historic Resources section of the inventory. Names may be taken from the list provided or any other name may be used which is determined by the City Council to be of local historical significance.
10. Dedicated but not open streets, graveled streets and narrow paved streets shall be improved to allow for adequate pedestrian and vehicular circulation.
11. All future development shall provide for adequate sidewalks, constructed to city standards.
12. Alternative uses of city right-of-ways should be considered where they are not needed for streets. These may include bike paths, walking trails, greenbelts of small parks.

13. All new developments along Highway 229 shall be required to set back a minimum of 40 feet from the Highway 229 center line to allow sufficient area for future transportation improvements.
14. The City encourages the development of safe bicycle routes along major collectors.
15. The City shall support efforts to upgrade the bridge crossing at the south end of town in order to allow adequate pedestrian access.
16. The City shall support regional efforts to increase transportation access to Siletz
17. The City shall cooperate with and support efforts to improve regional transportation systems, including public transit.
18. The City shall work to identify and eliminate safety hazards for all modes of transportation.
19. The City recognizes Highway 229 as a local emergency route and supports improvements to facilitate its use as an emergency route.
20. The City will work with the Oregon Department of Transportation to ensure that future improvements to the Highway 229 right of way within the city limits contribute to a successful and walkable commercial area.

Chapter 9 Urbanization

Goal

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban employment and residential land uses within the urban growth boundary, and to provide for the efficient use of land in a way that preserves the community's small town character.

Overview

The State of Oregon requires cities to establish and maintain an urban growth boundary to provide adequate land for future urban development and to separate urban and urbanizable land from rural land. In accordance with this requirement, outlined in Statewide Planning Goal 14, the City of Siletz establishes through its Comprehensive Plan and Comprehensive Plan Map an urban growth boundary and policies guiding development within that boundary.

In order to establish the urban growth boundary, a buildable lands inventory, economic opportunities analysis, and housing needs analysis were completed. Together, these documents project residential and employment land needs through 2030. These documents included the following findings:

Key Findings

- Approximately 59% of land within the Siletz urban growth boundary is fully developed. Within the city limits, this includes 61% of land zoned for Single Family Residential (SR) development, 41% of land zoned for General Residential (GR) development, and 52% of commercial land.
- After accounting for unbuildable areas and parcels that could be further subdivided, there are 94.52 acres of buildable land within the UGB. This includes 57.18 acres of land designated for Single Family Residential use, 29.51 acres designated for General Residential, and 7.83 acres of General Commercial land.
- The estimated population of Siletz was 1,190 on July 1, 2008, based on a study by the Portland State University Population Research Center. This is a growth from 1,165 in 2007.
- Population growth in Siletz has been slow in recent decades, with an annual average growth rate of 1.4% between 1980 and 2007. Growth has increased in recent years, to a rate of 2.8%

Statewide Planning Goal 14

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Planning Guidelines

1. Plans should designate sufficient amounts of urbanizable land to accommodate the need for further urban expansion, taking into account (1) the growth policy of the area; (2) the needs of the forecast population; (3) the carrying capacity of the planning area; and (4) open space and recreational needs.
2. The size of the parcels of urbanizable land that are converted to urban land should be of adequate dimension so as to maximize the utility of the land resource and enable the logical and efficient extension of services to such parcels.
3. Plans providing for the transition from rural to urban land use should take into consideration as to a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.
4. Comprehensive plans and implementing measures for land inside urban growth boundaries should encourage the efficient use of land and the development of livable communities.

OAR 660-015-0000(14)

between 2000 and 2007. In comparison, Lincoln County has seen a 0.3% annual growth rate during the same time period.

- Population is expected gain 117 households by 2030, with a projected need for 16 acres of Single Family Residential land and 7.55 acres of General Residential land. Accounting for market choice and site diversity, the current supply of buildable land will readily meet housing needs and demands through 2030.
- Based on projections by the Oregon Department of Employment and taking into consideration the character of the local economy, Siletz is projected to gain 100 jobs by 2030, requiring 7.58 acres of industrial and other employment land. This acreage is spread across 7-16 individual sites, including 3-8 small sites of less than one acre and 4 - 8 sites at a standard size of 1-5 acres.
- Because the City is established on a large alluvial terrace, future growth must necessarily include development on agricultural lands that have been zoned for non-agricultural uses.

Policies

1. The City of Siletz shall evaluate its need for urbanizable land during each Comprehensive Plan update and amend its urban growth boundary as necessary to maintain an adequate supply of land for future growth.
2. Adjustments to the urban growth boundary separating urbanizable land from rural land shall follow the procedures and requirements set forth in Statewide Planning Goal 14.
3. When considering annexation requests, the City shall evaluate its ability to provide services to the areas proposed for annexation.
4. The City shall maximize conservation of energy and the efficiency of land uses within and on the fringe of the urban area by limiting growth to the existing urbanized area.
5. Proposed uses within the urban growth boundary will be compatible with adjacent agricultural uses.
6. The City shall cooperate with the County and other entities in the planning for lands within the urban fringe.
7. The urban growth boundary may be amended based upon consideration of the community's desires, relevant State laws and Statewide Planning Goals and Guidelines.

Chapter 10 Recreational Needs

Goal

To maintain a system of parks and open space which satisfies the needs of residents and visitors, while preserving and enhancing the natural and scenic resources of Siletz.

Overview

The City of Siletz is well known for its excellent outdoor recreational opportunities - both within the city limits and in the surrounding areas. Popular activities for residents and visitors include: fishing, swimming, boating, wildlife observation or hunting, and picnicking.

The inventory of existing recreation resources and recreational needs indicates that the size and number of parks within the City adequately meet the needs of residents and visitors, although there are opportunities for additional development. Key findings include:

Key Findings

- The City owns approximately 14 acres of parkland, which are developed to varying levels. Residents also have access to recreational resources belonging to the school and the Confederated Tribes of Siletz Indians.
- Nearly all Siletz area residents live within a quarter mile of a recreation site
- The Statewide Comprehensive Outdoor Recreation Plan (SCORP) noted several key trends that may affect future recreational needs in Siletz: a rapidly aging population, a lower level of youth learning outdoor skills, and an increasingly diverse population.
- Results from the community survey indicate a high level of satisfaction with river access, summer concerts, and the efforts of the parks and recreation committee
- Survey results recommended the following improvements: additional children's play areas, enhancement and maintenance of existing parks, and a solution to heavy boat and RV traffic.
- The City has a good diversity of facilities for its size, and can further benefit from additional hiking, walking, biking, and water trails.

Policies

1. The City will place a high priority on the maintenance of existing park facilities

Statewide Planning Goal 8

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

The requirements for meeting such needs, now and in the future, shall be planned for by governmental agencies having responsibility for recreation areas, facilities and opportunities: (1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements. State and federal agency recreation plans shall be coordinated with local and regional recreational needs and plans.

OAR 660-015-0000(8)

2. Public access to and use of the Siletz River shall be provided for, concurrent with future development of land lying adjacent to the river.
3. The development of recreation centers for young people and for senior citizens shall be encouraged.
4. The locations of recreational opportunities shall be well marked to assist visitors to the City.
5. The Oregon Department of Fish and Wildlife shall be encouraged to maintain sufficient stocks of fish in the Siletz River for recreational purposes.
6. Subdivisions and planned unit developments shall provide open space for neighborhood parks consistent with existing City policy.
7. The City shall support the development on non-motorized trails in the Siletz area, including walking, biking, and water trails.
8. The City shall support the development of cultural and historical recreational opportunities

Chapter 11 Natural Hazards

Goal

To protect life and property from natural disasters and hazards.

Overview

The City of Siletz is vulnerable to numerous natural hazards, including earthquakes, flooding, landslides and wildfire. Due to its geographic location and geologic make-up, the City is particularly vulnerable to flooding. The extent and location of the flood hazard areas are shown on the inventory maps as they have been identified through the Federal Flood Insurance program.

Recognizing these hazards, the policies in this section of the Plan are intended to reduce the risks to property, citizens and environmental quality by identifying those areas subject to hazards, regulating development in those areas, and to increase the City's preparedness for and resilience to natural hazards and disasters. The policies are informed by the following findings:

Key Findings

- Siletz is largely underlain by alluvial floodplain and is highly susceptible to flooding, although there are no repetitive loss properties within the City.
- The City is moderately vulnerable to earthquake hazards, and would be at high risk in the event of a Cascadia Subduction Zone (CSZ) earthquake due to its level of preparedness.
- The City is also vulnerable to wildfires spreading from adjacent forest lands and landslides on steeper hillsides to the northeast of town.

Policies

1. Development subject to damage or that could result in loss of life shall not be planned nor located in known areas of natural hazards without appropriate safeguards.
2. New construction or substantial improvement in flood prone areas shall have the lowest floor level elevated at least one foot above the base flood level.
3. No permanent structures or fills shall be allowed in areas designated as floodways.
4. The City will support and coordinate with county, tribal and regional disaster mitigation planning efforts.

Statewide Planning Goal 7

To protect people and property from natural hazards.

Planning Guidelines

1. In adopting plan policies and implementing measures to protect people and property from natural hazards, local governments should consider: a. the benefits of maintaining natural hazard areas as open space, recreation and other low density uses; b. the beneficial effects that natural hazards can have on natural resources and the environment; and c. the effects of development and mitigation measures in identified hazard areas on the management of natural resources.

2. Local governments should coordinate their land use plans and decisions with emergency preparedness, response, recovery and mitigation programs.

OAR 660-015-0000(7)

Chapter 12 Natural Resources, Scenic & Historic Areas, and Open Spaces

Goal

To protect, maintain and enhance the quality of natural resources, scenic and historic areas and open spaces in Siletz.

Overview

Framed by the Siletz River, agricultural areas, forestland, and historic sites, the City has a rich and diverse natural and cultural heritage that will continue to play a critical role in the long term social, economic and environmental sustainability of the community. In order to ensure the conservation of these resources for the use and enjoyment of future generations and to promote a healthy and visually attractive environment in harmony with the natural landscape character, the City has established the policies in this section of the plan, supported by the following findings:

Key Findings

- The Siletz River is a significant natural feature in Siletz. The river serves as the only municipal water source, a valuable wildlife habitat, and a destination of recreation. Threats to river quality include turbidity, petroleum pollution, and biosolids pollution. Protections intended to limit these and other negative impacts include development regulations, limitations on vegetation removal, and prohibition of outboard motors at city boat launches.
- The prominence of hydric soils in Siletz indicates a high potential for wetlands throughout the City. In the absence of a local wetlands inventory, the City protects these areas by referring development permits to the Department of State Lands for review. Wetlands perform valuable functions such as flood control, filtration of runoff and other pollutants, wildlife habitat, and recreational opportunities.
- The 2006 Oregon Conservation Strategy, produced by the Oregon Department of Fish and Wildlife, identifies two strategy habitat areas within the Siletz urbanized area. These cover a wooded area on Government Hill and a riparian zone coincident with the Old Millsite Park. The river has several layers of local, regional and federal protections to limit the impact of conflicting uses, while the site on Government Hill is currently managed by the Confederated Tribes of Siletz Indians for recreation and open space.
- The City honors its rich and dynamic history through the names of local cultural and geographic features and through the identification of several historic and cultural sites. The area's long history of settlement indicates the potential for additional archeological sites in the area, which will be protected according to state and federal regulations.

Statewide Planning Goal 5

To protect natural resources and conserve scenic and historic areas and open spaces.

Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. These resources promote a healthy environment and natural landscape that contributes to Oregon's livability.

OAR 660-015-0000(5)

Policies

1. Development as needed for new City facilities may be permitted on City property; areas not needed for new City facilities should remain as open space.
2. The City shall consider possible acquisition of further park lands with priority given to areas with river access.
3. The City shall continue to maintain its existing parks, and only allow improvements which protect their value as public open space.
4. Conflicts between development activities and the protection of the riparian zone along the Siletz River shall be resolved through the provision of adequate setbacks from the river for all developments. The City shall rely on the Division of State Lands' fill and removal permit program to resolve conflicts between fill and removal activities and wildlife resources.
5. Activities which would further decrease low summer flows in the Siletz River shall be limited in order to assure adequate flows for aquatic life.
6. The City will cooperate with the State of Oregon in any further studies of the Siletz River as a potential scenic waterway.
7. The scenic qualities of the Siletz River shall be maintained by requiring adequate setbacks for all developments along the river and restricting unnecessary removal of riparian vegetation.
8. Discharges from the City's wastewater treatment plant shall be maintained in accordance with the D.E.Q. wastewater discharge permit.
9. Septic tanks and underground storage tanks shall be placed and constructed in a manner that would minimize adverse impacts on groundwater quality.
10. All activities within the City which may affect air, land, or water quality shall comply with applicable air, water and noise standards as established by the Department of Environmental Quality and Environmental Protection Agency.
11. The historic sites of the City of Siletz, as identified in the inventory, shall be protected from activities that would diminish their value as historical resources. The City will cooperate with state and federal agencies and the Confederated Tribes of Siletz Indians to achieve the objectives of the National Historic Preservation Act and the State Antiquities Code.
12. There is potential for the discovery of additional historic and archeological sites in the Siletz planning area. Sites recommended for the National Register of Historic Sites, the State Historical Site Inventory, or any other sites determined by the City Council as meriting protection as historic resources shall be added to the comprehensive plan inventory through a plan amendment.
13. If archeological sites are identified in Siletz, the City will coordinate with the State Historic Preservation Office in establishing a review procedure that meets the

requirements of Administrative Rule 660-16-000 through 660-16-025. Copies of the notification shall be sent to the Siletz Tribal Council.

14. Wetlands will be protected as required by state and federal law to ensure their continued contribution as natural areas, open space, wildlife and vegetative habitat, flood protection, and storm water retention and conveyance areas.

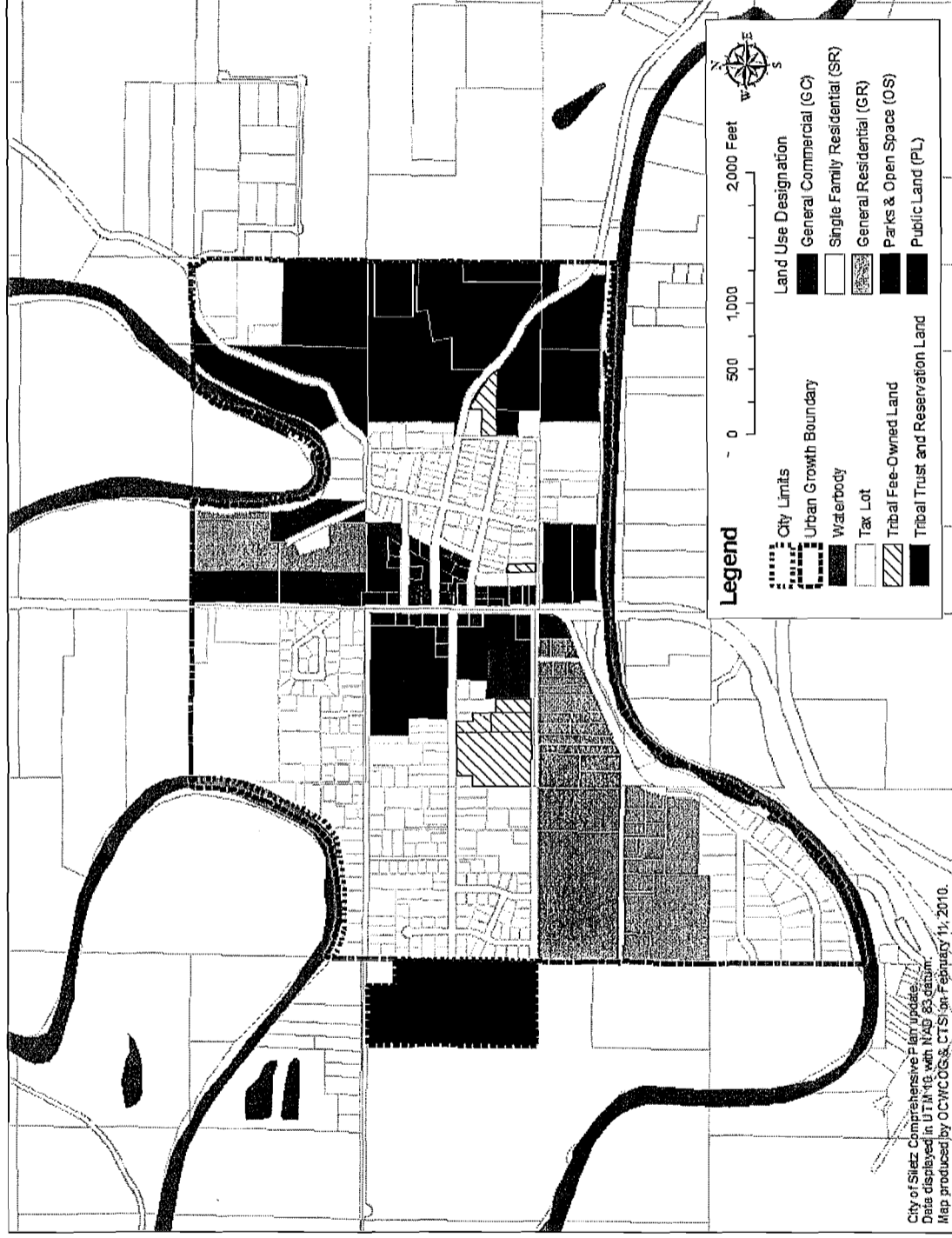
Chapter 13 Comprehensive Plan Maps



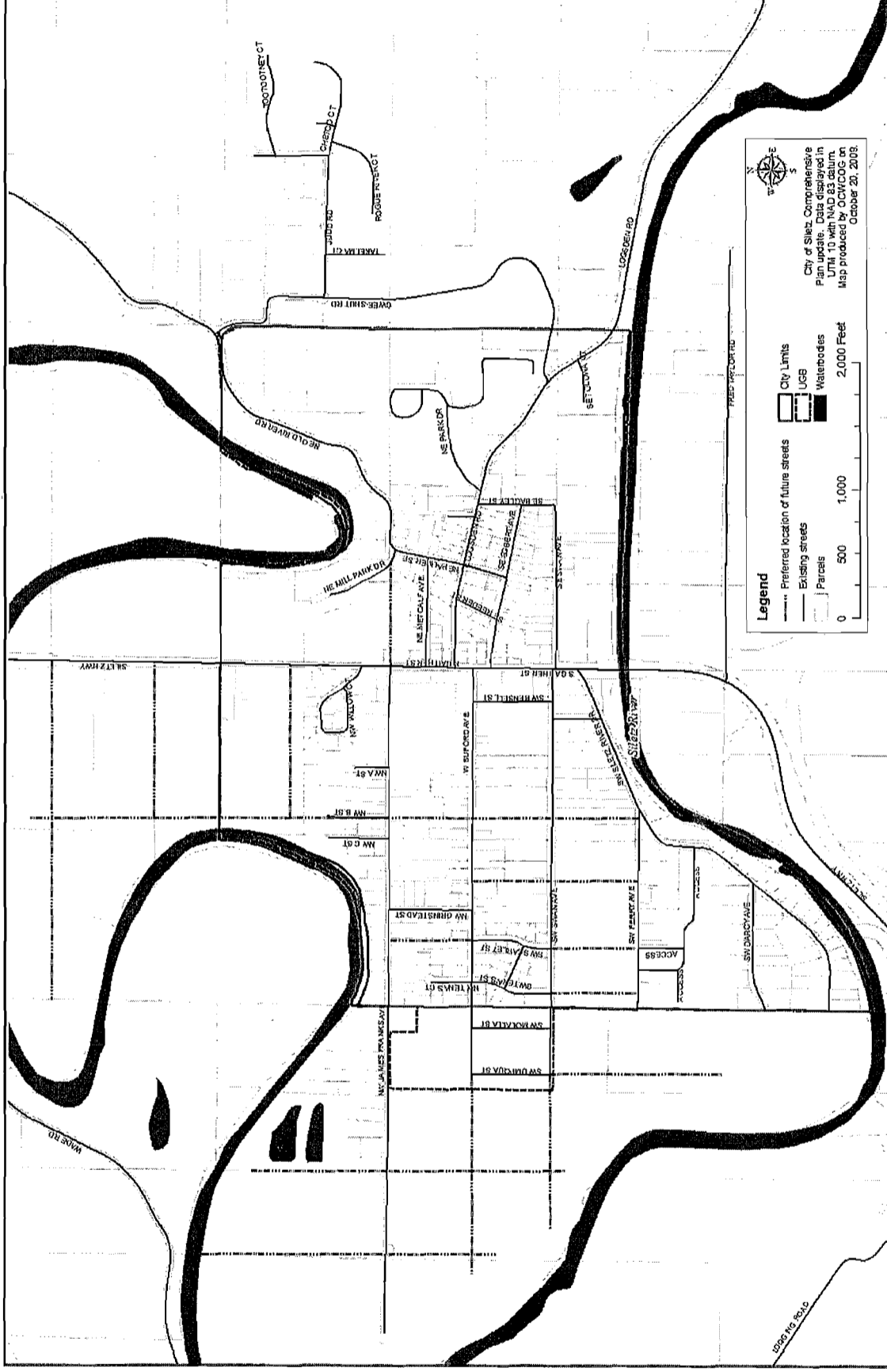


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Comprehensive Plan Map



General Street Plan Map



Chapter 14 Review and Update of the Comprehensive Plan

The entire Comprehensive Plan, Plan inventory and implementing ordinances, which are adopted by the Siletz City Council, will be reviewed every three to five years, in accordance with Oregon Administrative Rules 660, Division 19. A more limited review pertaining to particular issues between State scheduled periodic reviews may occur if initiated by the City Council or Planning Commission.

Scheduled periodic reviews will allow the City to take into account any changes in planning needs, local conditions or public policies. Opportunities for review and comment by citizens and affected government units will be provided in accordance to its citizen involvement program presented under Appendix A.

Before any amendments to the Comprehensive Plan are adopted by the City Council, the Council will hold a public hearing and provide 30 days notice of the hearing on the proposed changes.

Chapter 15 Additional Adopted Documents

The documents listed below are officially adopted as elements of the City of Siletz Comprehensive Plan and have informed the policies within the Plan. Full versions of these documents are available at the Siletz City Hall. A community survey was also conducted, as an integral component of the Comprehensive Plan update process. The results of the survey are also available at the Siletz City Hall.

- Buildable Lands Inventory
- Economic Needs Analysis
- Housing Needs Analysis
- Transportation System Inventory
- Natural Resources, Cultural Areas and Related Constraints Inventory
- Parks and Recreation Inventory
- Public Facilities Analysis

Chapter 16 Appendix

Appendix A - Citizen Involvement Program

Appendix B - Definitions





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Appendix A Citizen Involvement Program

Purpose of the Citizen Advisory Committee (CAC)

1. To provide an opportunity for citizens to be involved in all phases of the land use planning process in the City of Siletz.
2. To develop and present recommendations to the City Council on the comprehensive planning program required by the statewide planning goals.
3. To generate and encourage citizen participation at the time of periodic review or as the need arises.
4. To serve as an advisory body to the City Council on other community concerns as they arise.

Formation of a Citizen Advisory Committee

1. Upon reviewing written notice of a scheduled periodic review or as otherwise deemed necessary by the City, the City Council shall authorize the re-establishment of a Citizen Advisory Committee.
2. To ensure adequate citizen involvement, membership of the Citizen Advisory Committee shall represent a cross-section of citizens, citizen organizations and public agencies in Siletz. Persons wanting to be appointed shall submit their names to the City Council.
3. In the selection of members for the Citizen Advisory Committee, the City will notify the public of the opportunity to serve on the committee.

Voting Privileges

1. Any member of legal voting age in Oregon may vote.
2. A majority of members must be present for all voting.

Officers

1. Shall consist of a chairperson, a vice-chairperson and a secretary.

Meetings

1. CAC meeting shall be held on a regular basis at City Hall with members deciding the time and date.
2. Special meetings may be called by the chairperson.

Public Notice of CAC Meetings

1. Shall be made in the local newspaper by the City Recorder.

2. The City Recorder shall post at least three (3) notices in prominent places in the City at least five days before all meetings.

Feedback Mechanism

1. Recommendations to the City Council resulting from the citizen involvement program shall be retained and made available for public assessment.
2. All comments and recommendations from the CAC to the City Council shall be responded to in the form of written meeting minutes within 30 days after being presented.

Staff support

1. The Lincoln County Planning Division shall provide staff support for assisting the CAC in implementing the Citizen Involvement Program.

Amending the Citizen Involvement Program

1. Amendments to the Citizen Involvement Program may occur at periodic review or when considered necessary by the City Council.
2. Any proposed changes to the Citizen Involvement Program shall be submitted to the Land Conservation and Development Commission for the State Citizen Involvement Advisory Committee's review and recommendation.

Evaluation of the Citizen Involvement Program

1. Upon completion of periodic review, the CAC shall evaluate the successes of the citizen involvement program and have staff report its findings to City Council.

Appendix B Definitions

100-year flood – a flood event anticipated to occur on average once every 100 years (i.e., having a 1% chance of occurring in any given year). Also called a base flood.

Accessory dwelling unit - a small, secondary housing unit on a single family lot, usually the size of a studio apartment - the unit can be a detached cottage, a unit attached to a garage, or in a portion of an existing house.

Arterial - a street designed to carry traffic from one community to another, to carry traffic to and from major traffic generators and to carry through traffic.

Biochemical oxygen demand (BOD) - The amount of oxygen required by aerobic microorganisms to decompose the organic matter in a sample of water, such as that polluted by sewage. It is used as a measure of the degree of water pollution.

Biodiversity/biological diversity – the variety of living organisms within and between species, communities and ecosystems in a given area.

Buildable land - tax lots within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that are suitable and available for development. Land is generally considered suitable and available unless it is defined as unbuildable.

Buildable Lands Inventory - an analysis intended to identify vacant and buildable land within the existing urban growth boundary for additional development.

City limits – a boundary line that identifies land within the City.

Collector - a street designed to carry traffic between minor streets and the arterial system, to function as primary traffic carriers within a neighborhood, to carry traffic to local traffic generators, and in commercial and industrial areas, provide access to commercial and industrial properties.

Commercial – the distribution and sale or rental of goods and the provision of other services.

Compatible – the ability of different uses to exist in harmony with each other. Development standards may regulate uses to regulate the impact of one use on another and to ensure compatibility.

Comprehensive Plan – the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

Comprehensive Plan Map – a map illustrating all land within the urban growth boundary and identifying the corresponding Comprehensive Plan land use designations.

Conservation – limiting or minimizing the use or depletion of natural resources, including such things as land, energy, water, wildlife habitat.

Critical groundwater area – an area where water use is restricted in order to prevent excessive declines in groundwater levels - these areas are designated by the Oregon Water Resource Commission at a point when pumping of ground water exceeds the long-term natural replenishment of the underground water reservoir.

Dead-end street- a street with only one outlet which provides a vehicular turn-around - also called a cul-de-sac.

Developed - tax lots developed at densities and uses consistent with the applicable zoning designation and with improvements assessed at a value greater than 30% of the entire property value, thus making redevelopment less likely within the 20 year planning period. Land that is not classified as vacant, partially vacant, or redevelopable is considered developed.

Economic Opportunities Analysis (EOA) – a background document for the Comprehensive Plan which identifies industrial and other economic development opportunities for the City and projects corresponding employment land needs twenty years into the future.

Ecosystem – the physical and biological components and processes occurring in a given area, which interact to create a dynamic equilibrium.

Employed - All civilians 16 years old and over who are paid employees, in their own business or profession, on their own farm, or work 15 hours or more unpaid on a family farm or in a family business.

Employees per acre - A measure of employment density.

Employment land – land designated to accommodate a broad range of commercial and industrial uses.

Endangered species- any native wildlife species determined to be in danger of extinction throughout any significant portion of its range within Oregon or any native wildlife species listed as an endangered species pursuant to the federal Endangered Species Act of 1973, as amended.

Federal functional classification system - a system whereby public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, roadways fall into one of four broad categories— principal arterials, minor arterials, collector roads, and local roads.

Floodplain -- the area shown on the comprehensive plan map as being subject to inundation by delineation of an intermediate regional flood as determined by the U.S. Army Corps of Engineers or other means, or in absence of such delineation, subject to inundation by the highest flood of record in the area as determined by the City Council.

Floodway – the stream channel and adjacent floodplain needed to adequately discharge waters of an intermediate regional flood as determined and delineated by the U.S. Army Corps of Engineers or other means and shown on Floodway Maps for Lincoln County and the City.

FTE – Full time equivalent worker.

General Street Plan Map- illustrates existing roadways within the urban growth boundary and depicts the preferred location of future roadways.

Goal – is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Government-assisted housing - housing that is financed in whole or in part by either a federal or state housing agency or a local housing authority as defined in ORS 456.005 to 456.720, or housing that is occupied by a tenant or tenants who benefit from rent supplements or housing vouchers provided by either a federal or state housing agency or a local housing authority.

Groundwater – water that sinks into the soil and either moves toward a surfacing location (e.g., a spring or a stream), or is stored in slowly flowing and slowly renewed underground reservoirs called aquifers.

Groundwater limited area – an area established by the Oregon Water Resources Commission where additional pumping is restricted to prevent excessive water declines, restore aquifer stability, and preserve aquifers with limited storage capacity for designated high public-value uses.

Guiding theme - articulates important community values and was used to formulate the goals and policies with the Plan.

Habitat – a place that provides seasonal or year-round food, water, shelter, and necessities for an organism, community, or population of plants and animals

Historic and cultural areas – land with sites, structures, and/or objects that have local, regional, statewide or national historical significance.

Household - one or more persons occupying a single housing unit.

Housing Needs Analysis – a background document to the Comprehensive Plan which reviews current and projected housing needs by type and density and helps the city plan to meet those needs.

Hydric soils – soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part.

Industrial - employment activities generating income from the production, handling or distribution of goods and related support activities. Industrial employment includes, but is not limited to, jobs in manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, distribution, and research and development.

Infiltration and inflow - Inflow and infiltration, or I & I, are terms used to describe the ways that groundwater and storm water enter into dedicated wastewater or sanitary sewer systems. Inflow is storm water that enters into sanitary sewer systems at points of direct connection to the systems. Infiltration is groundwater that enters sanitary sewer systems through cracks and/or leaks in the sanitary sewer pipes.

Institutional - Relates to an entity or organization that provides a good or service that is not commercial or industrial in nature. Institutional uses include, but are not limited to, public and private health care facilities, jails and government facilities. Cities and counties are not required to designate institutional uses needed for government facilities on privately owned land. They may designate land in an industrial or other employment land category to compensate for any non-designated institutional land demand.

Key finding - a statement of fact or a conclusion reached following research and review of the facts.

Labor force - all persons age 16 or over, plus members of the U.S. Armed Forces (on active duty with the United States Army, Air Force, Navy, Marine Corps, or Coast Guard).

Landslide – any of the various geologic hazards involving downslope movement of soil and/or rock, including earthflow, rockfall, rockslide, slump, debris flow.

Level of service (LOS) - a measure used to determine the effectiveness of elements of public infrastructure. LOS is most commonly used to analyze transportation systems, park systems, transit, and water supply.

Local streets - streets that are functionally classified as local streets to serve primarily local access to property and circulation within neighborhoods or specific areas. Local streets do not include streets functionally classified as collector or arterials.

Manufactured homes - structures with a Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974, as amended.

Mitigation – reducing the impact of an event or activity, or reducing the potential of an event occurring.

Mitigation banking – a program for offsetting impacts to wetlands at a landscape or watershed scale, wherein a property owner is allowed to negatively impact a wetland in one location in exchange for the property owner paying into a “bank” that subsequently pays to create, restore or enhance wetlands elsewhere.

Multi-purpose roadway – streets or roads which accommodate a variety of vehicular and non-vehicular traffic in the same travel lane.

Natural hazard – natural events or processes that can harm people, property and/or environmental quality – both the risk of natural hazards occurring and the potential for an occurrence to cause harm are affected by human land use activities.

Needed housing units - housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels.

Open space - areas with limited to no development, including parks, forests, wildlife preserves, nature reservations of sanctuaries, and public or private golf courses.

Oregon Conservation Strategy - Previously called the Comprehensive Wildlife Conservation Strategy, the Oregon Conservation Strategy provides a non-regulatory, statewide approach to species and habitat conservation. It synthesizes existing plans, scientific data, and local knowledge into a broad vision and conceptual framework for long-term conservation of Oregon's native fish, wildlife and habitats.

Oregon Transportation Planning Rule (TPR) – Oregon Administrative Rule 660, Division 12 (OAR 660-012), which specifies requirements for preparing and complying with local transportation system plans (TSPs).

Overlay district - An overlay district is used to establish alternative land development requirements within a specific area of a community that requires special attention, such as an environmentally sensitive area or downtown commercial area. The overlay is usually superimposed over conventional zoning districts and consists of a physical area with mapped boundaries and written text spelling out requirements that are either added to, or in place of, those of the underlying regulations.

Partially vacant land - parcels that contain permanent buildings or improvements but contain enough land to be subdivided without the need for rezoning.

Permeability – the ability of the soil to absorb water.

Pollution – the addition to water, air, or soil of matter or energy that has a negative or injurious impact to human, plant, or animal life.

Policy – a decision-making guideline established to direct the City's strategic growth according to its goals and guiding themes.

Private street - a street or road that is not a public road.

Public street – a street or road that has the meaning given that term in ORS 368.001.

Redevelopable land - parcels with existing improvements that are assessed at a value equal to or less than 30% of the total assessed value of land and improvements.

Right-of-way - a strip of land within which is located a passageway, as conveyed for a specific purpose.

Riparian – land adjacent to a water body that directly affects or is affected by the aquatic environment. This includes streams, rivers, and lakes and their side channels, floodplains, and wetlands, as well as portions of adjacent slopes that shade the channel or provide streamside habitat.

Rural Major Collectors - streets or roads which link county seats and communities not served by arterials but have an intra-county rather than statewide focus.

Rural Minor Arterial - streets or roads which focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts, that are not served by principal arterials.

Rural Minor Collectors – streets or roads which collect traffic from local roads and smaller communities.

Rural Principal Arterial - streets or roads which focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.

Safe harbor - an optional course of action for satisfying the requirements of a Statewide Planning Goal, usually involving a more simplified process.

SBR – Sequencing batch reactor, component of a ‘Class II Activated Sludge Plant SBR’.

Sensitive species - naturally-reproducing fish and wildlife species, subspecies, or populations which are facing one or more threat to their populations and/or habitats.

Statewide planning goals – goals that express the state’s policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Street- a public or private right-of-way for vehicular traffic. Also called a road.

Threatened species - any native wildlife species that is likely to become an endangered species within the foreseeable future throughout any significant portion of its range within Oregon or any native wildlife species listed as a threatened species pursuant to the federal Endangered Species Act of 1973.

Total suspended solids (TSS) - The weight of particles that are suspended in water. Suspended solids in water reduce light penetration in the water column, can clog the gills of fish and invertebrates, and are often associated with toxic contaminants because organics and metals tend to bind to particles. Total suspended solids are differentiated from total dissolved solids by a standardized filtration process, the dissolved portion passing through the filter.

Transportation improvement plan (TIP) - a short-range capital improvement program that prioritizes transportation projects in a specific area for funding.

Transportation system plan (TSP) - a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Unbuildable land - parcels that cannot accommodate further development because they are fully developed or constrained by nonconforming lot size, lack of access, complete build-out, or natural constraints including the floodway, slopes over 25%, protected wetlands.

Urban – land that is developed at urban densities or intensities or that has urban services

Urban Fringe - the area outside of city limits and inside the urban growth boundary of a city.

Urban growth boundary (UGB) - for each incorporated city, a boundary established to define the land area needed to accommodate 20 years of growth of the city – the location of the UGB is agreed to by the affected city and county(ies); only lands within the UGB are potentially eligible for annexation to the city.

Vacant land - parcels that contain no permanent buildings or improvements.

Water right - Under Oregon law, all water is publicly owned. With some exceptions, cities, farmers, factory owners, and other water users must obtain a permit or water right from the Water Resources Department to use water from any source— whether it is underground, or from lakes or streams.

Watershed - the drainage area of a specific stream system. Small watersheds are components of larger watersheds.

Wellhead protection area – Intended to protect groundwater-supplied drinking water sources, a wellhead protection area is the area on the surface that directly overlies that part of the aquifer that supplies groundwater to a well, well field or spring.

Wetland – an area of land in which the soil is saturated for a sizable portion of the year, resulting in ecological processes that contribute to water quality and wildlife habitat – wetlands are generally identified by: the presence of water at the ground surface during a portion of the growing season; soils that show evidence of repeated, long periods of saturation; and vegetation adapted to life in saturated conditions

Siletz Buildable Lands Inventory

December 2009



Prepared for:
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Table of Contents

Introduction	1
Methods and Assumptions	1
Results	2
Summary	5

List of Tables

Table 1: Land within the Siletz UGB by Comprehensive Plan Designation	2
Table 2: Developed land by Comprehensive Plan Designation	3
Table 3: Vacant and Partially Vacant Land by Comprehensive Plan Designation	3
Table 4: Constrained Vacant Land by Comprehensive Plan Designation	5
Table 5: Public Facilities Deductions by Comprehensive Plan Designation	6
Table 6: Summary Table: Siletz buildable Lands Inventory	6

List of Figures

Figure 1: Buildable Lands Inventory Methodology	2
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List of Maps

Map 1: Land within the Siletz UGB by Comprehensive Plan Designation	8
Map 2: Vacant and Partially Vacant Land by Comprehensive Plan Designation	9
Map 3: Constrained Vacant & Partially Vacant Land within the Siletz UGB	10
Map 4: Summary of all Buildable Land within the Siletz UGB	11

Funding for this study was made available by the Department of Land Conservation and Development, the City of Siletz, the Confederated Tribes of Siletz Indians and the Oregon Cascades West Council of Governments

Introduction

This report outlines the methodology, assumptions, and results of the City of Siletz's Buildable Lands Inventory (BLI). The purpose of the BLI is to inventory the supply of buildable land within the Siletz urban growth boundary (UGB) and indicate if the supply of buildable land is adequate to accommodate future growth in each of the City's land use designations. This inventory is required for all incorporated cities under Oregon's statewide planning system, and must account for a 20-year supply of buildable land within the UGB.

Methods & Assumptions

The City of Siletz BLI was completed in accordance with the DLCD workbook *Planning for Residential Growth*. In addition to assessing residential lands, this inventory includes all current land use designations within the City of Siletz Zoning Ordinance.

To complete the analysis, the follow steps were taken:

1. Calculate gross vacant acres according to Comprehensive Plan designation, including partially and fully vacant parcels.
2. Calculate gross buildable vacant acres according to Plan designation by subtracting unbuildable acres from total vacant acres.
3. Calculate net buildable vacant acres according to Plan designation by subtracting land for future facilities from gross buildable vacant acres.
4. Calculate total net buildable acres according to plan designation by adding redevelopable acres to net buildable acres.

Calculations for the BLI were completed using Lincoln County GIS data and tax lot information from the Lincoln County Assessor. The Confederated Tribes of Siletz Indians (CTSI) also provided data for tax lots under tribal ownership. This information was used to classify all tax lots within the Siletz UGB into four mutually exclusive classifications: vacant, partially vacant, unbuildable, and potentially redevelopable. These classifications were verified using aerial photography and field surveys. Figure 1 illustrates this process.

The following definitions were used throughout the BLI:

Buildable Land refers to tax lots within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that are suitable and available for development. Land is generally considered suitable and available unless it is defined as unbuildable.

Buildable Lands Inventory: An analysis intended to identify vacant and buildable land within the existing urban growth boundary for additional development.

Developed: refers to tax lots developed at densities and uses consistent with the applicable zoning designation and with improvements assessed at a value greater than 30% of the entire property value, thus making redevelopment less likely within the 20 year planning period. Land that is not classified as vacant, partially vacant, or redevelopable is considered developed.

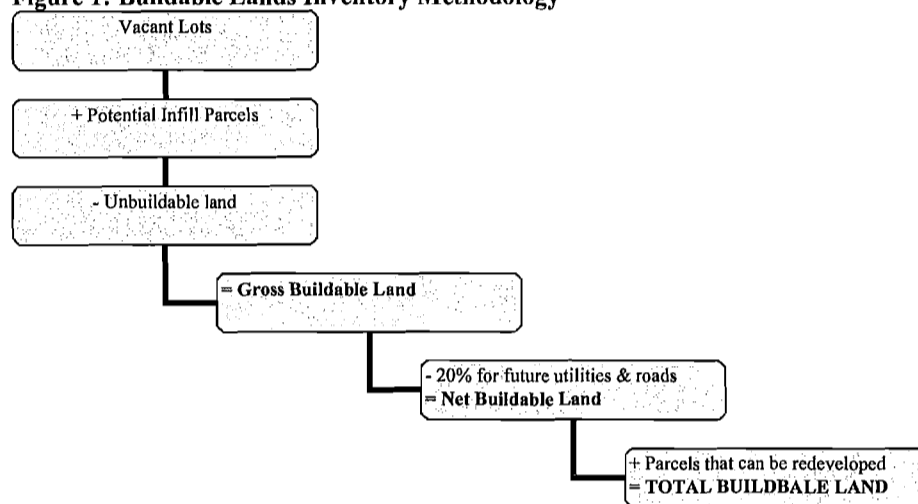
Partially Vacant Land includes parcels that contain permanent buildings or improvements, but contain enough land to be subdivided without the need for rezoning.

Redevelopable Land refers to parcels with existing improvements that are assessed at a value equal to or less than 30% of the total assessed value of land and improvements.

Unbuildable Land refers to parcels that cannot accommodate further development because they are fully developed or constrained by nonconforming lot size, lack of access, complete build-out, or natural constraints including the floodway, slopes over 25%, protected wetlands.

Vacant Land refers to parcels that contain no permanent buildings or improvements.

Figure 1: Buildable Lands Inventory Methodology



Results

The City of Siletz has 360 acres of land in 473 tax lots within its UGB. The majority of these tax lots are classified under the City of Siletz’s four Comprehensive Plan designations; however approximately 5% of these parcels (25% of total acreage) are held within tribal trust by CTSI and are not subject to Siletz land use regulations. Recognizing that these properties still play an important role in the current and future development of the community, data for tribal trust land will be noted throughout the BLI, and included as an addendum to each table. This data on tribal trust land will not be included into the final inventory calculations. Tribally owned land held in-fee is included in the inventory, as it remains subject to City ordinances and is likely to be developed to serve the housing or economic development needs of the community.

Table 1: Land within the Siletz UGB by Comprehensive Plan Designation

Comprehensive Plan Designation	Number of Tax Lots	Total Acres	Percent of Total Acreage
SR – Single Family Residential	364	164.63	61%
GR – General Residential	37	62.77	23%
GC – General Commercial	43	20.40	8%
PF – Public Facilities	5	21.83	8%
Total	449	269.63	--
TT – Tribal Trust Land*	24	89.85	25%

Source: Based on Lincoln County GIS data
 * Not a City of Siletz Comprehensive Plan designation

Approximately 59% of land within the Siletz UGB is fully developed. This includes 61% of land zoned for Single Family Residential (SR) development and 41% of land zoned for General

Residential (GR) development. Aggregating tax lots designated for GR and SR use, approximately 55% of all residential land within the UGB has been developed. 52% of commercial land is developed. 80% of land held in tribal trust is developed.

Table 2: Developed Land by Comprehensive Plan Designation

Comprehensive Plan Designation	Total Acres	Developed Acres	Percent of Total Acreage	Percent Developed
SR – Single Family Residential	164.63	100.62	61%	61%
GR – General Residential	62.77	25.51	23%	41%
GC – General Commercial	20.40	10.63	8%	52%
PF – Public Facilities	21.83	21.83	8%	100%
Total	269.63	159.39	100%	59%
TT – Tribal Trust Land*	89.85	72.30	25%	80%

Source: Based on Lincoln County GIS data

* Not a City of Siletz Comprehensive Plan designation

Land that has not been fully developed is classified as either vacant or partially vacant for this inventory, and accounts for approximately 41% of all land within the City of Siletz UGB. As described above, vacant land refers to entire tax lots with no permanent structures or improvements. Partially vacant land refers to those tax lots that can support additional development, or infill, according to the current land use designation.

During the review for infill potential, all tax lots large enough to be subdivided into additional conforming lots were selected and individually assessed. Assumptions made in the assessment include: adherence of partially vacant sites to minimum lot size requirements and no obstruction by existing structures on the site¹. In accordance with the Municipal Code, this included all commercial tax lots with an area and width adequate to provide off-street service and parking.

As a result of this analysis, nearly 66 additional acres of residentially designated land were determined to be buildable. This included 42.7 acres under the SR designation and 22.88 acres under the GR designation. No commercial tax lots were partially developed. Table 3 provides a comprehensive breakdown of all developed, vacant, and partially vacant land within the Siletz UGB. Land designated for public use under the PF designation was not included.

Table 3: Vacant & Partially Vacant Land by Comprehensive Plan Designation

Comprehensive Plan Designation	Total Acres	Developed Acres	Vacant Acres	Partially Vacant Acres	Total Vacant Acres
SR – Single Family Residential	164.63	101.22	20.71	42.7	63.41
GR – General Residential	62.77	25.71	14.18	22.88	37.06
GC – General Commercial	20.40	10.63	9.77	0	9.77
PF – Public Facilities	21.83	21.83	--	--	--
Total	269.63	159.39	44.66	65.58	110.24
TT – Tribal Trust Land*	89.85	72.30	15.03	2.52	17.55

Source: Based on Lincoln County GIS data & field surveys

* Not a City of Siletz Comprehensive Plan designation

¹ To identify partially vacant tax lots, all SR tax lots over 15,000 sq ft with 95+ feet of linear frontage and all GR parcels over 10,000 sq ft with 95+ feet of linear frontage were selected. The current minimum residential lot size was subtracted and the remaining acreage was considered buildable if it conformed to City zoning ordinances. This analysis used the infill scenario requiring the least amount of vacant land for both designations: expansion of a single family dwelling on a GR tax lot into a duplex, and the subdivision of one SR parcel into two SR parcels.

In order to determine the true feasibility of building on the land classified as vacant or partially vacant in the previous tables, state policy requires the consideration of natural and physical constraints. The constraints vary by community, and are determined by local development policies and natural characteristics. For the Siletz BLI, the following factors were considered constraints to development:

- Location in the floodway
- Slopes over 25%
- Non-conforming lot size

There are several potential wetland areas within the community; however, they have not been confirmed, delineated and excluded from development, and are therefore considered buildable subject to regulation by the Department of State Lands (DSL). The DSL will require that all wetlands be delineated and mitigated before development occurs at those sites. Therefore, although there will be additional costs and minor constraints to developing those sites, they are not unbuildable.

Land affected by each of the other constraints was considered unbuildable. FEMA flood data was used to identify land located within the floodway, slopes over 25% were determined using USGS data, and non-conforming lot sizes were determined through GIS analysis and verified through field surveys. No vacant land was found to be constrained by location within the floodway; however, 8.26 acres were constrained by slopes over 25%, and 1.7 acres were unbuildable due to non-conforming lot sizes. Land designated for public use under the PF designation was not considered for this analysis.

Table 4: Constrained Vacant Land by Comprehensive Plan Designation

Comprehensive Plan Designation	Total Acres	Constrained Acres	Buildable Acres
SR – Single Family Residential	164.63	9.50	53.03
GR – General Residential	62.77	0.34	34.82
GC – General Commercial	20.40	0.12	9.65
PF – Public Facilities	21.83	--	--
Total	359.48	9.96	100.28
TT – Tribal Trust Land*	89.85	7.03	10.52

Source: Based on data from FEMA, USGS, Lincoln County, CTSI and field surveys

* Not a City of Siletz Comprehensive Plan designation

A small percentage of land was also removed from the total acreage of buildable land to account for future public facilities needs on large, previously undeveloped parcels. Vacant or partially vacant tax lots with buildable areas of one acre or greater had 25% of land removed from the inventory. This reduction was taken according to the safe harbor in OAR 660-024-0040 (9), which calls for a 20% reduction for right-of-way and a 5% reduction for schools, parks, and open space. This deduction was not taken for vacant and partially vacant tax lots with less than one acre of buildable land. All deductions were made according to land use designation, as shown in Table 5.

Before completing the Buildable Lands Inventory, consideration was given to properties with the potential for redevelopment within the next twenty years. These properties were also included in the inventory of buildable land, under the assumption that favorable market conditions may allow for redevelopment. The selection of these properties was made according to the rule-based formula described below and is not intended to require or suggest redevelopment on any individual property. Tax lots considered redevelopable for the purpose of this inventory included

those where the improvement value was less than or equal to 30% of the total value of all land and improvements was classified as redevelopable and included in the inventory of buildable land.

Table 5: Public Facilities Deductions by Comprehensive Plan Designation

Comprehensive Plan Designation	Facilities Deduction (Acres)
SR – Single Family Residential	8.93
GR – General Residential	7.21
GC – General Commercial	1.82
PF – Public Facilities	--
Total	17.96
TT – Tribal Trust Land*	2.12

Source: Based on Lincoln County GIS data

* Not a City of Siletz Comprehensive Plan designation

Using this rule, it was estimated that 12.2 acres of residential land were potentially redevelopable. No tax lots in the General Residential, General Commercial or Tribal Trust classifications were likely to be redeveloped according to the rule-based formula. The Total Net Buildable Acres that resulted from these and all previous calculations are enumerated in Table 6.

Summary

Based on the results of this inventory, the City of Siletz has 94.52 acres of buildable land within its UGB. This includes 57.18 acres of land designated for Single Family Residential use, 29.51 acres designated for General Residential, and 7.83 acres of General Commercial land. This includes all vacant, partially vacant, and redevelopable land within each of the Comprehensive Plan land use designations. There are an additional 8.40 acres of land held in tribal trust by the Confederated Tribes of Siletz Indians that is not subject to regulation by the City of Siletz Comprehensive Plan.

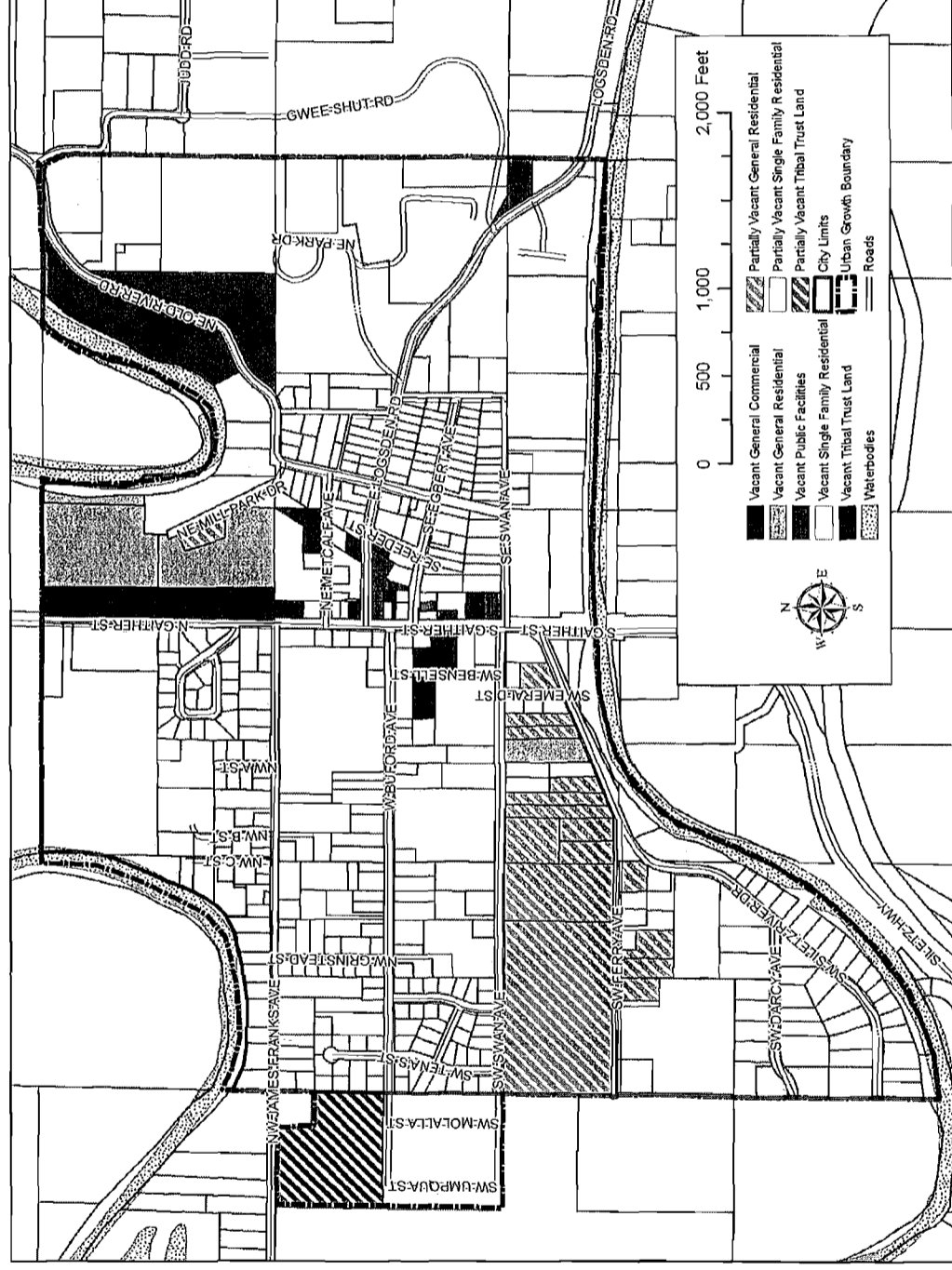
Table 6: Summary Table: Siletz Buildable Lands Inventory

Comprehensive Plan Designation	Total Acres	Vacant & Partially Vacant Acres	Constrained Acres	Gross Buildable Acres	Facilities Deduction	Net Buildable Acres	Redev. Acres	Total Buildable Acres
SR – Single Family Residential	164.63	63.41	9.5	53.91	8.93	44.98	12.2	57.18
GR – General Residential	62.77	37.06	0.34	29.51	7.21	29.51	0	29.51
GC – General Commercial	20.40	9.77	0.12	9.65	1.82	7.83	0	7.83
PF – Public Facilities	21.83	--	--	--	--	--	0	0
Total	269.63	110.24	9.96	100.28	17.96	82.32	12.20	94.52
TT – Tribal Trust Land*	89.85	17.55	7.03	10.52	2.12	8.40	0	8.40

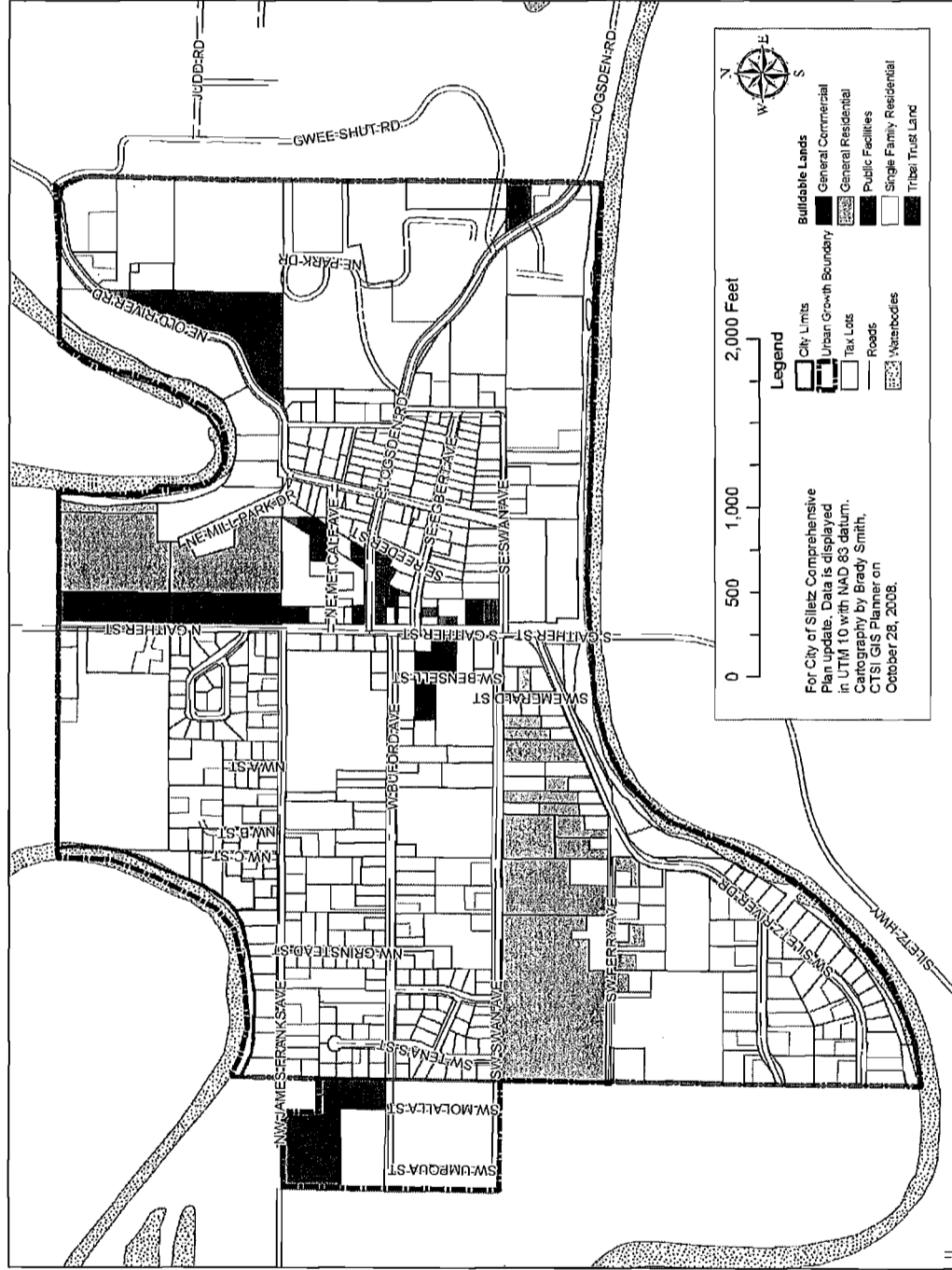
Source: Based on GIS data from Lincoln County and CTSI.

* Not a City of Siletz Comprehensive Plan designation

Map 3: Constrained Vacant & Partially Vacant Land within the Siletz UGB



Map 4: Summary of all Buildable Land Within the Siletz UGB



Siletz Economic Opportunities Analysis

December 2009



Prepared for:
City of Siletz
215 W. Buford Avenue
Siletz, Oregon 97380



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Funding for this study was made available by the Department of Land Conservation and Development,
the City of Siletz, the Confederated Tribes of Siletz Indians and the Oregon Cascades West Council of Governments

Table of Contents

Introduction	1
Economic Overview	1
Population	1
Employment	2
Opportunities and Constraints	3
Location & Buying Power of Markets	3
Availability of Transportation Facilities	3
Public Facilities and Services	3
Labor Market Factors	4
Taxes	4
Summary	5
Employment Forecast	5
Potential Growth Industries	8
Retail and Service	7
Education and Health Services	8
Outdoor Recreation and Tourism	8
Industry and Manufacturing	8
Forestry	9
Home Occupations	10
Site Needs	9
Retail and Service	10
Education and Health Services	10
Outdoor Recreation and Tourism	10
Industry and Manufacturing	11
Forestry	11
Home Occupations	11
Summary	11
Suitable Sites Inventory	12
Employment Land Needs	13
Conclusion and Recommendations	17
Appendices	19
Appendix A: Definitions	19

List of Tables

Table 1: Siletz Population Growth	1
Table 2: Siletz Area Covered Employment	2
Table 3: Unemployment (seasonally adjusted)	3
Table 4: Lincoln County Employment Projections	5
Table 5: Siletz Unemployment Projections	6
Table 6: Siletz Adjusted Employment Projections	7
Table 7: Projected Employment Land Needs Through 2030	9
Table 8: 20-year Estimation of needed Sites by Industry	12
Table 9: Inventory of Buildable Commercial land	13
Table 10: Sites for Potential Redesignation as Employment Land	15
Table 11: Potential UGB Expansion Areas	15

List of Figures

Figure 1: Lincoln County Total Private Softwood Sawlogs	7
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List of Maps

Map 1: Siletz Buildable Land	14
Map 2: Sites for Potential Redesignation as Employment Land	16
Map 3: Sites for Potential UGB Expansion	16

Introduction

The purpose of the Economic Opportunities Analysis (EOA) is to identify industrial and other economic development opportunities for the City of Siletz and to project the corresponding employment land needs for the next twenty years. The EOA complies with Oregon Statewide Planning Goal 9, which requires that all cities and counties maintain an adequate inventory of industrial and other employment lands to support economic activities. In addition to helping Siletz understand its economy and future economic development opportunities, this EOA will help to assess the need for urban growth boundary (UGB) expansion.

Economic Overview

Population

The City of Siletz is located in rural Lincoln County – one of the slowest growing areas in western Oregon. According to the U.S. Census, Lincoln County grew by only 0.3% between 2000 and 2007, well below the state average of 9.5%¹. The City of Siletz is located approximately 14 miles from Newport, and is one of two incorporated cities located inland from the county's 60 miles of coastal land. The community sits back several miles from OR-20, a major coast-to-valley transportation route.

The City of Siletz has maintained a relatively stable population in recent decades, growing at an annual average rate of 1.4% between 1980 and 2007². The population of Siletz grew from 1,001 to 1,165 during this time. Growth has increased in recent years, to a rate of 2.8% between 2000 and 2007. In comparison, Lincoln County has seen a 0.3% annual growth rate between 2000 and 2007. The Siletz area has also seen notable residential growth outside of the Siletz city limits on land owned by the Confederated Tribes of Siletz Indians. Residents of these urbanized areas contribute to the local economy and seek employment in the City of Siletz.

Table 1: Siletz Population Growth

Year	Lincoln County		Siletz Share of County
	Population	City of Siletz Population	Population
1980 census	35,264	1,001	2.84%
1990 census	38,889	926	2.38%
2000 census	44,600	1,133	2.54%
2006 census	44,520	1,150	2.58%
2008 estimate	44,715	1,190	2.66%
2020 projected	50,379	1,340	2.66%
2030 projected	53,710	1,429	2.66%

Source: US Census. <http://www.census.gov/>. Estimated data from PSU certified population estimates: <http://www.pdx.edu/prc/>. Projected data from the OEA: http://www.oregon.gov/DAS/OEA/demographic.shtml#Long_Term_County_Forecast

To help determine how these current population trends will influence land and housing needs in upcoming decades, the state requires each county to adopt a coordinated population forecast, pursuant to ORS 195. If a county has not completed one, it may adopt a forecast completed by the Oregon Office of Economic Analysis (OEA) and assume that urban areas within that county will maintain a share of the projected population equal to the current share (ORS 660-024-0030). The OEA analysis projects Lincoln County to grow to 53,710 residents by 2030, and the City of Siletz to grow to 1,429 residents based on its current share of the countywide population. These projections are shown in Table 1.

¹ Portland State University Population Research Center. 2007 Oregon Population Report. 2007. <<http://www.pdx.edu/prc/>>

² City of Siletz. [Siletz Comprehensive Plan](#) (1987) and PSU Population Research Center, 2007

Employment

Many Siletz residents work in the communities of Lincoln County, including Newport and Toledo. For those who did not work at home, the average commute time was 24 minutes, according to the 2000 Census. Most workers reported a commute time of less than 10 minutes, while many also reported commute times of 20-24 minutes, 25-29 minutes, and 30-34 minutes.

Table 2: Siletz Area Covered Employment*

Jobs by Industry	Count	Percent of Local Employment
Agriculture, Forestry, Fishing and Hunting	12	6.1%
Construction	13	6.6%
Retail Trade	21	10.6%
Transportation and Warehousing	2	1%
Finance and Insurance	4	2%
Real Estate, Rental and Leasing	1	.5%
Professional, Scientific and Technical Services	2	1%
Administration and Support, Waste Management/Remediation	4	2%
Educational Services (Includes local charter school)	32	16.2%
Accommodation and Food Services	13	6.6%
Public Administration (Includes tribal employment)	91	46%
Other Services	1	.5%

* Covered employment is defined by unemployment insurance tax reports submitted to the Oregon Employment Department. Self employed workers, and farm workers, and all others not covered by unemployment insurance.
Source: US Census, "LED on the Map" <http://lehdmap3.did.census.gov/themap3/>

Within a 2.5-mile radius of the City itself, there were an estimated 198 non-farm jobs in 2006³. These jobs were spread among 26 employers, with the majority of jobs in public services, education, retail, food services, or natural resources as shown in Table 2. Because this data is collected by the Oregon Employment Department based on unemployment insurance tax reports, sole proprietorships that are 'uncovered' by unemployment insurance are not included. These 'uncovered' jobs generally include home occupations and farm work, and make up about 3-5% of total employment. With a labor force of nearly 900 residents reported in the 2000 Census, this data points to some unmet employment needs in the City of Siletz.

The level of employment in 2006 represents a 44% growth in jobs since 2002 in the Siletz area, when 111 jobs and 22 employers were reported within a 2.5-mile radius of Siletz. While the overall trend was toward an increase in employment opportunities, declines were noticeable in retail, accommodations and food service. Notable increases were in education, public administration, finance and real estate, construction, and the aggregated field of agriculture, forestry, fishing and hunting.

Unemployment throughout Lincoln County has been slightly higher than the state average, and well above the national average, as shown in Table 3.

³ US Census 2006. "LED on the Map" 17 Dec 2008. <<http://lehdmap3.did.census.gov/themap3/>> Data was compiled by the U.S. Census Bureau, Local Employment Dynamics (LED) partner states, and the U.S. Department of Labor's Employment and Training Administration. Data was analyzed for a radius or 2.5 miles around the City of Siletz.

Table 3: Unemployment (seasonally adjusted)

Year	Lincoln County	Oregon	US
2006	6	5.4	4.6
2002	8.1	7.6	5.8
1998	8.2	5.7	4.5
1994	6.1	5.5	6.1
1990	5.9	5.4	5.6

Source: Bureau of Labor Statistics. <http://www.bls.gov/>

Opportunities & Constraints

General projections can be made regarding the growth or decline of specific industries throughout Oregon and Lincoln County; however, industries and businesses will ultimately look for a unique combination of physical, economic, demographic and cultural characteristics when deciding where to locate. Key characteristics can be reviewed to identify how the unique characteristics of Siletz can provide both opportunities and constraints to the future development of industrial and other employment opportunities.

Location & Buying Power of Markets

Siletz is a community of just over 1,000 residents in the Coast Range foothills, set back from OR-20 eight miles down rural highway OR-229. OR-229 is the focus of commercial activity in the community and supports several restaurants, a general store and other personal services. These services serve the basic needs of residents; however, residents regularly travel to Newport or even larger cities in the Willamette Valley for shopping, services and entertainment.

Being a small community can limit the market's buying power, but it can also present several opportunities. First, rural communities can attract new residents seeking characteristics associated with a high quality of life including scenic views, low congestion levels, lower crime rates, and a cleaner environment. Second, commercial and residential developers may be attracted to the relatively affordable land, especially as the amount of developable land along the coast declines. Lastly, the community draws summer visitors who are enjoying recreation opportunities around the community and in the broader region. These visitors provide an additional market for retail and services, and present a potential market for hospitality industries.

Availability of Transportation Facilities

Access to efficient and affordable transportation is a basic constraint to economic growth in Siletz. The City is located approximately eight miles from OR-20, the area's only coast-to-valley highway, 14 miles from the port facilities at the coast, and it does not have rail access. Primary access to the community is via OR-229, a rural two-lane highway. This rural location and the comparative accessibility of other communities to OR-20, port facilities, and railroads puts the City of Siletz at a disadvantage in terms of transportation access. This low level of access also increases the cost of materials and supplies in the city.

Public Facilities & Services

The availability of public facilities and services are key determinants when locating a business. This can include the availability of water, sewer, gas, electric, and increasingly, broadband

internet and wireless cell phone service. As a rural community with a low tax base and few large employers, Siletz has limited resources to dedicate to each of these services, which creates several constraints to development. These include a limited water supply, a lack of cell phone coverage, and a need for a reliable and redundant fiber optics loop. Other services, such as sewer, gas, and electric can support current and projected growth.

The most prominent concern for the City of Siletz is maintaining an adequate and reliable water supply. The current infrastructure is able to support the City's needs at its current level of development, but faces recurring shortages during storm events and times of high water turbidity. The City is currently researching the potential for an additional water source, which would alleviate these shortages and allow for the development of additional residential and employment lands. City staff estimates that the development of an additional water source will cost approximately \$1 million.

Two additional constraints are the lack of cell phone coverage and the need for a redundant fiber optics loop. The Oregon Coastal Zone Management Association and Oregon Central Coast Development Alliance have been working to develop these capacities along the Central Oregon coast; however, the remote location and low level of commercial and institutional development in Siletz pose additional challenges to their inclusion in these projects. The City of Siletz currently has internet service; however, a redundant fiber optics loop would prevent major service outages and help to attract business owners seeking reliable internet coverage in attractive rural locations. Siletz is the only incorporated city in Lincoln County lacking full cell phone coverage.

Labor Market Factors

A community's labor force consists of all residents over the age of 16 that are employed or actively seeking work, which includes 896 individuals in Siletz, according to the 2000 US Census. The size and diversity of skills represented in that labor force can play a considerable role in attracting new businesses; however, only 198 jobs were reported within a 2.5-mile radius in that same year. This indicates that there are a large percentage of residents who commute elsewhere to work, but could work in Siletz if there were more opportunities.

The Siletz labor force does have access to a variety of local training opportunities through the Small Business Development Center (SBDC) at the Oregon Coast Community College in Newport. The SBDC provides a wide range of job training and business development courses, catering to both business owners and employees. Topics range from business lending and office management to basic computer classes. Instructional formats are similarly flexible - including night classes, full-term courses, satellite trainings, and specialized training programs for individual businesses. Therefore, while Siletz has a relatively small labor force, opportunities for economic development are presented by the amount of available labor and these local training opportunities.

Taxes

Two incentives for a business to locate in a rural community are affordable land and low property taxes. The Siletz area can offer both of these incentives, in addition to tax benefits allowed on land owned by the Confederated Tribes of Siletz Indians. Businesses that might otherwise locate along the coast may be attracted to Siletz for affordable and developable land, unencumbered by the steep slopes and environmental hazards found elsewhere in the County. Businesses locating in Siletz will need to apply for a business license, as in most communities.

Summary

In summary, it is the affordability, available labor force, and the characteristics associated with a high quality of life - the rural ambiance, lack of congestion, and scenic views - that will draw businesses to locate in Siletz. The Confederated Tribes of Siletz Indians will also play a role in attracting businesses to Siletz, due to its access to federal resources, professional assistance, and an independent economic development corporation. The community's rural location, small population base, distance from major transportation corridors, and limited public facilities will serve as critical limiting factors.

Employment Forecast

An employment forecast based on county, state, and national trends can help to project future demand for industrial and other employment land in the City of Siletz. The Oregon Department of Employment has projected a 10.3% job growth rate through 2016, which can be extrapolated out to nearly 5,000 jobs through 2030. This would equal job growth of nearly 20%⁴. A correlative rise in uncovered employment can also be projected.

To forecast how these trends will affect Siletz, the 2006 Siletz market share of approximately 1.08% was pulled from the total projected County employment growth. Based on this calculation, and a 2006 base of 198 jobs, 84.64 additional jobs are projected for the Siletz area by 2030, as shown in Table 4.

Table 4: Lincoln County Employment Projections

	Lincoln County			Siletz
	2006	2030 Job Forecast	% Change	2030 Job Forecast
Employment Sector				
Natural Resources & Mining	158	139	-13.8%	-.34
Construction	907	1,250	27.5%	6.17
Manufacturing	1,123	996	-12.8%	-2.29
Trade, Transportation & Utilities (includes retail)	3,438	4,240	18.9%	14.44
Information	207	231	10.4%	.43
Financial Services	783	975	19.7%	3.46
Professional & Business Services	1,184	1,734	31.7%	9.90
Education & Health Services	1,660	2,915	43.1%	22.59
Leisure & Hospitality	4,315	4,853	11.1%	9.68
Other Services	642	853	24.8%	3.80
Federal Government	231	209	-10.3%	-.40
State Government (includes education)	623	921	10.7%	1.76
Local Government (Includes Tribe & local education)	2,979	3,699	19.5%	12.96
Other/Uncovered employment (3-5% of jobs)	554	690	19.8%	2.5
Total Jobs	19,004	23,705	19.8%	84.64

Source: Oregon Employment Department, Region 4. Twenty-year projections based on OED's ten-year projections.

⁴ 'Lincoln County: Industry Employment Forecast 2006-2016', produced by the Oregon Employment Department, Region 4. Supporting information was also gathered from: The Central Coast Economic Development Alliance, The Siletz Tribal Business Corporation, The City of Siletz, and the Lincoln County Department of Planning

The largest projected growth areas include Education and Health Services; Trade, Transportation and Utilities (including retail); Local Governments (including Tribes); Leisure and Hospitality; and Construction. Declines in employment are projected for the Manufacturing and Natural Resources sector and for Mining. These projections reflect statewide trends, where a growing and aging population is requiring increased education and healthcare, and the manufacturing sector is declining due to increased global competition, improved efficiency, and long-term structural changes⁵.

Historically, the Oregon coast has had proportionately less manufacturing employment than the rest of Oregon, and very few large manufacturers. Large manufacturers that have located on the coast are limited to four areas: food manufacturing, wood product manufacturing, paper manufacturing, and fabricated metal product manufacturing. Total private sector payroll employment in manufacturing was less than 12% along the coast in 2007, compared with 14% throughout Oregon⁶. Coastal manufacturing has declined by 5% since 2000, and is expected to continue to decline overall.

To better estimate how projected employment growth across all industries will influence demand for employment land, specific industries can be aggregated into the following categories:

- **Industrial:** Manufacturing, Construction, Natural Resources and Mining
- **Commercial/Service:** Trade, Transportation and Utilities, Information, Financial Services, Professional and Business services, Leisure and Hospitality, Other Services
- **Institutional/Government:** Educational and Health services, Federal Government, State Government (including education), Local Government (including tribes and education)
- **Other/Uncovered:** An estimate of all other uncovered employment

Table 5: Siletz Employment Projections

Sector	2030 Projected Job Growth
Industrial Sector	3.55
Commercial/Service Sector	41.71
Institutional/Government Sector	36.92
Other/Uncovered Employment	2.47
Total Jobs	84.64

Source: Oregon Employment Department, Region 4. Based on OED 10-year projections.

These projections provide a good estimate for future growth, based on historical trends at the regional and national level. It is also important to consider unique local characteristics that may shift these projections. In the Siletz area, two additional factors should be considered. First, the historically low number of jobs in Siletz has resulted in similarly low projections for the future. In this situation, the arrival of one small or medium-sized business would push employment and related land needs much higher than expected, resulting in an inadequate supply of employment land. Considering the relative affordability and availability of land in Siletz, compared with coastal communities, and the unique draw of tribal resources, the City may want to allow for the location of a small manufacturing or industrial use in Siletz.

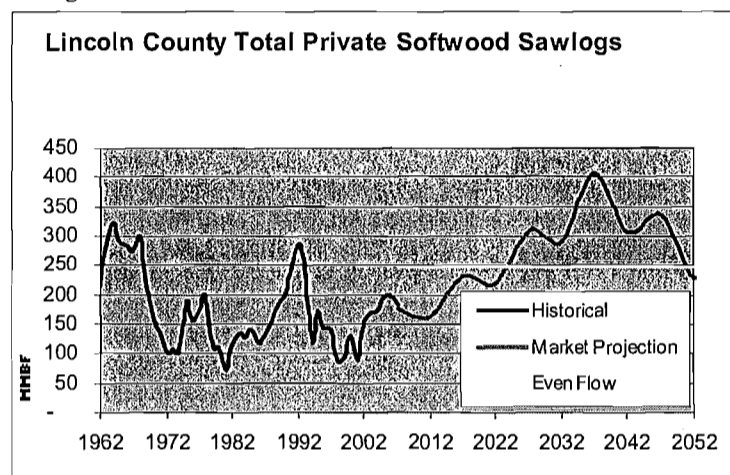
Second, despite projected declines in Natural Resources and Mining, an increase in timber harvesting activity is expected for Lincoln County through 2030. This expected increase is based on the cyclical nature of timber harvests and an increased demand for private timber, which is

⁵Oregon Employment Department, *Regional Profile Occupational Employment in Region 4*. (Corvallis: OED, 2004)

⁶ Oregon Employment Department, *Manufacturing Along the Oregon Coast*. (Corvallis: OED, 2008)

prevalent in Lincoln County. Studies by Oregon State University forest economists project a 40% increase in total private softwood timber harvests in Lincoln County through 2032, and continued growth through 2037⁷. This projection is illustrated in Figure 1, and can be expected to correlate with additional employment opportunities in forestry-related jobs within Natural Resources and Mining.

Figure 1



Source: Oregon State University, Department of Forestry 2009

To reflect these local dynamics, the Siletz area employment projections are further adjusted to accommodate 15 additional jobs in the Industrial sector. This adjustment can help the city plan for the location of one small manufacturing or industrial use within the city limits, in addition to any that may locate on tribal property.

Table 6: Siletz Adjusted Employment Projections

Sector	2030 Projected Job Growth	2030 Adjusted Job Growth
Industrial Sector	3.55	18.55
Commercial/Service Sector	41.71	41.71
Institutional/Government Sector	36.92	36.92
Other/Uncovered Employment	2.47	2.47
Total Jobs	84.64	99.65

Source: Oregon Employment Department, Region 4. Twenty-year projections based on the OED's ten-year projections.

Potential Growth Industries

Retail and Service

Retail and related services currently serving Siletz residents can be expected to expand concurrent with population growth. For a small community, the City is fairly well served with two restaurants, a video shop, general store, laundry mat, bank, gas station, and auto repair shop, in addition to a variety of home occupations. Responses to the community survey indicate that residents would like to see an expanded general store, hardware store, and coffee shop once the population (and buying power) of the community is sufficient to support those additional services. Because Siletz is not a regional commercial center, more specialized or larger scale

⁷ Oregon State University Department of Forestry. "Siletz Area Timber Supply, Total Private Harvest Graphs" (Corvallis: 2009).

services may be desirable but less viable. The potential to create new jobs and bring new money into the local economy will also be limited.

Education and Health Services

Education and health services are expected to be Oregon's fastest growing industries in upcoming years, due to the state's growing and aging population. In Lincoln County, this translates to a projected 31.5% increase in employment by 2016, and 43.1% through 2030. Growth in the health services sector is also reflected at the national level, where an aging population, a rise in life expectancy, growing technology and growth in home care services are increasing demand in a variety of health occupations. In Siletz, this can translate into the addition of small health clinic, part-time dental office or similar health care center. As Oregon's population continues to grow, there will also be an increased demand for teachers and related professions.

Outdoor Recreation and Tourism

The tourism sector currently employs more people in Lincoln County than any other industry, including governmental sectors. Although little has been done to promote tourism in Siletz, it is already a regional destination for fishing and attracts visitors for the annual pow wow of the Confederated Tribes of Siletz Indians. The City of Siletz can continue to build on these unique assets by promoting cultural heritage tourism and recreational opportunities on the river – both of which have been identified by the Oregon Tourism Commission as important niche markets⁸.

Employment opportunities that can help to fill this tourism niche include lodging or a bed and breakfast for seasonal visitors, a traditional crafts co-operative, or a small outdoor goods store and rental shop. There is also potential for travel planning around Siletz's unique characteristics. This could encompass cultural events, fishing derbies, development of a river trail, or scenic biking and driving tours along OR-229. The development of a campground as a local recreational asset would indirectly support these economic development opportunities and encourage a stronger local economy.

Industry and Manufacturing

Although Lincoln County is projected to see a slow decline in industry and manufacturing through the next twenty years, small or highly specialized industries may still be interested in locating throughout the County. An example of this type of industry is Nautamatic Marine Systems, which produces autopilots for small boats, and was recently purchased by Garmin, the well-known Geographic Positioning Systems (GPS) Company. The business is located in a warehouse facility on a two-acre site near the Port of Newport⁹. There is also potential for technology and software outsourcing at rural industrial sites. In eastern Oregon, the Confederated Tribes of the Umatilla Reservation collaborated with a software outsourcing company to retain outsourcing jobs in the United States at profitable rates, while also providing valuable entry-level jobs and job training for residents in the surrounding community and on the Umatilla Reservation. According to the Siletz Tribal Business Corporation, there is potential for similar opportunities on tribal land in the Siletz area.

⁸ Oregon Tourism Commission. "Niche Markets." 2 Dec 2009. <<http://industry.traveloregon.com/Departments/Tourism-Development/Niche-Markets.aspx>>

⁹ Lincoln County Planning Department and Garmin International. "Garmin® Ltd. Acquires Assets of Nautamatic™ Marine Systems, Inc." 2 Dec 2009. <<http://www8.garmin.com/pressroom/corporate/032807.html>>

Small industrial and manufacturing companies such as this will be drawn to Siletz's affordable land and available labor force, as well as potential tax benefits from locating on land owned by the Confederated Tribes of Siletz Indians. These small and specialized industries typically locate in flexible manufacturing buildings that can house from two to ten individual businesses, ranging from small-scale industry to personal services or software testing.

Forestry

Lincoln County and the State of Oregon have seen notable declines in timber harvesting in recent decades; however, maturing stands of second-growth timber on private timberland in the Siletz area will present additional employment opportunities. Regional job development in forestry will likely include logging, millwork, and related support services. Jobs captured by the Siletz market will likely be limited to logging and related support services, as there are established and operating mills in the nearby City of Toledo.

Home Occupations

The 2000 Census reported that 8% of the Siletz labor force worked at home, and this number can be expected to rise as individuals are drawn to the affordable land and rural character of Siletz. Home occupations include both home-based businesses, which are independently owned and report no employees, and telecommuters, who work for another company from a remote site. Home-based businesses can range from website development to day care or personal services, while telecommuters are more reliant on broadband communication to conduct work and communicate with their employer. According to the Oregon Coastal Zone Management Association, the Oregon coast is uniquely posed to host telecommuters working in a wide variety of fields¹⁰. To attract this sector of home-based employees, the City of Siletz would need to review its fiber optics reliability, and investigate options for cell phone coverage.

Site Needs

Based on twenty-year employment projections, adjusted for additional job openings in the industrial and forestry sector, there will be a demand for an estimated 7.58 acres of employment land within the next twenty years (through 2030) and 2.53 acres within the next five years. The projections for short-term need were calculated as one-third of the 20-year demand, in order to provide a variety of sites for market choice.

Table 7: Projected Employment Land Needs through 2030

Sector	Adjusted Job Growth	Job Density (Jobs/Acre)	2015	2030
			Land Needs (acres)	Land Needs (acres)
Industrial	18.55	12	0.52	1.55
Commercial/Service	41.71	20	0.70	2.09
Institutional/Government	36.92	10	1.23	3.69
Other/Uncovered	2.47	10	0.08	0.25
Total	99.65	---	2.53	7.58

These projections are largely consistent with the land needs for the potential growth industries described previously, and would account for the location of 1-2 small industrial or manufacturing businesses, 3-5 commercial or service uses, 1-2 institutional uses, and one sole-proprietorship

¹⁰ Oregon Coastal Zone Management Association. "Oregon Coast Telecommunications Economic Development Strategy." 2 Dec 2009. <<http://www.oczma.org/>>

(uncovered employment) over a twenty-year period. In the more immediate future, these projections would account for the location of 1-2 commercial or service uses, one small industrial use and one institutional use through 2015.

Specific site needs for each potential growth industry and a more detailed estimation of site needs by size and major use are included in the following paragraphs. The capacity of the current water systems must be enhanced to support most of this growth.

Retail and Service

The growth of retail and services in Siletz would present minimal demand for land. Expansion of existing businesses could occur on currently underutilized or vacant lots as demand for expansion rises. New retail and service developments would likely require lots ranging from one-quarter acre to one acre in size. Other site requirements would include water and sewer availability, safe pedestrian access, and a location that can be easily accessed by vehicular traffic.

Education and Health Services

Growth in the education and health services sector will present potential for locating a health clinic or office in Siletz, in addition to the health services currently offered by the Tribe. Related to overall growth, there will also be additional job opportunities at the local school. While an increase in education-related jobs will not bring a correlative demand for land, the location of a small or part-time health clinic in Siletz will require a standard sized site (1-5 acres) with available services and parking. Visibility and access to vehicular traffic are lesser concerns. It is likely that a small or part-time clinic may employ staff from outside the community as well as within Siletz.

Outdoor Recreation & Tourism

Businesses falling under the broad category of outdoor recreation and tourism have a wide range of land use requirements and a degree of flexibility in site location. Examples given in this analysis include a bed and breakfast for seasonal visitors, a traditional crafts co-operative, a small outdoor goods store and rental shop, or a travel planning business.

Land use requirements for these potential employers vary. According to Siletz zoning, a bed and breakfast would be allowed as a conditional use on any Single Family or General Residential parcel. Similar to a residence, it would require all utilities, as well as broadband internet and cell phone coverage. A traditional crafts co-operative, sporting goods store or travel planning business would have requirements similar to those for retail and food service.

As a related recreational use, a campground would have the most specific land use needs. A large site of over 5 acres with attractive aesthetic qualities, river access, and the capacity for a range of utility hook-ups would be likely requirements for this type of use. While these land use needs will not be considered as part of overall employment land needs, they may be taken into consideration when reviewing the buildable lands inventory and designating lands for other employment uses.

Industry and Manufacturing

Despite the general downturn in manufacturing throughout Lincoln County, Siletz has the potential to draw small-scale industry and manufacturing jobs with the low cost of land and the benefits of locating on tribally-owned property within or adjacent to the city.

Industries likely to locate in the area include specialized manufacturing, software outsourcing, and similar businesses that are less reliant on direct highway access or rail service. These businesses are often start-up companies without the capital to construct their own facility, and prefer to lease a shared space. For this reason, flexible manufacturing buildings are generally appropriate. These can be up to 50,000 square feet in size and require sites of one-half acre to five acres, generally set away from primary residential and commercial areas. One flex-manufacturing building can be expected to support 10-30 jobs, and produce basic exports that will bring new money into the local economy. Broadband internet and cell phone service may also be expected services.

Because of the probability that such a use will locate on tribally-owned property that is not regulated by the City's Comprehensive Plan and Ordinances, this analysis assumes the lesser range of estimated industrial land need. This lower estimate will account for the location of one small industrial use within the city limits on non-tribal land, and still allow for the location of small or larger uses on tribally-owned property within or adjacent to the city.

Forestry

With an increase in timber harvesting activity projected through 2030, employment opportunities can be expected in a variety of forestry-related businesses and support services. The combination of poor transportation access, close proximity to Toledo's Georgia Pacific mill, and generally residential nature of Siletz, makes it unlikely that a mill-site or other intensive forestry use will locate in Siletz; however, there is greater potential for less intensive, smaller-scale uses on sites 1-5 acres in size.

Home Occupations

Home-based occupations are becoming popular throughout the country, and present a creative approach to economic and community development. Cities generally require that home-based businesses are ancillary uses for a primarily residential dwelling, and that the dwelling be the principal residence of the business owner. It is also typically required that the residential character of the dwelling and neighborhood are maintained, and that negative impacts on the neighborhood are minimal. This said, a standard 7,500 square foot residential tax lot (.17 acres) would be adequate for most home-based occupations in the City of Siletz. Additional site requirements would vary according to the nature of the business, but will likely include a need for broadband internet and cell phone service.

Summary

The analysis of historic trends and target growth areas indicates that Siletz needs to provide 7.58 acres across 7-16 sites to accommodate employment growth between 2010-2030. Based on the site requirements for target industries, the demand for sites may range from a quarter of an acre to 5 acres in size. The smallest sites will accommodate home occupations and the largest will accommodate small-scale industrial uses. The majority of projected development in Siletz calls for small or standard sized lots, which can accommodate a range of commercial, service, and

small industrial or manufacturing uses. A summary of site requirements for each potential growth industry is included in Table 8.

It is assumed that all of these projected uses, except for Home Occupations, will occur on land designated for General Commercial use under the current zoning code. The City does not currently have land zoned specifically for industrial use; however, designating sites for industrial use will help direct industrial development toward the most appropriate sites and will, in turn, 'save' those sites for industrial or other suitable uses.

Table 8: 20-Year Estimation of Needed Sites by Industry

Development Type	Total sites needed	Site Size (acres)	Total Sites Needed	
			Small (> 1 acre)	Standard (1-5 acres)
Industrial				
Industry & Manufacturing	1-2	1-5		1-2
Forestry	1-2	5-10		1-2
Commercial/Service				
Retail & Service	2-5	.25 -1	1-3	1-2
Outdoor Rec. & Tourism	1-2	.17-1	1-2	
Institutional/Government				
Edu. & Health Services	1-2	1-10		1-2
Other/Uncovered				
Home-based Occupations	1-3	.17	1-3	
Total	7-16		3-8	4-8

Source: Estimates by Oregon Cascades West Council of Governments

Suitable Sites Inventory

The Buildable Lands Inventory (BLI) found 7.83 acres of buildable General Commercial land in the City of Siletz, on which commercial, institutional and industrial uses are permitted as of right. Three of these sites are a standard size of 1-5 acres, and 11 are small sites ranging from .03-.47 acres. Details regarding each parcel are shown in Table 9 and in Map 1.

The BLI included all vacant, partially vacant and redevelopable tax lots, with the exclusion of any developed or constrained land. Constraints considered in the BLI include steep slopes, location in a floodway, parcel configuration, and cultural or natural resources. To produce a viable list of sites for development as employment land, several additional constraints will be considered in the EOA. These include: ownership patterns, parcel fragmentation, availability of public services and infrastructure and other site requirements as defined by the specific target industries

Buildable sites are clustered in the 'downtown' area of Siletz, along OR-229, which is currently characterized by commercial and institutional uses. These sites are under diverse ownership, and are primarily on vacant or partially vacant lots, with the exception of one small redevelopable piece. This clustering allows for ease of vehicular access, greater visibility, and will present several opportunities for land assembly.

Although this concentration of buildable employment land in the 'downtown area' will support the development of a vital business district, it also limits site diversity and potential development opportunities for industrial, manufacturing, or institutional uses. The majority of sites are one-quarter to one-half acre in size, and are appropriate for retail or service infill development, but do not lend themselves to larger institutional, industrial or manufacturing uses. The two largest sites are approximately 2.5 acres each and are adjacent to residential uses, which will limit the size and

nature of any industrial or manufacturing uses. These sites are adjacent to each other and may be assembled for a larger industrial use, depending on the needed site configuration.

One of the standard size sites described in Table 9 is constrained from short-term development, due to the presence of potential undelineated wetlands. If wetlands are found, additional time and resources will be required for delineation and mitigation through the Department of State Lands. The State of Oregon defines a short-term supply of land as “suitable land that is ready for construction within one year of an application for a building permit or request for service extension”.

Table 9: Inventory of Buildable Commercial Land*

Parcel	Classification	Vacant & Partially Vacant Acres	Constrained Acres	Gross Buildable Acres	Short Term Supply
Standard Sites (1-5 acres)					
1	Vacant	2.64	0.01	2.63	Yes
2	Vacant	2.63	0.00	2.63	No
3	Vacant	2.02	0.00	2.02	Yes
Small Sites (<1 acre)					
4	Vacant	0.47	0.01	0.46	Yes
5	Vacant	0.45	0.00	0.45	Yes
6	Vacant	0.35	0.01	0.34	Yes
7	Vacant	0.28	0.01	0.27	Yes
8	Vacant	0.25	0.01	0.24	Yes
9	Vacant	0.23	0.00	0.23	Yes
10	Vacant	0.16	0.00	0.16	Yes
11	Vacant	0.14	0.00	0.14	Yes
12	Vacant	0.11	0.00	0.11	Yes
13	Vacant	0.04	0.04	0.00	Yes
14	Redevelopable	0.03	0.03	0.00	Yes
				Total Sites	14
				Net Buildable Acres	9.68
				Public Facilities Deduction	1.82
				Total Buildable Acres	7.83 (5.20 short term)

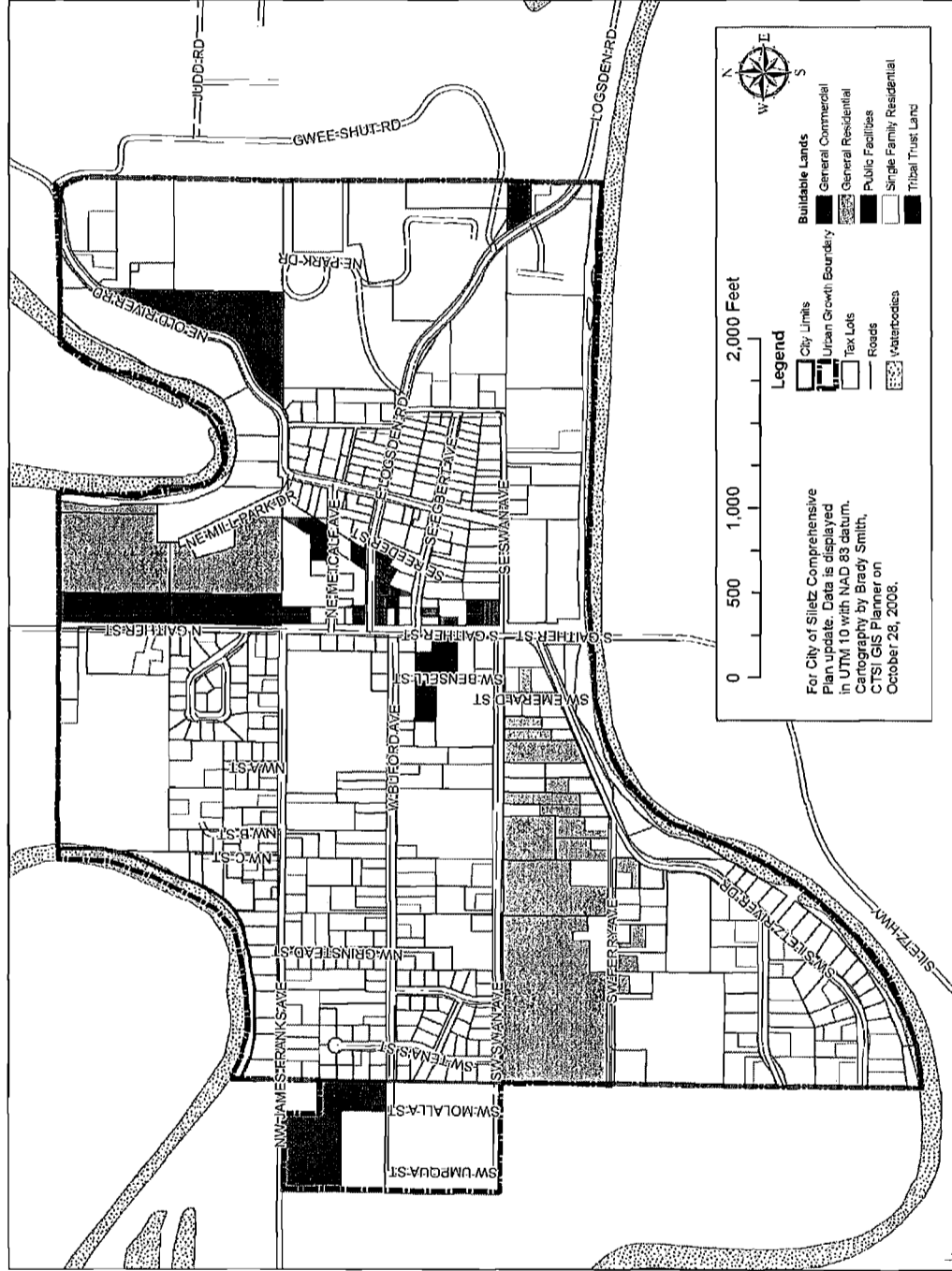
* Does not include Tribal Trust or Reservation land

Employment Land Needs

Siletz employment land needs can be determined by comparing the inventory of suitable sites with projected short and long-term needs. Needs that can not be filled through the current inventory can be addressed by redesignation of non-commercial designated sites for commercial use, expansion of the urban growth boundary (UGB) to accommodate unmet demand for employment land, or a combination of the two.

A comparison of the suitable sites inventory with projected employment land needs indicates that the City of Siletz will be able to meet the demand for employment land through 2030. Projections call for a total of 7.58 acres of land by 2030, spread across 7-16 individual sites. These sites include 3-8 small sites of less than one acre and 4 - 8 sites at a standard size of 1-5 acres. In the short-term, it is estimated that 2.53 acres will be needed in order to meet demand through 2015.

Map 1: Siletz Buildable Land



To meet these needs, the BLI contains 7.83 acres, which is slightly above the projected need for 7.58 acres. The buildable and suitable sites are spread across 14 sites, 11 of which are small sites ranging from .03-.47 acres, and three of which are a standard size of 1-5 acres. These 1-5 acre sites would be able to accommodate the small-scale industrial or manufacturing uses that the city desires. Due to undelineated wetlands, the amount of the total buildable employment land that is available for short-term development is decreased to 5.20 acres. This acreage meets the projected short-term need, although it may not include the desired diversity in site characteristics. The distribution of these sites is shown in Map 1.

If the City desires to draw larger or more intensive industrial uses too, it will want to consider redesignating land that is suitable to such uses and/or adding land to the UGB. There are several sites in the buildable lands inventory that are not currently designated for industrial or employment use (General Commercial) that might be suitable for industrial or employment-related development. These are described in the table below and are highlighted in Map2. Redesignation of these sites for employment use will allow the City to meet projected needs through 2030 within the existing UGB, and will still allow an adequate supply of land for residential development projected for the same period.

Table 10: Sites for Potential Redesignation as Employment Land

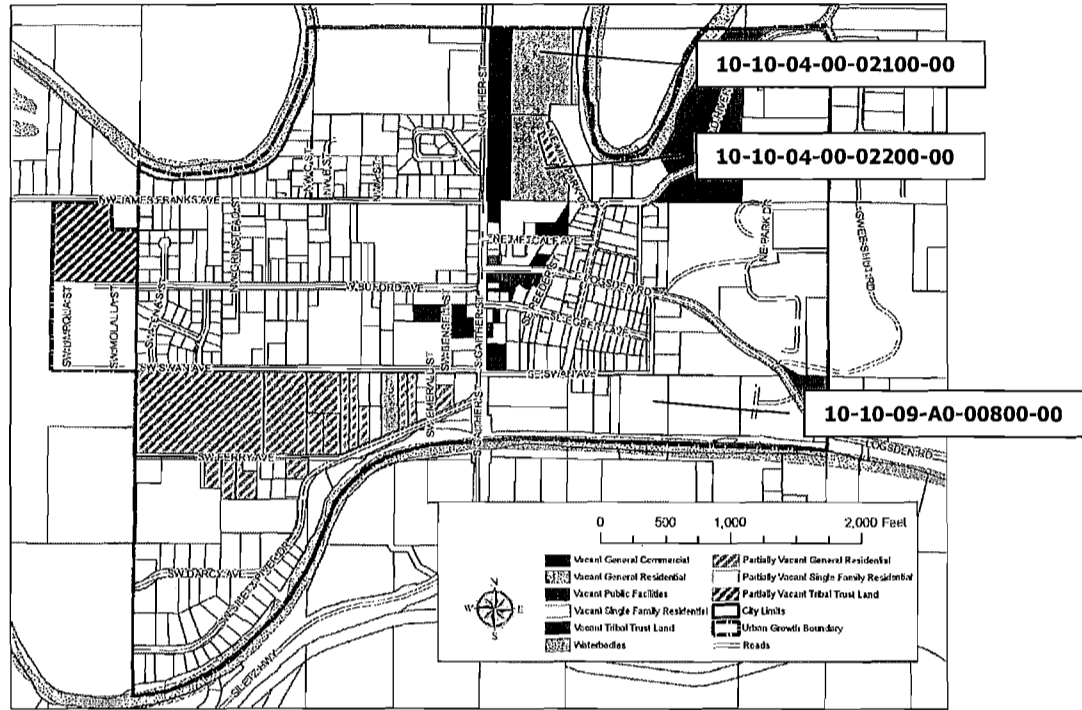
Tax lot	Acreage	Current Designation	Description
10-10-04-00-02100-00	7.36	GR	North on 229/Gaither, bordering the river and Mill Creek Park. Currently under split zoning for GC along the road and the remainder GR. 30.11 acres (10 acres in city limits, 2.64 GC)
10-10-04-00-02200-00	5.07	GR	North on 229/Gaither, bordering Mill Creek Park and one SF parcel. Currently under split zoning for GC along the road and the remainder GR. 7.7 acres (2.63 designated GC)
10-10-09-A0-00800-00	5.66	SR	East on SE Swan, bordering on the river. Adjacent to SF and Tribal Reservation land. 5.66 acres buildable

In the case that redesignation of sites is not an option, and the City wants to include a larger commercial parcel in its inventory, a UGB expansion may be necessary. Several potential expansion areas are described in the table below and are highlighted in Map 3.

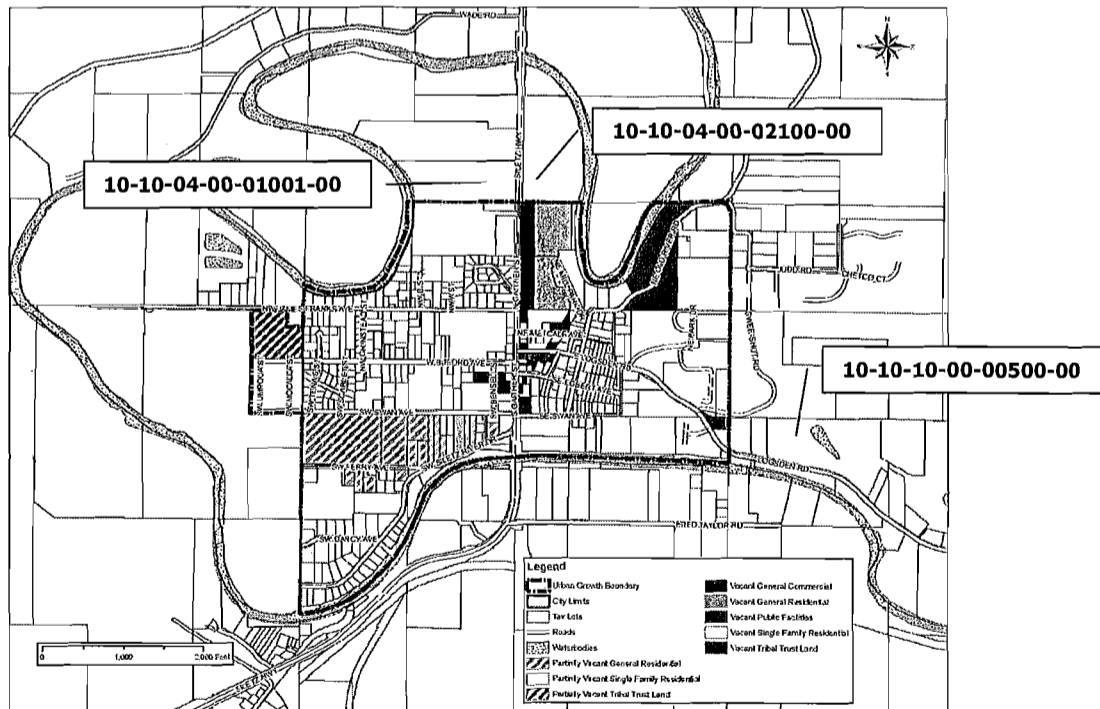
Table 11: Potential UGB Expansion Areas

Tax lot	Acreage	Current Designation (Lincoln County)	Description
10-10-10-00-00500-00	21.72	Industrial	East of Logdsen Road. Currently zoned for industrial use, currently held in Tribal Trust by CTSI
10-10-04-00-01001-00	15.2	Forestry	North on 229/Gaither, bordering the river.
10-10-04-00-02100-00	20.11	Forestry	North on 229/Gaither, bordering the river and Mill Creek Park. 10 acres of total 30.11 acres currently within city limits and UGB

Map 2: Sites for Potential Redesignation as Employment Land



Map 3: Sites for Potential UGB Expansion



Conclusion and Recommendations

The City of Siletz is projected to gain approximately 100 jobs by 2030, with potential growth industries including Retail and Services, Education and Health Services, Industry and Manufacturing, Forestry, Outdoor Recreation and Tourism, and Home Occupations. This growth in employment is expected to create a demand for approximately 7.5 acres of employment land by 2030, across 7-16 individual sites ranging in size from less than one acre to five. There is a projected need for approximately 2.5 acres by 2015. With 7.83 acres of buildable commercial land available over the long term, and 5.20 available in the short-term, the City has an adequate supply of General Commercial land to meet its industrial and other employment land needs. The sites available can accommodate small uses on sites from .03-.47 acres and larger uses on adjacent sites with a combined acreage of 5.27 along N. Gaither (Hwy 229). The City is not projected to see a demand for parcels over 5 acres in size; however, if the demand for such a parcel arises, several options for redesignation or inclusion in the UGB are outlined in the previous section.

The projected needs included in this analysis reflect projections for population growth, local and regional economic trends and the particular vision of Siletz residents for their community. The potential growth industries described in this analysis take into consideration the community's small town character, connection to the natural environment, rich cultural history, and desire for balanced and sustainable growth. The economic opportunities described acknowledge that Siletz is more than a bedroom community, but one that strives to provide jobs for local residents.

To encourage and enable economic growth and employment opportunities that are compatible with the City's small-town character and consistent with the projections outlined in this analysis, it is recommended that the City:

- *Zone for Employment:* The City can review and amend its development code and/or develop additional land use designations to assure that desired and appropriate commercial, industrial, manufacturing, and service uses can locate in the City. Land use designations for General Industrial, Light Industrial, and Mixed-Use Development can help to identify and preserve sites for the most appropriate use and will help to maintain a sufficient inventory for future development.
- *Invest in Infrastructure:* The City of Siletz faces recurring water shortages, especially during storm events and high turbidity. In order to ensure a safe and reliable water source for future residential and employment growth, the City will need to increase water capacity through increased storage capacity and a reliable water source.
- *Support enhanced fiber optics and cell phone services:* Cell phone coverage and reliable internet access have become expected services for all types of development. In order to encourage the development of target industries and needs of residents, the City can support regional efforts to enhance local cell phone coverage and build a redundant fiber optics loop.
- *Support workforce training opportunities:* To promote entrepreneurship, strengthen the existing labor market, and attract potential target industries, the City can work with the Oregon Coast Community College to provide workforce-training opportunities. Training opportunities can include business management, office management, budgeting, computer skills, and technical training.

- *Encourage a vital downtown commercial district:* As the need for employment land arises, it is recommended that the city designate and redesignate employment land in a manner that promotes a vital downtown, in character with the City's small-town character.
- *Support the development of a local wetlands inventory:* A wetlands inventory can help to better identify constrained areas, protect the natural environment, and plan for future development. The development of a wetlands mitigation plan will clarify what actions will be necessary to prepare affected sites for development, and will help to ensure an adequate land supply.

Appendix A: Definitions

Buildable land - tax lots within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that are suitable and available for development. Land is generally considered suitable and available unless it is defined as unbuildable.

Commercial -- the distribution and sale or rental of goods and the provision of other services.

Comprehensive Plan – the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

Economic Opportunities Analysis (EOA) – a background document for the Comprehensive Plan which identifies industrial and other economic development opportunities for the City and projects corresponding employment land needs twenty years into the future.

Employed - All civilians 16 years old and over who are paid employees, in their own business or profession, on their own farm, or work 15 hours or more unpaid on a family farm or in a family business.

Employees per acre - A measure of employment density.

Employment land – land designated to accommodate a broad range of commercial and industrial uses.

Goal – is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Industrial - employment activities generating income from the production, handling or distribution of goods and related support activities. Industrial employment includes, but is not limited to, jobs in manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, distribution, and research and development.

Institutional - Relates to an entity or organization that provides a good or service that is not commercial or industrial in nature. Institutional uses include, but are not limited to, public and private health care facilities, jails and government facilities. Cities and counties are not required to designate institutional uses needed for government facilities on privately owned land. They may designate land in an industrial or other employment land category to compensate for any non-designated institutional land demand.

Labor force - All persons age 16 or over, plus members of the U.S. Armed Forces (on active duty with the United States Army, Air Force, Navy, Marine Corps, or Coast Guard).

Policy – a decision-making guideline established to direct the City’s strategic growth according to its goals and guiding themes.

Statewide planning goals – goals that express the state’s policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Urban growth boundary (UGB) - for each incorporated city, a boundary established to define the land area needed to accommodate 20 years of growth of the city – the location of the UGB is agreed to by the affected city and county(ies); only lands within the UGB are potentially eligible for annexation to the city.

Siletz Housing Needs Analysis

December 2009



Prepared for:
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Table of Contents

Introduction	1
Population and Household Trends and Projections	1
Historic Trends and Current Situation	1
Household Characteristics	2
Household Projections	3
Housing Trends, Characteristics and Forecasts	4
Housing Tenure and Housing Type	4
Housing Prices and Real Estate Market	5
Housing Affordability	9
Summary	11
Future Land Needs	11
Comparison of Needs and Supply	13
Conclusion and Recommendations	14
Appendices	19
Appendix A: Definitions	19

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List of Tables

Table 1: Siletz Population Growth	2
Table 2: Household Income, Size, Age and Tenure, Lincoln County and Siletz	3
Table 3: Projected Population Growth for the City of Siletz	4
Table 4: 2030 Projected Household Units	4
Table 5: Housing units by Tenure and Vacancy Status: Siletz, 2000	5
Table 6: Housing Affordability for Siletz Households, 2000	10
Table 7: Projected Housing Needs by Type	12
Table 8: Siletz Housing Density, Actual and Needed	13
Table 9: Summary Table: Siletz Buildable Residential Land	14
Table 10: Siletz Housing Mix, Actual and Needed	14

List of Figures

Figure 1: Median Sale Price for Single Family Housing Units, 1990-2008	6
Figure 2: Sales of Select Types of improved Property: Lincoln County 1990-2008	7
Figure 3: Improved Property Sale Price: Lincoln County, 1990-2008	8
Figure 4: Percent of Income Spent on Housing Costs	9
Figure 5: Gross Rent as a Percent of Household Income, 1990-2008	10

List of Maps

Map 1: Siletz Buildable Lands Inventory	18
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Introduction

The Housing Needs Analysis (HNA) reviews current and projected housing needs by type and density in order to ensure that the City of Siletz meets the full range of housing needs for the next 20 years. The HNA follows methodology recommended by the State of Oregon in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas* and complies with Statewide Planning Goal 10: Housing. The results of the analysis will inform and support policies outlined in the Comprehensive Plan.

Prior to this study, the last housing needs analysis for Siletz was completed for the 1987 Comprehensive Plan revision, and includes data from as far back as 1978. Since that time, changes have occurred in the economy, real estate market and housing patterns that have likely had an impact on housing needs and housing demand in Siletz. The proportion of owner-occupied housing has grown and declined, corresponding to the local timber industry. The prevalence of manufactured homes has continued to grow since that period, and new home construction costs continue to grow throughout Lincoln County. The most apparent trend, however, is the growth of residential development outside of Siletz city limits on property owned by the Confederated Tribes of Siletz Indians. Because this development is technically outside of the city and not subject to County building permits, it is not captured in many data sources.

The City of Siletz is a unique community with a large amount of land owned by the Tribe and a considerable population living in tribal housing just outside of the city. While this residential development is not factored into the Housing Needs Analysis, it contributes to the character of the community and creates an additional draw for residents to the area.

In the 1987 Comprehensive Plan revision, the City outlined a vision for a growing residential center that would primarily serve as a bedroom community for employment centers outside of the community. Today, that vision has grown to encompass greater employment opportunities for local residents and a greater mix of residence types to meet the needs of all residents. The Housing Needs Analysis describes what those needs are expected to be in the next twenty years, outlines the amount and types of residential land that will be needed to meet those needs, and will provide several recommendations for meeting those needs while maintaining the safe, walkable and "small town" community its residents value.

Population and Household Trends and Projections

Population growth in the City of Siletz and Lincoln County will drive the demand for future residential land within the Siletz urban growth boundary (UGB). The following is an analysis of historic and projected population trends, which will be used to forecast the demand for additional residential units.

Historic Trends and Current Situation

The City of Siletz has maintained a relatively stable population in recent decades, growing 4.8% between 2000 and 2008. This is a healthy rate in comparison to Lincoln County's 0.53% growth rate during the same period. The 2008 population estimate was 1,190, approximately 2.66% of the Lincoln County population. The 2008 population estimate for Lincoln County was 44,715 according to Portland State University certified estimates (see Table 1).

Table 1: Siletz Population Growth

Year	Lincoln County Population	City of Siletz Population	Siletz Share of County Population
1980 census	35,264	1,001	2.84%
1990 census	38,889	926	2.38%
2000 census	44,600	1,133	2.54%
2006 census	44,520	1,150	2.58%
2008 estimate	44,715	1,190	2.66%

Source: US Census. <http://www.census.gov/>. Estimated data from PSU certified population estimates: <http://www.pdx.edu/pre/>.

According to the 2000 Census figures, the average household size in the City of Siletz was 2.7 persons. Dividing the population estimate for 2008 of 1,190 by 2.7 provides an estimate of 441 current households within the city limits.

Household Characteristics

A number of demographic factors have been shown to correlate to housing need and choice. These include: the age of the head of the household, household composition, household size and household income. Several long-term socioeconomic trends are affecting household characteristics and thus housing needs within the United States.

- Household composition is changing. More households are composed of “empty-nesters”, young singles, and couples than the “traditional” family.
- Average household size is declining, with an increase in one or two-person households. This trend of declining household size indicates a shift toward smaller sized housing, other things (such as income) being equal.
- Age of the head of household is increasing, largely due to the aging baby-boomer generation. This trend will likely continue in upcoming years, with large increases in the 55-64 and over 65 age groups. A greater propensity toward homeownership is expected to follow this trend, as the older age groups may have a greater ability to purchase housing. In age groups over 65, there is also an expectation that households will “trade down” to smaller housing units.
- Household income has generally increased, but has not kept pace with housing prices and rent. More households are spending in excess of the recommended 30% of monthly income on housing. As a result, there may be an increased demand for affordable housing, including manufactured homes, apartments, townhouses, and small-lot single-family houses.

These trends are evident at the county level. Lincoln County and other coastal counties in Oregon have more residents in the 65+ age group than the rest of Oregon. Corresponding with this demographic, nearly 70% of households are one or two-person households.

While these broader trends have affected and will continue to affect the regional housing market, they have not played out as significantly in the community of Siletz to date. As indicated in Table 2, within Siletz there is a higher rate of homeownership, a larger average household size, and slightly younger heads of household than for the county as a whole. The correlation of these characteristics can provide a good indication of housing needs, and is done by the Public Use Micro Data (PUM) for larger metropolitan areas.¹

¹ Public Use Micro Data (PUM) is only available for metropolitan areas over 100,000 people.

Table 2: Household Income, Size, Age and Tenure, Lincoln County and Siletz 2000

Income	Lincoln County		Siletz	
	Households	% Share	Households	% Share
Total Households	19,352	100	445	100
Less than \$10,000	2,065	10.7	39	8.8
\$10,000 to \$14,999	1,610	8.3	51	11.5
\$15,000 to \$24,999	3,516	18.2	69	15.5
\$25,000 to \$34,999	3,165	16.4	45	10.1
\$35,000 to \$49,999	3,279	16.9	97	21.8
\$50,000 to \$74,999	3,325	17.2	116	26.1
\$75,000 to \$99,999	1,321	6.8	23	5.2
\$100,000 to \$149,999	644	3.3	5	1.1
\$150,000 to \$199,999	215	1.1	0	0
\$200,000 or more	212	1.1	0	0
Median household income	32,769	--	38,542	--
Household Size	Households	% Share	Households	% Share
Total households	19,296	100	420	100
1-Person	5,657	29.3	83	19.8
2-person	7,963	41.3	143	34
3-person	2,534	13.1	78	18.6
4-person	1,845	9.6	69	16.4
5-person	845	4.4	33	7.9
6-person	274	1.4	9	2.1
7+ people	178	0.9	5	1.2
Average Household Size	2	--	2.7	--
Age of Head of Household	Households	% Share	Households	% Share
Total occupied housing units	19,296	100	420	100
15 – 24	716	3.7	19	4.5
25 – 34	1,986	10.3	57	13.6
35 – 44	3,385	17.5	106	25.2
45 – 54	4,292	22.2	90	21.4
55 – 64	3,185	16.5	54	12.9
65+	5,732	29.7	94	22.4
Tenure ²	Households	% Share	Households	% Share
Occupied housing units	19,296	100	420	100
Owner-occupied housing units	12,674	65.7	295	70.2
Renter-occupied housing units	6,622	34.3	125	29.8

Source: US Census 2000, QT-P32, QT-P10, QT-H2, DP-1

Household Projections

The first step in projecting households is projecting population. The State of Oregon requires each county to adopt a coordinated population forecast, pursuant to ORS 195. In lieu of adopting the coordinated forecast, a county may choose to take a “safe harbor” approach and adopt a forecast based on the Oregon Office of Economic Analysis county forecasts. The safe harbor approach requires that urban areas within the county maintain a share of the projected population

² The U.S. Census data is inconsistent on housing units and tenure. Based on Tables QT-P32, QT-P10, QT-H2 and DP-1, there are a total of 420 occupied housing units with 65.7% owner-occupied and 34.3% renter occupied. However, according to Census Tables QT-H10 and QT-H5, there are a total of 439 occupied units, with 74% occupied by owners and 26% occupied by renters.

equal to their current share (ORS 660-024-0030). Lincoln County has not adopted a coordinated population forecast and thus the City of Siletz must take the safe harbor approach. This approach generates a population of 1,429 residents by 2030 (see Table 3).

Table 3: Projected Population Growth for the City of Siletz

Year	Lincoln County		Siletz Share of County
	Population	City of Siletz Population	Population
2008 estimate	44,715	1,190	2.66%
2020 projected	50,379	1,340	2.66%
2030 projected	53,710	1,429	2.66%

Source: US Census. <http://www.census.gov/>. Estimated data from PSU certified population estimates: <http://www.pdx.edu/pre/>. Projected data from the OEA: http://www.oregon.gov/DAS/OEA/demographic.shtml#Long_Term_County_Forecast

To gain a more accurate perspective of how population growth translates into a need for housing units and additional residential land, population is converted to household units. Using the methodology supported by the State of Oregon, individuals residing within the City's urban fringe are added to the population. To get an estimate of the number of residents in the urban fringe, the City's average household size of 2.7 people is multiplied by the number of homes in the fringe. The 29 households in the fringe are thus assumed to account for an additional 78.3 residents. (The State's methodology also requires accounting for residents of group facilities such as nursing homes and dormitories; however there are currently no such facilities in Siletz.) This translates to an additional 117 housing units needed by 2030 (See Table 4.)

Table 4: 2030 Projected Household Units

Current population (2008 estimate)	1190
Divide by historic household size (2.7)	441
Total Projected Population	1,429
- Projected Population in Group Quarters	0
+ Population in UGB	78
Projected Combined Population	1,507
Projected Households	558 households
Projected Change in Households	+ 117

Source: US Census. <http://www.census.gov/>. Projected data from the OEA: http://www.oregon.gov/DAS/OEA/demographic.shtml#Long_Term_County_Forecast

Housing Trends, Characteristics, and Forecasts

In addition to changes in population and household size, housing needs will also be driven by housing trends and community characteristics. Changes in housing costs, relative to income, can have a great impact on the type of housing that will be needed by area residents. The most current data available to describe and predict these trends and characteristics for Siletz is 2000 Census data.

Housing Tenure and Housing Type

In the 2000 Census, 91% of units were recorded as single-family and 9% were multi-family or duplex units. Of all housing units, approximately 68% were owner-occupied and 24% were renter-occupied³. This compares to a 66% ownership rate and 34% rental rate at the County level

³ The U.S. Census data is inconsistent on housing units and tenure. Based on Tables QT-P32, QT-P10, QT-H2 and DP-1, there are a total of 420 occupied housing units with 65.7% owner-occupied and 34.3% renter occupied. However, according to Census Tables QT-H10 and QT-H5, there are a total of 439 occupied units, with 74% occupied by owners and 26% occupied by renters.

in 2000. Owner-occupied units in Siletz were evenly split among single family “site-built” homes and single-family manufactured units. Details of Siletz housing tenure are included in Table 5. Although the Census data does not distinguish manufactured homes on individual lots from those in parks, the Lincoln County Assessor reported 71 units in manufactured home parks in March, 2009.

Table 5: Housing Units by Tenure and Vacancy Status: Siletz, 2000

Structure Type	Owner Occupied		Renter Occupied		Vacant		Total Units
	Units	% Share	Units	% Share	Units	% Share	
SF Detached	163	50.2%	49	43%	24	58.5%	236
Duplex	0	0%	7	6.1%	2	4.9%	9
Multi-Family (3+ units)	0	0%	36	31.6%	0	0%	36
Manufactured Home	162	49.8%	22	19.3%	15	36.6%	199
Total	325		114		41		480

Source: US Census 2000, QT-H10, QT-H5

Of the 24% of housing units that were rental units in 2000, 43% of those were also single-family “site-built” homes, 31% were multi-family apartments, 19% were manufactured or mobile homes⁴, and 6% were duplex units. In total, 9.4% of Siletz housing units were multi-family or duplex units.

In 2000, Siletz had a vacancy rate of 8.5%, which was much higher than in 1990 rate of 4.6%, and much higher than the rate that is considered “healthy” for a real estate market⁵. Of the vacancies in 2000, approximately 10% of single-family detached units were vacant, but no multi-family units were vacant. The high vacancy rates may be the result of recent tribal housing construction in the community or surrounding areas, and are not necessarily indicative of annual or average vacancy rates. The clear difference in multi-family and single-family vacancy rates can, however, suggest an imbalance between existing and needed housing types in Siletz, with an under-supply of multi-family attached units.

Housing Prices and Real Estate Market

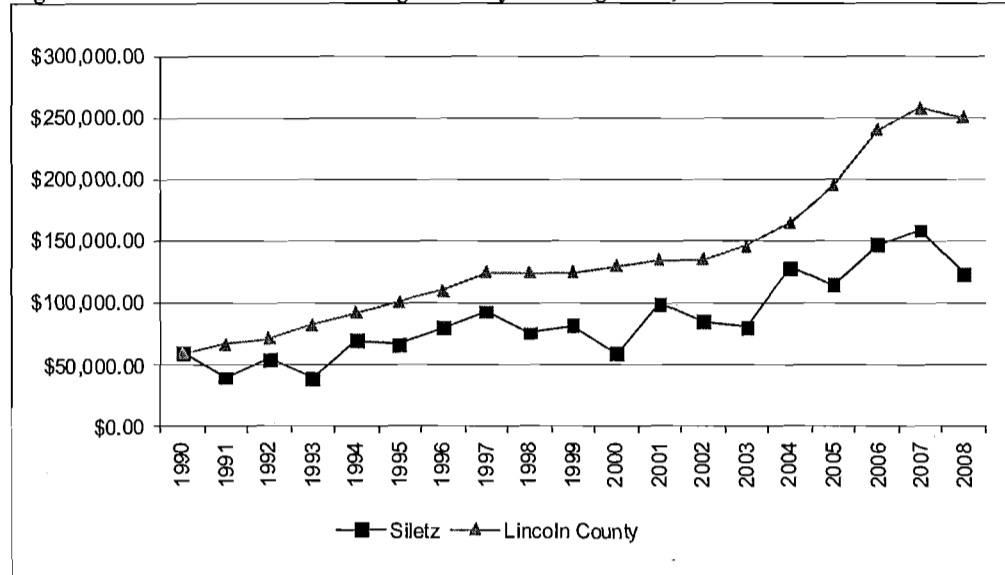
Regional real estate trends indicate that the median sale price for all single-family housing units is quickly increasing throughout Lincoln County, but to a lesser degree in the City of Siletz. The difference between Siletz and the County overall may be attributed to a variety of factors, including lower property values in Siletz, different types of residential development, and market demand differences. This section will provide additional clarity on how regional real estate trends may affect the demand for specific housing types in Siletz.

The sale price for single-family homes in Lincoln County and Siletz increased at a steady, similar rate between 1990 and 2004, until the sale price of homes at the County level began to grow much faster than the traditional trajectory. Including this recent surge, the sale price for single family homes has, nearly tripled from \$59,500 in 1990 to a peak of \$257,750 in 2007. Between 1995 and 2008, the median sale price for single-family homes in Lincoln County increased 150%, from \$102,006 to \$250,000. In comparison, the median sale price in Siletz increased 85%, to reach \$124,000. There was a slight decline in both markets during 2008, due to a national decline in the housing market (see Figure 1).

⁴ In 1976, The US Department of Housing and Urban Development (HUD) established the Manufactured Home Construction and Safety Standards, whereby all manufactured homes constructed after that date would be required to meet certification standards and receive HUD tags. Mobile homes are not covered under these standards; however, the Assessor includes pre-existing mobile homes within the same category as manufactured homes.

⁵ U.S. Census 1990, “Table H004,” 3 March 2009. <<http://www.census.gov>>

Figure 1: Median Sale Price for Single-Family Housing Units, 1990-2008



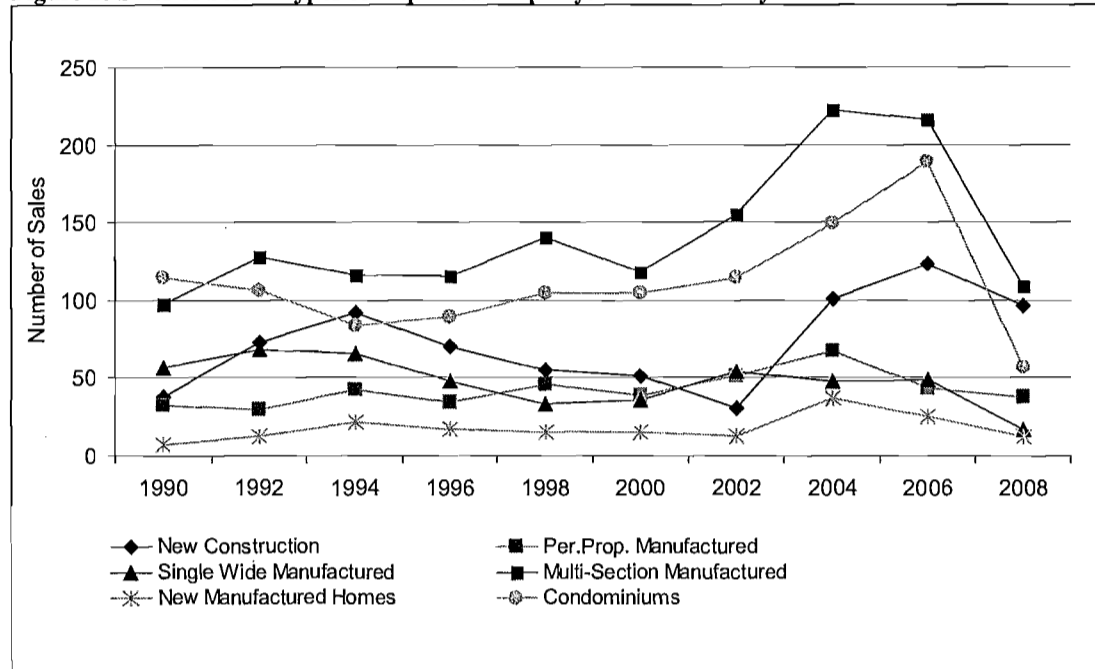
*Includes all single family site-built homes and manufactured or mobile homes with land
Source: Lincoln County Assessor

Reflecting median sale prices, the assessed value of single-family detached homes (including “site-built” and manufactured) increased 1.64% between 1995 and 2008. Manufactured homes without land decreased in value by 35%. Land was assessed independent from improvements, and increased in value by 2.08% throughout Siletz⁶. In 2008, the Lincoln County Assessor adjusted both land and single family homes by 1.16% (not including property in the Siletz Mobile Home Park). In comparison, the City of Toledo saw a 4.35% increase in land values and a 15.15% increase in improvements. These assessed values indicate first that the value of land is increasing faster than the value of improvements in Siletz, and second, that the value of both is appreciating at a slower rate than nearby communities.

The sales of multiple section manufactured homes, condominiums and new construction have all increased considerably in Lincoln County since 1990, while personal property manufactured homes and new manufactured homes have all remained at a generally steady but lower percentage of overall sales. During the recent housing market downturn, the most drastic decline was in the sale of condominium units, indicating their greater susceptibility to market fluctuations. While it does not account for all real estate sales, or specific site characteristics, Figure 2 illustrates these general trends in Lincoln County.

⁶ Lincoln County Assessor. Lincoln County historic sales ratio reports. 2009

Figure 2: Sales of Select Types of Improved Property: Lincoln County 1990-2008



Source: Lincoln County Assessor

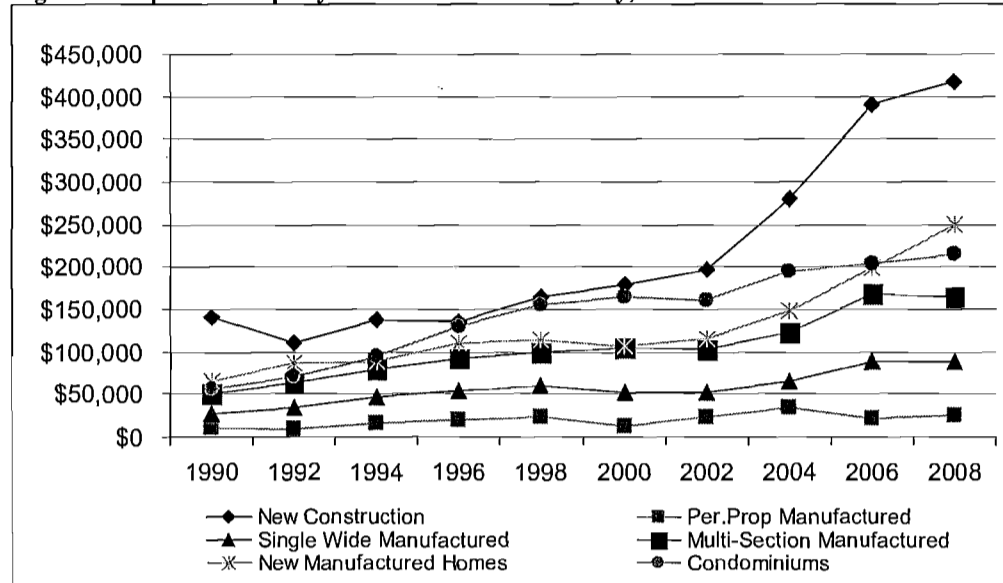
During this same time period, the cost of purchasing a newly constructed home rose considerably. In part, this can be contributed to the increasing cost of bringing materials and labor into rural areas (see Figure 3). Because housing development is largely driven by relative development costs, and what a market will accept at the least cost, this has resulted in increased construction of manufactured homes in many rural areas throughout Oregon. This includes Siletz, where nearly half of single-family detached units are manufactured homes.

Since 1995, 49 building permits were issued for manufactured homes on real property in the City of Siletz and only 3 permits were issued for site-built houses on real property. An additional 22 permits were issued for personal manufactured homes to be placed in the manufactured home park (on leased property).⁷ The manufactured home park has 71 sites that are currently full, and it is assumed that the majority of the home placements since 1995 were replacements. Overall, 70% of building permits between 1995 and 2008 were for single-family detached units, all on individual infill lots. Two lot partitions occurred, splitting existing lots into two smaller lots. 30% were for manufactured units in parks.

Subdivision development has occurred only on tribal land, where 80 housing units have been constructed since 1995. Because the tribe is not required to apply for city or county building permits, these units are not included in the totals above, but do represent the local development of a variety of single-family detached, multi-family and duplex units.

⁷ Based on building permits filed with the City of Siletz and Lincoln County between 1995 and 2008.

Figure 3: Improved Property Sale Price: Lincoln County, 1990-2008



Source: Lincoln County Assessor

In summary, Lincoln County trends show a large jump in the median sale price of homes in recent years, and significant increases in the sale of condominiums and newly constructed units. Factors pushing sale prices higher are the increased cost of construction and the growing market for high-end ocean-view properties, unique to the coast. The City of Siletz is characterized by lower priced land without ocean views, lower appreciation rates and an even mix of single-family site-built and manufactured homes, indicating that it can provide a lower cost alternative for home-buyers in Lincoln County. Since 1992, there have been more sales of multiple-section manufactured homes than any other housing type in Lincoln County. Because manufactured homes are typically less expensive than other housing types, it is assumed that demand for manufactured homes will continue. There is no evidence to counter the data and corresponding trend in the next 20 years.

It is expected that, over the longer term, economic conditions and public policies will continue to turn consumer demand away from larger lots and units to smaller, more economical units. A combination of this trend and the shrinking supply of affordable land along the Oregon coast may bring additional residents to the Siletz area.

In Lincoln County, employees of the large tourism and hospitality industry are unable to secure affordable housing as a rising demand for coastal property continues to push up housing costs⁸. In this situation, there is a need for more affordable housing; however, the market is responding to a more lucrative demand for high-end ocean-view properties. The Lincoln County Community Development Association and the Lincoln County Housing Authority are responding to this discrepancy in market demand and local needs by securing grants and working with cities to develop workforce and assisted living housing in Yachats, Toledo, Lincoln City and Newport. It is likely that this county-wide trend will impact housing needs in Siletz, as area residents seek out more affordable places to rent or own a home. With both property and land values appreciating

⁸ Oregon Coastal Zone Management Association. *A Demographic and Economic Description of the Oregon Coast: 2006 Update*. (Newport, 2006)

and selling at a slower rate than the County and the nearby community of Toledo, Siletz becomes a logical choice for prospective homeowners with a moderate income.

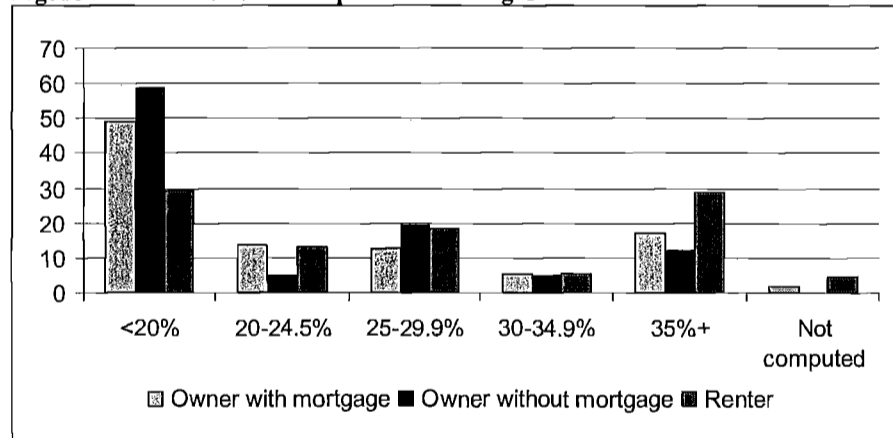
Housing Affordability

When determining the future housing needs of a community, it is important to consider what types of housing would be affordable relative to the income of projected households, and to accommodate all income levels. According to the U.S. Department of Housing and Urban Development, housing can generally be considered affordable if it requires no more than 30% of a household’s income. This is particularly true for households at or below 80% of area median income. Nationally, incomes are not rising as quickly as housing costs – creating a widening gap between housing costs and earnings.

According to the 2000 Census, the Siletz median household income was \$38,542. Seventy-six Siletz households (40%) had income less than 80% of the median (80% of \$38,542 being \$30,834). Although the median income has most likely risen since 2000, these numbers are the best available for considering future housing needs. When looking to the affordability of housing types, it is shown that 34% of renters, 23% of homeowners with mortgages and 17% of homeowners without mortgages spent more than 30% of their income on housing.

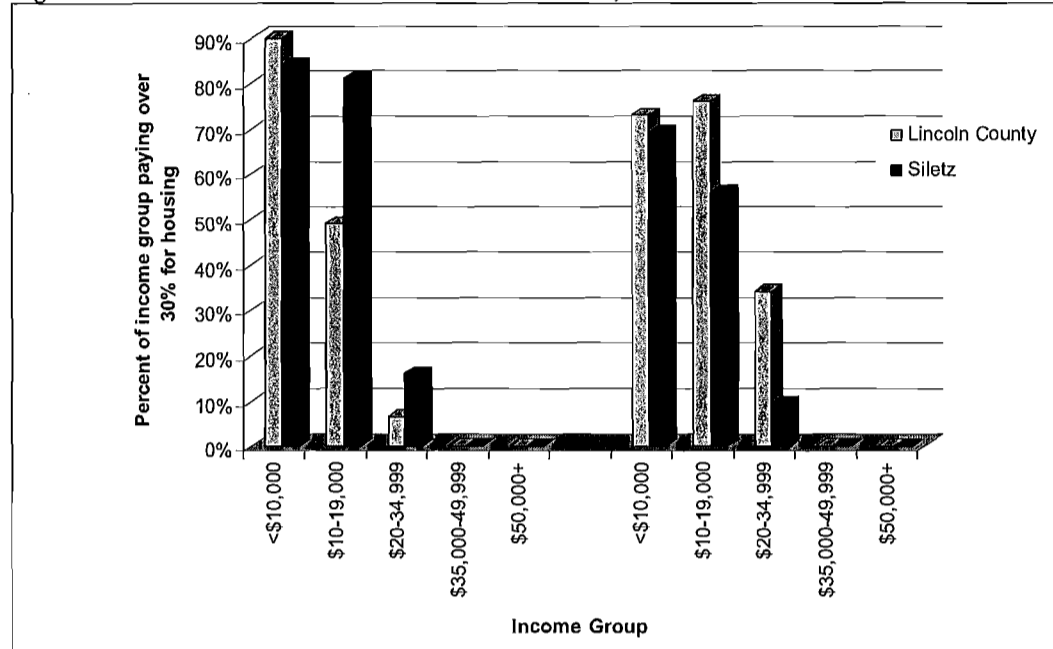
The percentage of low income rental households paying over 30% of their income on housing decreased between 1990 and 2000 in Siletz, while rental costs rose more dramatically relative to income throughout Lincoln County (see Figure 7).

Figure 4: Percent of Income Spent on Housing Costs



Source: U.S. Census, 2000. QT-H15, DP-4

Figure 7: Gross Rent as a Percent of Household Income, 1990 & 2000



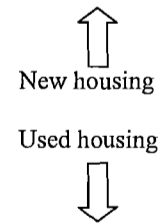
Source: US Census 1990, H050, 2000 US Census, H73

This being said, the majority of Siletz residents spent less than 30% of monthly income on housing in 2000, and could afford a range of housing types (see Table 6). Nearly half (48%) of Siletz households had income of \$35,000 to \$74,999 per year. Typically, these households can afford a range of housing, including single-family detached, multi-family, and duplex units. Although there has been a historic preference for single-family detached homes in rural areas like Siletz, housing preferences may shift as more options come into the marketplace, including clustered housing on smaller lots and attached single-family units.

An additional 26% of households had incomes between \$15,000 and \$34,999, which generally can afford multi-family units or manufactured homes in parks. 20% of Siletz households had income of less than \$15,000. These households typically find apartments, manufactured homes in parks and subsidized housing affordable. 6% of Siletz residents were considered “high income” and able to afford all housing types.

Table 6: Housing Affordability for Siletz Households, 2000

Market Segment by Income	Household Income Range	Percent of Siletz Households	Financially Attainable Products
High	\$75,000 or more	6%	All housing types
Upper Middle	\$35,000-\$74,999	48%	Small lot single-family detached, multi-family, manufactured homes
Lower Middle	\$15,000-\$34,999	26%	Manufactured homes in parks, Apartments
Low	Less than \$15,000	20%	Apartments, subsidized housing, manufactured homes in parks



Source: Adapted from Planning for Residential Growth: A Workbook for Oregon's Urban Areas, available on the DLCD website

Currently, subsidized housing in Siletz is available through the Confederated Tribes of Siletz Indians (CTSI) for tribal members. CTSI has 84 mutual help homes and 57 low income apartments in or adjacent to city limits. This includes duplex units, apartments, and single-family homes. There are additional properties throughout the region that are managed by CTSI and accept housing vouchers. Due to the high demand for these subsidized units, there is a 3-4 year wait for tribally-owned subsidized apartments and a 5-10 year wait for homes⁹.

Summary

Reviewing housing and real estate trends at the regional and national level, as well as the local level, several predictions can be made regarding future demand for specific housing types in Siletz.

- There will be an increased demand for apartments, based on affordability for Siletz residents and national trends toward smaller households and more retirees “downsizing” to smaller units.
- There will be a continued demand for affordable and government-assisted housing, based on the percent of Siletz households currently paying more than 30% of income on housing and the demand for subsidized housing throughout Lincoln County.
- Siletz will see a slight decrease in demand for single-family detached homes, relative to multi-family housing. However, demand for single-family homes will remain higher in Siletz than the county as a whole based on affordability to Siletz residents and the large proportion of householders aged 25-54, which can afford and more often seek single-family homes.
- It is anticipated that the long-term trend of higher land values and home prices in coastal cities will continue, thus driving those seeking lower-cost housing options to inland communities, such as Siletz.
- There will be a continued demand for sites at manufactured home parks, based on affordability for Siletz residents, which will be met in part by existing facilities.

Future Land Needs

Currently, 76% of housing units are single-family detached “site-built” or manufactured homes, 16% are manufactured homes in parks, and 8.9% are multi-family units. This housing mix reflects historic housing needs and demand, and does not necessarily reflect current or projected needs or demand. The data in this analysis indicates that there is an unmet need for multi-family rental units and a demand for housing affordable to low income residents. Currently this need is being met through manufactured homes in parks, where 30% of residential development activity has occurred since 1995. Development of single-family detached units made up the remaining 70% of activity.

Recognizing recent trends and projected needs, it can be estimated that 65% of development will continue to be for single-family residential use, and 35% will be allocated toward the development of smaller and lower cost housing through 2030. It is recommended that the actual mix of housing types become more diverse, however, with 65% allocated for single family detached units, 20% allocated for multi-family and duplex development, and 15% allocated for

⁹ Data from the Confederated Tribes of Siletz Indians Housing Department staff, 2009

manufactured homes in parks. It is assumed that some of the demand for manufactured homes in parks will continue to be met by the existing manufactured home park which currently accommodates 71 units.

To allow for a healthy real estate market and consumer choice, a vacancy rate of 5% will be included in the housing needs projections. This number is lower than the vacancy rate recorded in the 2000 Census, but is consistent with overall vacancies in 1990 and is more consistent with the goals of the community. The high vacancy rate in 2000 (10% for single-family detached units, and 8.5% overall) could have been due to a number of unique factors, including recent housing construction on land within or in proximity to the City of Siletz, including tribal housing. Allowing for a 5% vacancy rate, there is a projected need for 123 additional housing units, including 80 single-family units, 19 manufactured units in parks and 24 multi-family or duplex units.

Table 7: Projected Housing Needs by Type

Household projections		
	Population	Households
2008 estimates	1,190	441
2030 projections (including UGB)	1,507	558
Total projected change	317	117
Projections by housing type		
Single-family detached (incl. manufactured)		
Land use designation (permitted outright)	SR, GR, GC	
Current units	403	
Projected need	76	
Vacancy rate (5%)	4	
Total projected need	80	
Projected acres needed	16	
Manufactured homes in parks		
Land use designation (permitted outright)	GR, GC	
Current units	83	
Projected need	18	
Vacancy rate (5%)	1	
Total projected need	19	
Projected acres needed	3.42	
Duplex & multi-family		
Land use designation (permitted outright)	GR, GC	
Current units	45	
Projected need	23	
Vacancy rate (5%)	1	
Total projected need	24	
Projected acres needed	4.13	
Total projected housing needs through 2030		
Total units	123	
Total acres	23.55 (16 SR /7.55 GR)	

Source: Lincoln County Assessor (Duplex and Multi-Family unit count based on 2000 US Census data). Population projections from the Oregon Office of Economic Analysis and PSU certified population estimates.

If this projected residential development were to occur at the recent development density of 2.7 units per acre for single-family detached units and 5.56 units per acre for manufactured units in parks (shown in Table 10), there would be a need for 38.17 acres of land. This pattern of development is not advisable for future development, however. The rate of single-family development is far below the 1987 target density of 4.4 units per acre, and is far below the allowable density for manufactured home parks – 8.7 units per acre. Recent development

patterns are also inconsistent with state and local development goals, which encourage efficient use of land and the development of a safe and walkable community.

Table 8: Siletz Housing Density, Actual and Needed

	Recent Development Density	1987 Target Density
Average net density (1995-2008)	3.27	--
Single-family detached	2.7	4.4
Manufactured homes in parks	5.56	8.71 (allowable)
Duplex	n/a	4.4
Multi-family	n/a	12

Source: Lincoln County and City of Siletz building permit data 1995-2008

It is recommended that the City seek to meet the state goals by developing at a higher *overall* average density of 6-8 units per acre, primarily through the encouragement of multi-family and duplex housing development. Developing at this density will help to address demographic and economic trends, global climate change concerns, and guidelines for housing and efficient land use set by Statewide Planning Goals 10 and 14.

The City of Siletz currently has four land use designations, three of which currently permit residential development outright. The development of single-family detached units is permitted outright in SR, GR and GC zones; the development of manufactured home parks and multi-family units is permitted outright in GR and GC zones. Multi-family units and manufactured home parks are also permitted with conditions in SR zones.

While there is some variability in where each housing type is located, the majority of single-family development has occurred in SR zones and the vast majority of manufactured home park and multi-family development has occurred in GR zones. For the purposes of this analysis, we are assuming that this development trend will continue. To ensure that enough land is zoned appropriately to meet projected needs for each type of housing, single-family development needs will refer to a need for SR designated land, while manufactured home park and multi-family development needs will refer to a need for GR land.

Comparison of Need and Supply

The Buildable Lands Inventory found 94.52 total acres of buildable land within the City of Siletz, which included vacant, partially vacant, and redevelopable land, as shown on Map 1. This included 57.18 acres of SR designated land and 29.51 acres of GR designated land. An additional 7.83 acres of GC land was included in the Buildable Lands Inventory (BLI). Based on the projected need for 16 acres of SR land and 7.55 acres of GR land, and accounting for market choice and site diversity, the current supply of buildable land will readily meet housing needs and demands through 2030 (see Table 11).

Table 9: Summary Table: Siletz Buildable Residential Land

Comprehensive Plan Designation	Total Acres	Total Buildable Acres	Projected Land Needs
SR – Single Family Residential	164.63	57.18	16
GR – General Residential	62.77	29.51	7.55
GC – General Commercial	20.40	7.83	n/a
PF – Public Facilities	21.83	0	n/a
Total	269.63	94.52	23.55
TT – Tribal Trust Land*	89.85	8.40	--

Source: Based on GIS data from Lincoln County and CTSI.

* Not a City of Siletz Comprehensive Plan designation

Based on actual development densities since 1995, there is an adequate supply of buildable SR and GR residential land to meet projected housing development, at current densities or at slightly higher densities, as recommended. The actual mix of recent housing development will not continue to meet housing needs, however. To meet current and projected needs, an increase in duplex and multi-family housing options is advised.

Table 10: Siletz Housing Mix, Actual and Needed

Housing Type	Units built 1995-2008	Actual housing mix	Needed housing mix	Difference to fulfill needs
Single-family detached (incl. manufactured)	52	68.42%	65%	-3.42%
Manufactured homes in parks	22	28.95%	15%	-13.95%
Duplex & multi-family	0	2.63%	20%	17.37%
Total	74	100%	100%	--

Source: Lincoln County and City of Siletz building permit data 1995-2008

Conclusion and Recommendations

The Housing Needs Analysis demonstrates that the City of Siletz has an adequate supply of buildable land within the UGB to accommodate projected residential growth through 2030, but will require additional multi-family and duplex housing options to fully meet current and future housing needs. A lack of vacant and available multi-family rental units reported in the 2000 Census, input from the community survey, national and regional trends toward affordable housing and recommended housing mix standards all point to a need for affordable and multi-family housing in Siletz.

The State of Oregon requires that local comprehensive plans project future land needs 20 years into the future and then facilitate efficient land use and accommodate the range of projected housing needs. In Siletz, these housing needs include single-family detached houses, manufactured home parks, multi-family units and affordable housing options. To meet these State requirements and the housing needs defined in this analysis, the City may consider the following alternatives.

Create a multi-family overlay

Create a multi-family overlay district to encourage and direct multi-family development in a manner appropriate for the context of the community. The district can be 'overlaid' on the existing General Residential district upon approval of a multi-family housing development.

The City can require specific site characteristics when applying the overlay, including parcel sizes between one-half and five acres, adequate access to prevent traffic and pedestrian impacts and appropriate neighborhood characteristics. Examples of parcels that may be appropriate are: 10.10.09BC-00100 and 10.10.09BD-00501.

The multi-family overlay can include incentives for developers including:

- Increase height limits to 35 feet. This is the current limit for the General Commercial zone and for multi-family districts in Newport, Toledo and Lincoln County.
- Increase maximum lot coverage to 50%, which is comparable to the maximum lot coverage in Toledo (55%) and Newport (57%) for multi-family developments.

The multi-family overlay district can also implement development standards to ensure neighborhood compatibility. Standards can include:

- Architectural guidelines (i.e., pitched roofs, porches, balconies and window placement);
- Parking in the rear only;
- Inclusion and orientation of open space;
- Landscaping.

Pros and Cons

- + More control over multi-family development
- + City can identify sites for the overlay
- +/- Would allow slightly greater lot coverage and height
- Overlay would not expand or protect multi-family areas
- Additional (minor) design standards imposed on developers
- Height and lot coverage standards may not be enough of an incentive for developers

Adopt development standards for duplex and multi-family uses

Duplex and multi-family uses are currently permitted outright the General Residential and General Commercial zones and are not permitted in the Single Family zone. To ensure that future developments of this type are compatible with the existing neighborhood, development standards and compatibility requirements can be adopted. These can include:

- Building mass standard with a maximum width or length;
- Common open space requirement, which can be a percentage of the total site area ;
- Building and open space orientation;
- Architectural guidelines (i.e., pitched roofs, porches, balconies and window placement);
- Parking in the rear only;
- Landscaping.

Pros & Cons

- + Ensure compatibility with existing development
- + Incorporate open space and other amenities
- If there are too many development standards, development may not occur

Allow accessory dwelling units

An accessory dwelling unit is typically a small, secondary housing unit on a single family lot, usually the size of a studio apartment. The unit can be a detached cottage, a unit attached to a garage, or in a portion of an existing house. In some communities, these units are called 'granny flats' and are meant to house an individual related to the owner of the property. In other communities, accessory dwelling units are rented, with the requirement that the property owner resides in the primary housing structure. Housing density standards usually do not apply to these units, due to their small size and low occupancy level. The City of Siletz currently does not allow accessory dwelling units.

Accessory dwelling units provide a diversity of housing options and can help meet the need for affordable and rental housing in a community. The City of Siletz can consider allowing accessory dwelling units outright in SR and/or GR zones. The City would be able to apply development standards to ensure compatibility and address key issues such as: occupancy, access, unit size, window placement, parking and setbacks.

Pros and Cons

- + Provide greater diversity of housing options and rental units (depending on who is allowed to live in the accessory dwelling unit)
- + Can allow residents to 'age in place'
- + Can provide some homeowners with an additional source of income
- + Development standards can limit impact on neighborhood
- Hard to predict impact on neighborhood

Encourage duplex development

A duplex is a structure with two single-family housing units that are either side by side or on two different floors. They share a common wall or ceiling but they typically have separate entrances and look like two houses put together. This design usually makes them more affordable to develop, purchase and rent.

Duplex units are currently permitted outright in the GR zone on 7,500 square foot lots, but are not allowed in the SR zone. The City can encourage duplex development by permitting development outright in the SR zone or allowing development on corner lots in the SR zone. To ensure compatibility with the character of the existing neighborhood, the City can provide development standards to requiring that duplex units look no different from a single-family detached home.

Pros and Cons

- + Development standards can ensure compatibility with neighborhood character

Limit residential uses in General Commercial zone

All residential uses permitted in the GR and SR zones are currently permitted outright in the GC zone with the same development standards. This means that single-family homes can be developed anywhere on the main street on a 7,500 square foot lot with 20 foot set backs and a

garage. This type of residential development is atypical for new development in a downtown commercial area, and would impact the density and pattern of commercial development along the main street.

To ensure compatibility of residential development with commercial activities and to foster a vital downtown area, the City can to limit residential development in GC zones to multi-family and mixed-use development and/or limit residential development to above and behind commercial units. The City can also provide development standards for mixed-used buildings which address setbacks, off-street parking, screening, access and pedestrian orientation.

Pros and Cons

- + Retain 'downtown' character
- + Support variety of housing options and locations
- Increased traffic in downtown area

Adjust density standards

The Oregon Statewide Planning Goals direct cities to plan for efficient land use, protect natural resources, agricultural land and open space, and to provide for efficient transportation, among numerous other goals. Adjusting residential density standards to encourage slightly smaller lots and/or greater overall density would help the City of Siletz meet those State goals.

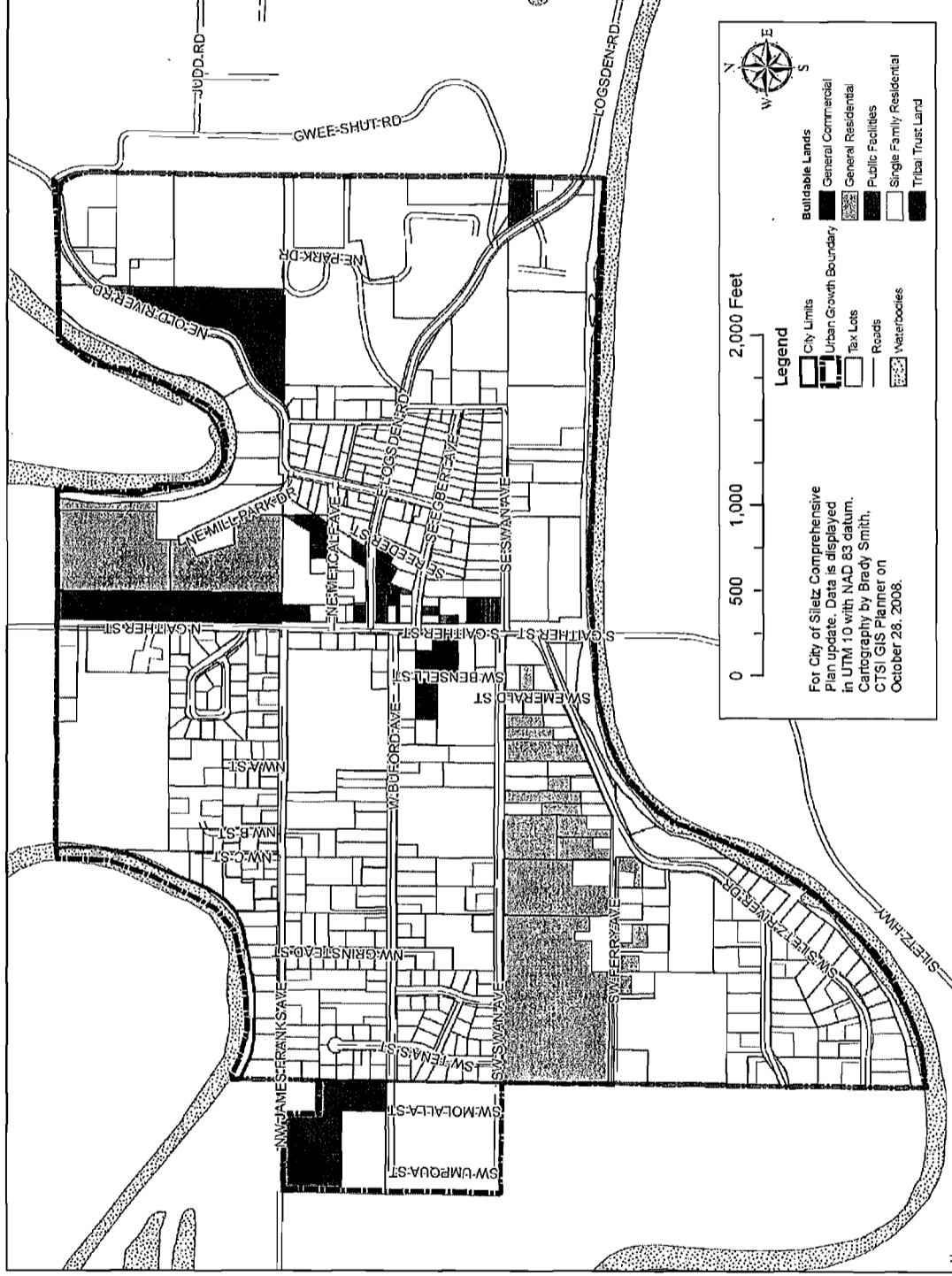
The City currently has enough residential land to accommodate 20 years of development; however, the City may want to think farther into the future and consider how current patterns of development will play out over the long term (i.e., 30-40 years). The City can plan now to prevent sprawling, development by limiting lot sizes and adjusting density standards. To achieve more efficient land use while also ensuring that new construction remains compatible with the character of the community, the City can:

- Maintain a minimum lot size of 7,500 square feet for Single Family residential development, while working toward an *overall* housing density of 6-8 units per net acre by supporting the development of multi-family and duplex units.
- Establish a maximum residential lot size of 9,000 - 10,000 square feet
- Adopt a smaller minimum lot size (i.e., 6,000 square feet), a maximum lot size of 10,000 square feet, with an overall density target of 5-7 units per acre.

Pros and Cons

- + Will allow more efficient land use
- + The City will remain at current size for a longer time
- + Will promote a walkable community and prevent sprawling growth
- + Changes would be consistent with standards in nearby communities
- New construction may be on slightly smaller lots

Map 1: Siletz Buildable Lands Inventory



Appendix A: Definitions

Accessory dwelling unit - A small, secondary housing unit on a single family lot, usually the size of a studio apartment. The unit can be a detached cottage, a unit attached to a garage, or in a portion of an existing house.

Buildable land - tax lots within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that are suitable and available for development. Land is generally considered suitable and available unless it is defined as unbuildable.

Buildable Lands Inventory - an analysis intended to identify vacant and buildable land within the existing urban growth boundary for additional development.

City limits -- a boundary line that identifies land within the City.

Comprehensive Plan -- the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

Goal -- is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Government-assisted housing - housing that is financed in whole or in part by either a federal or state housing agency or a local housing authority as defined in ORS 456.005 to 456.720, or housing that is occupied by a tenant or tenants who benefit from rent supplements or housing vouchers provided by either a federal or state housing agency or a local housing authority.

Household - one or more persons occupying a single housing unit.

Housing Needs Analysis -- a background document to the Comprehensive Plan which reviews current and projected housing needs by type and density and helps the city plan to meet those needs.

Manufactured Homes - Structures with a Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974, as amended.

Needed housing units - Housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels.

Overlay district - An overlay district is used to establish alternative land development requirements within a specific area of a community that requires special attention, such as an

environmentally sensitive area or downtown commercial area. The overlay is usually superimposed over conventional zoning districts and consists of a physical area with mapped boundaries and written text spelling out requirements that are either added to, or in place of, those of the underlying regulations.

Policy – a decision-making guideline established to direct the City’s strategic growth according to its goals and guiding themes.

Safe harbor - an optional course of action for satisfying the requirements of a Statewide Planning Goal, usually involving a more simplified process.

Statewide planning goals – goals that express the state’s policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Urban Fringe - the area outside of city limits and inside the urban growth boundary of a city.

Urban growth boundary (UGB) - for each incorporated city, a boundary established to define the land area needed to accommodate 20 years of growth of the city – the location of the UGB is agreed to by the affected city and county(ies); only lands within the UGB are potentially eligible for annexation to the city.

Vacant Land - parcels that contain no permanent buildings or improvements.

Inventory of Siletz Natural Resources, Historic Areas and Related Constraints

December 2009



Prepared for:
City of Siletz
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Table of Contents

Introduction	1
Description of Resources and Related Constraints	1
Agricultural Lands	1
Forest Lands	1
Riparian Corridors	1
Wetlands	3
Fish and Wildlife Habitat	4
Scenic Resources	7
Surface Water Resources	7
Groundwater Resources	8
Air, Land and Water Quality	10
Approved Oregon Recreation Trails	10
Natural & Wilderness Areas	10
Mineral and Aggregate Resources	10
Energy sources	10
Natural Hazards	10
Historic and Cultural Areas	12
Conclusion and Recommendations	14
Appendices	16
Appendix A: Open Space Inventory	16
Appendix B: Potential Sensitive, Threatened & Endangered Species near Siletz	18
Appendix C: Definitions	19

List of Tables

Table 1: Historical Basis for Existing Siletz Street Names	13
Table 2: Potential Sensitive, Threatened and Endangered Species Near Siletz	18

List of Maps

Map 1: Siletz River Corridor	2
Map 2: Siletz Hydric Soils	4
Map 3: Oregon Department of Fish and Wildlife Strategic Habitat Areas	6
Map 4: Siletz Water Resources	9
Map 5: Siletz Historic and Cultural Areas	14

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Introduction

Natural resources, scenic or historic areas and open spaces each play a significant role in the historic and current development of the City of Siletz. Framed by the Siletz River, agricultural areas, forestland, and historic sites, the City has a rich and diverse natural and cultural heritage that will continue to play a critical role in the long term social, economic and environmental sustainability of the community. The following inventory and analysis can be used to guide the City in updating its ordinances and policies in a manner that will ensure the protection and enhancement of these resources in coming years and will comply with Statewide Planning Goal 5, which calls on cities to protect natural resources and conserve scenic and historic areas and open spaces.

Description of Resources and Related Constraints

Agricultural Lands

Much of the Siletz planning area is underlain by alluvial flood plains of predominantly Class II and III soils, as defined by the Natural Resources Conservation Service. These areas are recognized as agricultural land by the State under Statewide Planning Goal 5, and must be considered during the City's planning process. In the case of Siletz, most of these lands are currently developed for urban uses, or are undeveloped and designated for non-agricultural uses.

Forest Lands

Government Hill is the only notable forested area within Siletz. Owned by the Confederated Tribes of Siletz Indians (CTSI), the forested area is currently maintained as open space and used for camping during Pow Wow festivities. This area is not a viable site for timber harvesting.

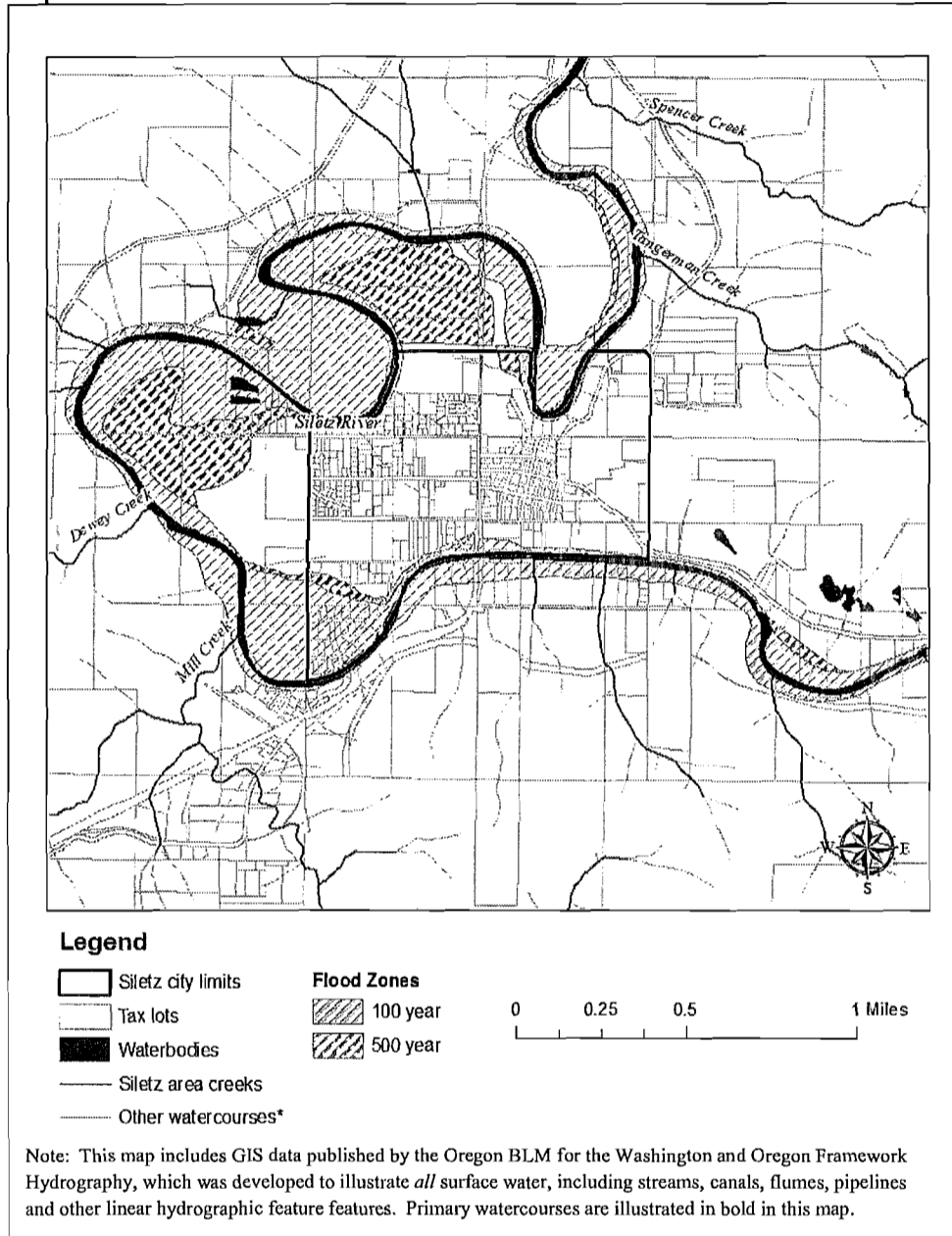
Riparian Corridors

The Siletz River corridor and its associated riparian and wetland areas are significant natural features in Siletz, providing residents with ample recreation opportunities, valuable wildlife habitat and the municipal water supply. Originating in Polk County, the Siletz River crosses Lincoln County and releases into the Pacific Ocean at the Siletz Bay just south of Lincoln City. The Siletz Bay, approximately 30 miles downstream, has been designated as a National Wildlife Refuge. Within the City of Siletz and a mile of its city limits, riparian areas associated with the Siletz River include Mill Creek, Tangerman Creek, and Dewey Creek, as indicated on Map 1.

The Siletz River corridor is characterized by plant species common to the coastal upland ecoregion: red alder, willow, salmonberry, black cottonwood, Sitka spruce and Douglas fir. Generalizing conditions from the wider mid-coast area, these forestlands consist of 17% broadleaf trees, 18% mixed forests of young conifers or broad-leafed trees, and 22% young coniferous forests. About 9% of the entire coast range ecoregion consists of large, mature coniferous trees.¹ The river serves as habitat for a variety of fish and wildlife species, including several anadromous fish which migrate up the river from the Siletz Bay to spawn. These include chinook salmon, coho salmon, steelhead and cutthroat trout. Land adjacent to the Siletz River is primarily zoned for forest, agriculture and rural residential uses. Within urban areas, such as the City of Siletz, the land is zoned for residential and public facilities uses.

¹ MidCoast Watershed Council. *MidCoast Sixth Field Watershed Assessment, 2001*. (Newport, 2001) Study area included the Alsea, Salmon, Siletz, Yachats, and Yaquina Rivers and ocean tributaries between Cascade Head and Heceta Head.

Map 1: Siletz River Corridor



Sources: Lincoln County, FEMA, Oregon BLM, CTSI

As evidenced by the forest cover patterns, the Siletz River basin has a dynamic history, with late successional forests being replaced by younger, even-aged stands. When these habitat changes occur within riparian areas, they can have a significant impact on the health of the waterway and its inhabitants. Clearing of vegetation within and adjacent to riparian areas can cause a loss of ecosystem diversity and stability, impairment of the riparian transition area, and damage to river bank stabilization which can lead to washouts, turbidity and deterioration in water quality.

The City of Siletz works to limit the impact of conflicting uses, such as development and vegetation removal, through its floodplain management and watercourse protection ordinances.

The floodplain management ordinance (15.12.160) prohibits new construction, fill and encroachment in floodways, which in Siletz includes all lands within the stream banks of the Siletz River. The watercourse protection ordinance (17.20.070) prevents the removal of riparian vegetation within twenty feet landward from the ordinary high water of the Siletz River and requires that all residential and commercial buildings be located outside of this twenty foot area.

Wetlands

Wetlands are areas that are inundated or saturated with surface or ground water for part of or all of the year and also have a variety of native plant species adapted to grow in water-saturated soil conditions. These wetland areas include swamps, marshes, bogs and similar areas. Wetlands that are well-established support unique ecosystems and perform numerous valuable functions, including:

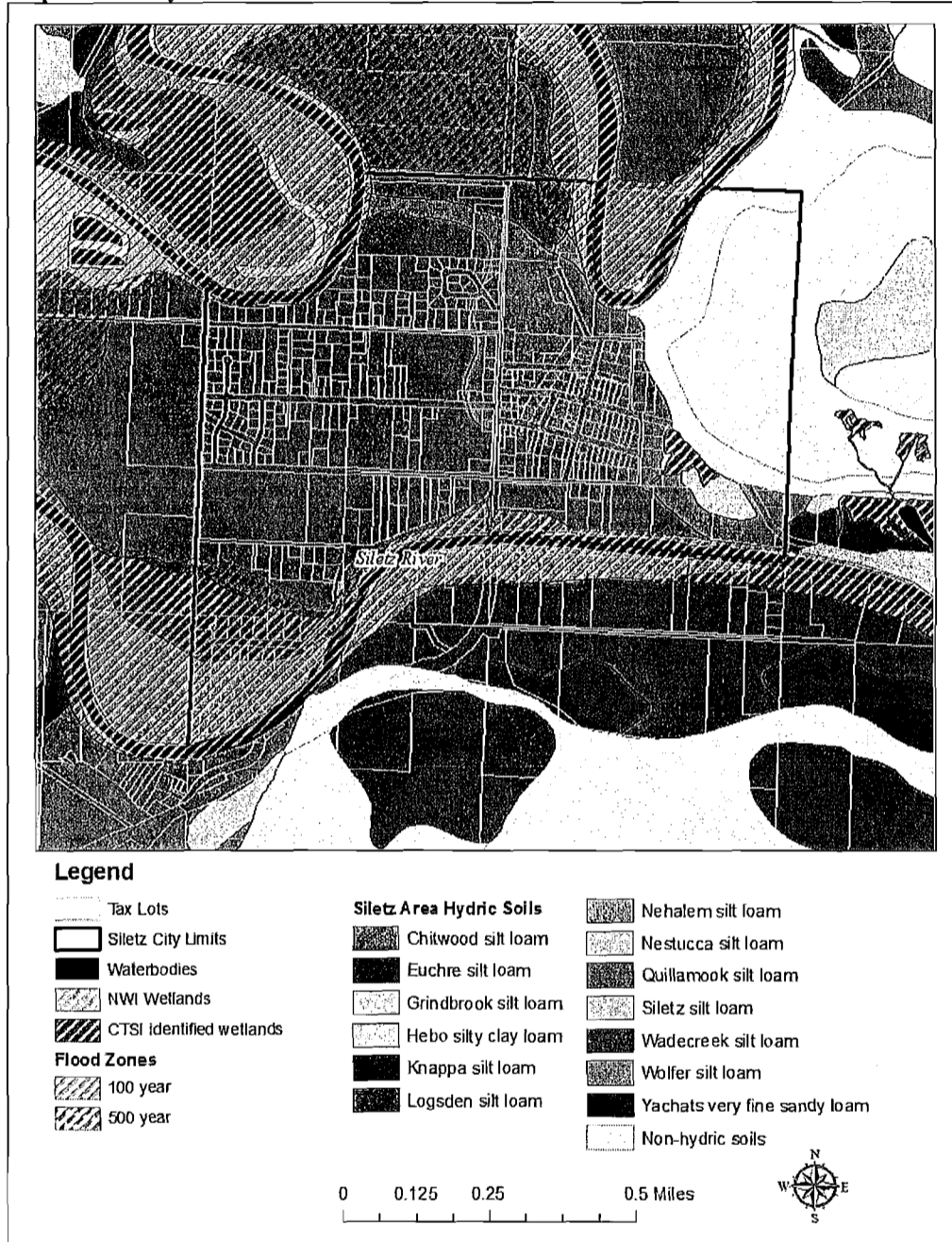
- Providing storage for water during peak flow and flooding conditions
- Reducing stream velocities that can cause stream bank erosion and damage property
- Trapping and filtering sediment and runoff from upland areas and impervious surfaces
- Removing harmful chemicals, including nitrogen, phosphorus, heavy metals, and other pollutants from the water supply
- Providing essential food, water, cover, and reproductive areas for fish, shellfish, waterfowl and other wildlife species
- Providing shade to help moderate water temperatures for fish and other aquatic animals
- Creating recreation and education opportunities, which can include fishing, hunting, wildlife observation, classroom instruction, and photography
- Creating a landscape that is diverse and aesthetically pleasing

The City of Siletz has not completed an inventory of wetland areas within the City limits; however, the prominence of hydric soils throughout the community indicates the potential for wetland areas to be identified in the future. Map 2 identifies hydric soils in the Siletz area, as well as two sites delineated by CTSI on property held in tribal trust. All wetlands on tribal trust land are under the jurisdiction of the U.S. Environmental Protection Agency or U.S. Army Corps of Engineers.

In lieu of a wetlands inventory, wetlands in Siletz are currently delineated on a case-by-case basis as parcels are planned for development. If a wetland area is positively identified and it is determined that the wetland will be impacted by the proposed development, the Department of State Lands (DSL) requires that adverse effects of the proposed project be minimized through mitigation options. DSL requires applicants to consider, in the following order: 1) avoiding the impact altogether; and 2) minimizing the impact. If impacts are unavoidable, only after proceeding through these steps may the applicant propose compensating for the impact by replacing or providing comparable substitute wetlands, stream or other water resources. This compensatory mitigation may be done on-site, off-site, or in a mitigation bank.² By deferring all proposed developments on parcels containing hydric soils and/or potential wetlands to DSL, the City can ensure that adequate protections are taken, as necessary.

² Department of State Lands, State of Oregon. "Wetland/Waterways Removal-Fill: Mitigation." 12 Aug 2009. http://www.oregon.gov/DSL/PERMITS/wetland_mit.shtml

Map 2: Siletz Hydric Soils



Source: Lincoln County, National Wetlands Inventory, CTSI, FEMA, U.S. Department of Agriculture, Natural Resources Conservation Service, Oregon BLM.

Fish and Wildlife Habitat

As an urban area, Siletz has few undeveloped wildlife habitat areas. Notable habitat areas are small and isolated, but are noted due to their location in an otherwise urbanized area. These habitats include the Siletz River and its associated riparian areas and two specific sites identified by the ODFW for potential conservation.

The most significant wildlife habitat within the City of Siletz is the Siletz River and its associated riparian areas. As described previously, the river serves as habitat for a variety of fish and wildlife species, including several anadromous fish which migrate up the river from the Siletz Bay to spawn. These include chinook salmon, coho salmon, steelhead and cutthroat trout. According to the preliminary 2007 Sport Fishing Catch report of the ODFW, 1,891 winter steelhead, 1,449 summer steelhead, 932 fall chinook, 54 spring chinook, and 52 coho were caught on the Siletz River and Bay, with additional steelhead and chinook caught in both the North and South Forks of the Siletz River.³ These numbers account for approximately .7% of all salmon and 4.1% of all steelhead caught in Oregon.⁴

Threatened or endangered fish currently found in the Siletz River include: the Oregon coast coho salmon, which is on the federal threatened species list, and the coastal chum salmon, coastal spring chinook salmon, coastal summer steelhead, and coastal winter steelhead, which have been identified by the ODFW as 'sensitive' fish species in the Siletz-Yaquina watershed.⁵

In addition to the Siletz River, the ODFW has identified two sites of potential conservation value in its Conservation Strategy, shown on Map 3. Conservation or rehabilitation of these sites would be voluntary, as the ODFW's Oregon Conservation Strategy "is intended to provide a long-term, big-picture "blue print" for conserving Oregon's natural resources to maintain or improve environmental health for today and for future generations", and not to serve as a regulatory document⁶. The Conservation Strategy also includes Conservation Opportunity Areas (COAs) which are delineated as areas of exceptional value; however, there are no COAs in the planning area.

The first site identified by the ODFW is a riparian area located along the Siletz River and corresponding to the location of the Old Millsite Park and extending to two parcels directly to the north and south of the park. The second site covers several parcels in the Government Hill area, and is identified as having late successional conifer forest. The second site is located on NE Old River Road, on parcels primarily owned by the Confederated Tribes of Siletz Indians. Because of the small size and urban nature of these sites, their ability to serve as wildlife habitat has been compromised. However, *because* of their urban nature, they do have value as public open space and as a shelter for wildlife that do make Siletz home. Sensitive species that *may* live around Siletz and within the wider Coast Range ecoregion are listed in Appendix B.

Conflicting uses which may impact these habitat areas in the future include the use of outboard motors of the Siletz River, heavy recreational use, and residential or commercial development on or near the sites. To limit the impact to these and other potential conflicting uses, the habitat areas are covered by several existing protections. At the local level, the City's land use designations, floodplain management and watercourse protection ordinances (see Riparian Corridors) protect the river and its riparian zones. The two habitats identified by the ODFW lie at least partially in areas designated for parks or open space. The riparian zone is largely protected within Millsite Park, and the woodland area is currently used by the CTSI as a camping area during Pow Wow.

³ Oregon Department of Fish and Wildlife . "Sport Fishing Catch Expanded, Preliminary Figures, 2007" 12 Aug 2009.

<http://www.dfw.state.or.us/resources/fishing/docs/sportcatch/by_month_2007_Expanded_Catch.pdf>

⁴ Oregon Department of Fish and Wildlife. "Oregon Salmon and Steelhead Catch Data, 1987-2007." 12 Aug 2009.

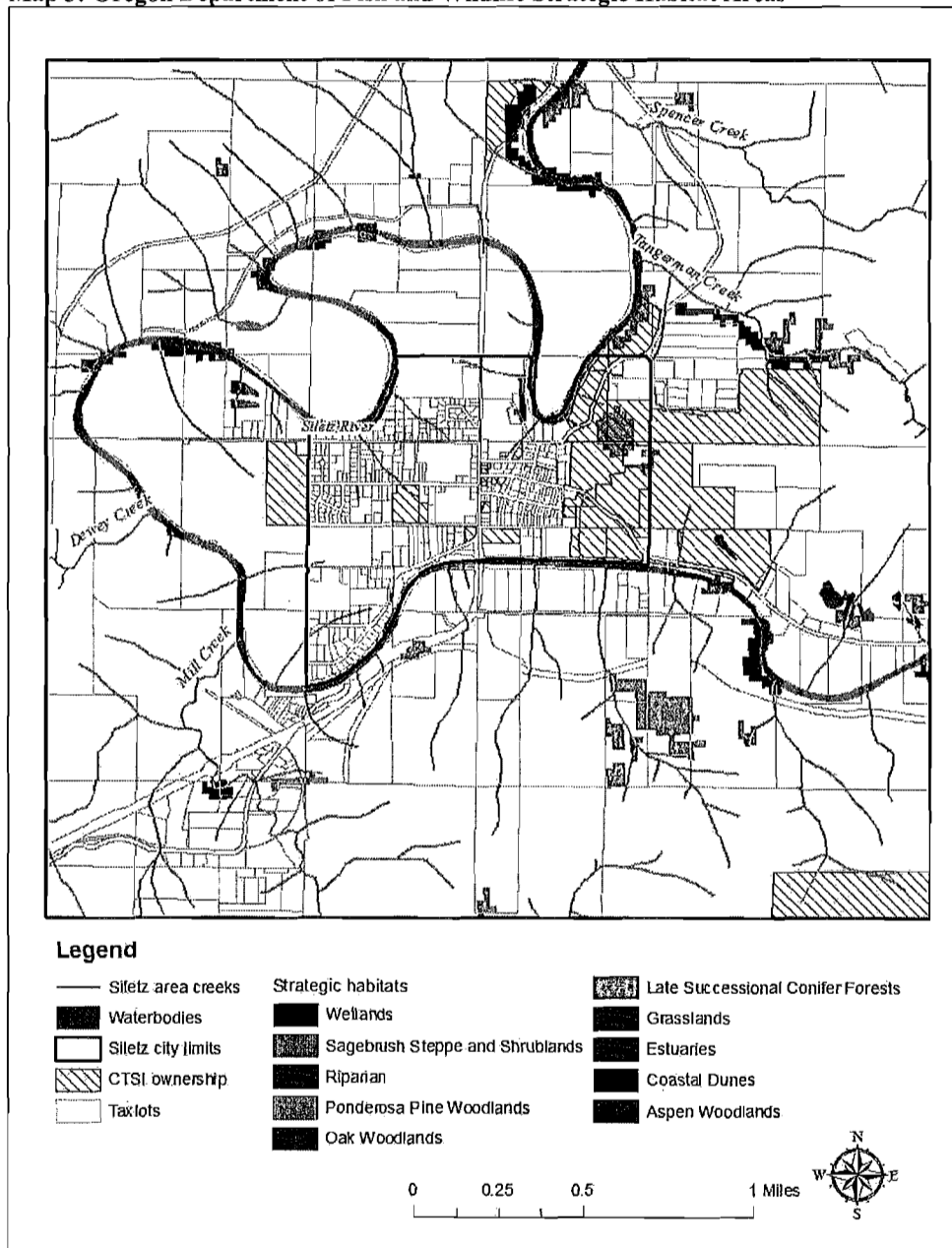
<http://www.dfw.state.or.us/resources/fishing/docs/sportcatch/1987-2007_Summary_Table.pdf>

⁵ ODFW. "Sensitive Species List 2008."

⁶ ODFW. *Oregon Conservation Strategy* 29 Aug 2009. <http://www.dfw.state.or.us/conservationstrategy/document_pdf/A_2.pdf>

In addition to local protections and the recommendations made by the ODFW the identified habitats are protected by the Clean Water Act as administered by the U.S. Army Corps of Engineers (which controls discharge of fill materials into the waterways); ORS 541, the State Fill and Removal Law, as administered by the Department of State Lands; the regulation of minimum stream flows by the Oregon Water Resources Department; and the control of water pollution through various programs administered by the Department of Environmental Quality.

Map 3: Oregon Department of Fish and Wildlife Strategic Habitat Areas



Sources: Lincoln County, Oregon Department of Fish and Wildlife, Oregon BLM, CTSI

Scenic Resources

The Siletz River is valued by Siletz residents for numerous reasons: as the City's municipal water source, as a recreational resource, for its fish and wildlife habitat, and also as a scenic resource. The natural beauty of the waterway is appreciated by residents and visitors alike, and is widely seen as a key asset of the community. Many of the scenic qualities of the city and the surrounding areas are associated directly or indirectly with the river.

None of the existing or planned uses within the planning area will conflict with these scenic values. Additionally, the City of Siletz and the Middle Coast Watershed Council are actively working to limit the impact of conflicting uses along the Siletz River outside of the planning area.

Surface Water Resources

Surface water resources include lakes, rivers, streams and their associated watersheds. In the Siletz area, this includes the Siletz River and its associated tributaries.

The Siletz River, at the City of Siletz, has a recorded median flow of 107 cubic feet per second, with a minimum flow of 62 cubic feet per second recorded in 1992 and a maximum of 218 recorded in 1964.⁷ Oregon Department of Environmental Quality (DEQ) records between 1986 and 1995 indicate that the Siletz River has a consistently high water quality level, relative to other rivers in the Mid Coast Basin. The 2004/2006 Integrated Report produced by the ODFW found several pollutants in the Siletz River; however, potential concern was raised only for the alkalinity, which can affect aquatic life (2004)⁸. The 2004/2006 Integrated Report produced by the ODFW also noted the following at more acceptable levels: temperature changes and periodic presence of ammonia, chlorophyll, dissolved oxygen, E Coli, alkalinity, fecal coli form, pH, phosphate phosphorus and sedimentation within the river⁹. Historically, low summer flows have caused recurring non-compliance with temperature standards.

The Middle Coast Watershed Council, the Siletz Watershed Council and regional DEQ staff have identified additional water quality issues on the Siletz River. These are: turbidity, petroleum pollution and biosolids pollution. Anecdotal evidence indicates that the Siletz River is sustaining longer and more frequent periods of turbidity, during which time sediments in the waterway limit the local water supply. Possible causes of the increased turbidity include: agricultural uses, timber harvesting and roadway deterioration. Additional studies must be done before any particular source can be determined.

The primary source of petroleum pollution in the Siletz River is the recreational use of two-stroke engines, which can leak up to 30% of fuel and oil unburned into the waterway.¹⁰ This pollutant is currently present in low concentrations; however, the pollutant is not monitored and is not able to be treated at standard water treatment facilities. Preventative measures that can alleviate this concern include elimination of two-stroke engines above Siletz water intake points or the installation of deeper intakes to avoid the intake of floating fuel and avoid fuel mixing with water in shallower areas.

⁷ USGS. "US Geological Survey National Water Information System: 14305500 Siletz River Gage data:." 14 Aug 2009. <<http://waterdata.usgs.gov/or/nwis/current/?type=flow>>

⁸ Alkalinity is important for fish and aquatic life because it protects or buffers against rapid pH changes. Living organisms, especially aquatic life, function best in a pH range of 6.0 to 9.0. Higher alkalinity levels in surface waters will buffer acid rain and other acid wastes and prevent pH changes that are harmful to aquatic life.

⁹ Oregon DEQ. "2004/2006 Integrated Report." 12 Aug 2009. <<http://www.deq.state.or.us/wq/assessment/rpt0406/results.asp>>

¹⁰ US EPA. "Clean Marine Engines." 21 Sept 2009. <<http://www.epa.gov/region1/assistance/cmei/benefits.html#problem>>

A third water quality issue raised by the Middle Coast Watershed Council is that of biosolids pollution. The practice of spreading biosolids on agricultural fields, as part of state-approved municipal waste disposal programs, can lead to run-off and pollution of the Siletz River downstream if not done properly. This is particularly a concern when biosolids are spread before or during rain events.

These issues are of particular concern to the City because the Siletz River is the City's only water source. The City previously drew water from Tangerman Creek, a tributary of the Siletz; however, the water flow is no longer sufficient to sustain the needed intake level. The Tangerman Creek watershed is located northeast of the city, outside of city limits on privately owned commercial forest land. The location of the current water intake area and two other unused water rights are located on Map 4.

The City of Siletz, the Siletz Watershed Council, and the Middle Coast Watershed Council are actively working to address these issues, with a special focus on limiting petroleum leakage in the river. The City is currently considering an ordinance to restrict the launch or removal of boats with outboard motors from public boat ramps within the city limits. These current actions build on numerous existing waterway protections, which are described under Riparian Corridors and Fish and Wildlife Habitat.

Groundwater Resources

The City of Siletz benefits from generally good quality ground water, particularly on permeable terrace and alluvial deposits on the west side of the city. To the east, the presence of less permeable silt stone and other rock make well drilling more difficult. Although the groundwater from the alluvial deposits of the Siletz area is of satisfactory quality for most uses, the thin nature of the deposits requires that wells must properly sealed against such contamination sources as livestock and other farm animals, fertilizers, pesticides, detergents and septic tanks.

Currently, the Siletz area is not identified by the State as a critical groundwater area or a groundwater limited area. Further, there are no wellhead protection areas designated by the Oregon Health Division¹¹. Data available from the Oregon Department of Environmental Quality indicates a low level of nitrate in privately owned wells (1.0-1.5 mg/liter of an allowable 10 mg/liter).¹²

The Oregon Water Resources Department monitors a well to the northeast of Siletz, near Tangerman Creek. Records from 1964 indicate consistent water levels of 15-20 feet below the land surface. Rarely, but on several occasions the water level sank as low as 33.7 (1977) feet below the surface.¹³ These water levels may indicate overall groundwater shortages, but have little direct impact on the municipal water supply, as the City draws from the Siletz River. The point of diversion for the municipal water supply is indicated on Map 4.

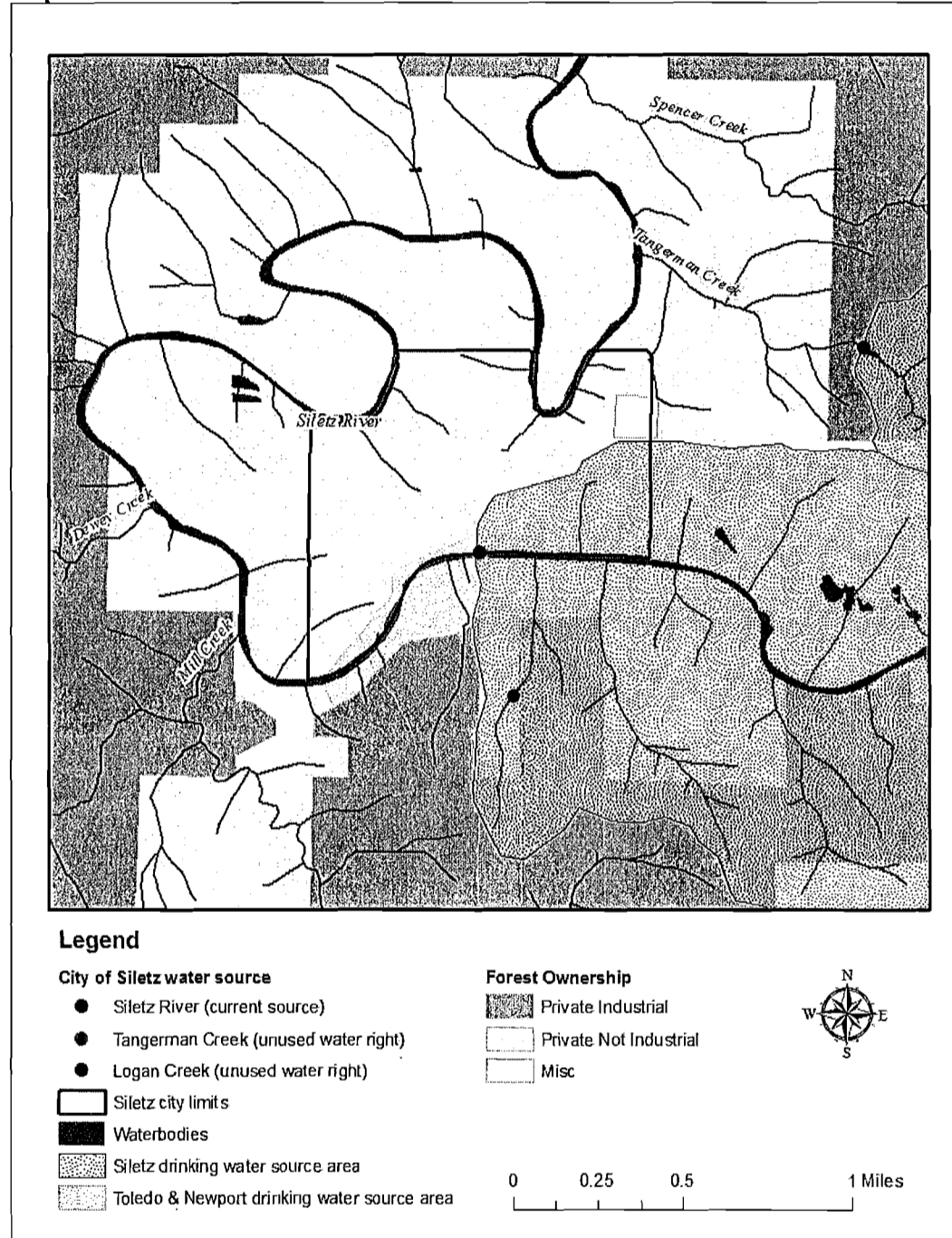
Siletz ground water resources are protected by regulatory programs administered by the Department of Environmental Quality, Department of Water Resources and the Department of State Lands, as described in previous sections.

¹¹ Wellhead protection areas are delineated to protect the surface and subsurface area surrounding a well, spring or wellfield, supplying a public water systems, which is under a reasonably risk of contamination

¹² Oregon Department of Environmental Quality, Groundwater Division. Internal data sources reviewed 10/6/2009.

¹³ Oregon Water Resources Department. "Water-level data for State Well LINC 820, State Observation Well." 12 Sept 2009. <#499http://www1.wrd.state.or.us/groundwater/obswells/waterlevels/waterlevel_LINC000820.html>

Map 4: Siletz Water Resources



Sources: Lincoln County, Oregon State Forestry Science Lab, Oregon Department of Environmental Quality, Oregon BLM, CTSI

Air, Land and Water Quality

The City of Siletz has generally good air, land and water quality. The oceanic influences, topography, and prevailing wind patterns help to maintain air quality, along with relatively low populations and limited industrial development. Apart from localized industry-related areas of

concern, Lincoln County as a whole meets federal ambient air quality standards. Occasional factors affecting air quality in Siletz are smoke from slash burning in nearby forests, air discharges from the Toledo pulp mill, wood smoke from home heating, and seasonal herbicide spraying along roadsides. Several of these factors result from specific wind conditions; all occur at a relatively low level and are not regulated locally¹⁴. They should, however, be noted for their potential health impacts.

Noise pollution is not a large concern in the City of Siletz, due to its predominantly residential character and low level of industrial development. Occasional noise pollution is generated from logging and gravel trucks using Highway 229 and Logsdan Road, however, the level of noise generated is relatively low and has not been noted as a concern by Siletz residents.

Water quality in Siletz is generally good; however, there is growing concern for surface water quality on the Siletz River. Primary concerns are potential contamination of the water supply with petroleum and biosolids, turbidity associated with storm events, and the effect of periodic alkalinity, temperature changes and other pollutants on fish. These concerns are outlined under Surface Water Resources.

Approved Oregon Recreation Trails

There are currently no potential or approved Oregon Recreation Trails within the City of Siletz, although there is potential for the development of a water trail on the Siletz River.

Natural & Wilderness Areas

There are currently no natural or wilderness areas within the City of Siletz, as identified by the state's Register of Natural Areas or through federal programs.

Mineral and Aggregate Resources

Pit run aggregate has historically been removed from several locations in the Siletz area; however, no significant deposits are known to exist at this time.

Energy sources

There are no known major energy sources within the Siletz planning area, such as natural gas, surface water (i.e., dams), geothermal, solar and wind areas. No applications for energy sources within the Siletz area have been made with Oregon's Facility Siting Council or the Federal Energy Regulatory Commission.

Natural Hazards

The City of Siletz has identified several natural hazards in the Siletz Addendum to the Lincoln County Disaster Mitigation Plan, which is currently undergoing review by the Siletz City Council. Natural hazards include: earthquakes, flooding, landslides and wildfire. The identification of these hazards is based on the structural geology, ecology and weather patterns of the area.

¹⁴ Information from the City of Siletz and the Concerned Citizens for Clean Air, Lincoln County Oregon.

Earthquakes

Lincoln County and the City of Siletz are moderately vulnerable to earthquake hazards, including magnitude 9.3 Cascadia Subduction Zone (CSZ) earthquakes. There is a 20% chance of a CSZ earthquake occurring in the next 50 years, which, combined with the physical preparedness of the community, places Siletz at a high risk. As stated in the County's disaster mitigation plan, the city's infrastructure and road system is highly vulnerable to a severe earthquake event. Much of the housing stock is also at risk, particularly mobile homes. In the case of a CSZ event, Siletz will also be at risk for landslides and isolation from larger communities in the Willamette Valley and along the coast.

In addition to the threat of a CSZ event, the structural geology of Siletz demonstrates risk for local events. There are numerous fractures in surface rocks (fault lines) in the area which indicate past rock movement; however, there are no fault lines known to be currently active along the Oregon coast. Buried faults, on the other hand, have produced numerous minor earthquakes in Lincoln County in the past 100 years. No major property damage was reported from these minor events.

Flooding

The City of Siletz is susceptible to flooding due to its location along the Siletz River, the physical make-up of soils in the area and the limited storm water management capacity in the city. Soils in the area are primarily terrace and floodplain alluvial soils, which indicate a past history of flooding. The Tyee formation sandstone to the east and south of the city can compound flood events, as it is impermeable with little capacity for storing water. Flood events can also be exacerbated by high ocean tides, clear-cut logging, vegetation removal, log jams and other artificial hindrances to water flow in the Siletz River.

Areas subject to flooding have been identified by the U.S. Department of Housing and Urban Development's Flood Insurance Program, and official flood maps prepared by HUD are on file at the City Hall. The approximate extent of flood-prone areas is shown on Map 1. The City of Siletz participates in the National Flood Insurance Program, and has had one claim since 1978. There are no repetitive loss properties within the City.¹⁵

Landslides

As stated in the County's disaster mitigation plan, the topography of the city is relatively level, with steeper hillsides in the northeastern part of town, near Old River Road and Judd Road. These areas would be more susceptible to landslide events, with possible impacts including infrastructural damage, economic impacts resulting from isolation, property damage, and obstructed evacuation routes.

Landslides may be precipitated and/or exacerbated by heavy rainfall, removal of vegetation, or human alteration of the slope which can affect overall stability.

Wildfire

The City of Siletz is surrounded by forest lands believed to be vulnerable to wildfires, according to the Lincoln County Natural Disaster Mitigation Plan. Lincoln County estimates that one event

¹⁵ Lincoln County, Lincoln County Natural Hazards Mitigation Plan, Siletz Addendum. 2008.

is likely to occur in the County within a 35-75 year period. The east and south ends of the city are considered to be at greatest risk, according to prevailing wind patterns. Slash burns at commercial logging sites close to the city are an additional source of concern. In the case of a wildfire event, power, natural gas and phone lines would be at risk. The county is currently developing a Community Wildfire Protection Plan to address wildfire concerns.

Historic and Cultural Areas

The City of Siletz has a rich history, with much of its early development directly tied to the confederation of the Siletz Tribe. In 1851, the U.S. Federal Government forced the settlement of Indians from western Oregon onto reservations as a means of reducing conflicts with Euro-American settlers in the area. In 1855, the Coast Reservation was created, bringing together 27 tribes from the coastal areas of Lincoln, Tillamook, and Lane Counties. The headquarters of the reservation were based in what is now the City of Siletz, at Government Hill¹⁶.

The extent of the Coast Reservation was reduced over the years through Executive Order, actions of the Oregon legislature, property allotments, railroad construction, and, ultimately, the termination of the Siletz Tribe in the early 1950's. The Confederated Tribes of Siletz Indians were restored in 1977 with the Siletz Restoration Act. The Siletz Tribe was the first tribe in Oregon, and the second in the nation to regain federal recognition as an Indian Tribe. The subsequent Siletz Reservation Act reestablished a reservation land base, and now the reservation includes approximately 39 acres near the City of Siletz and 3,360 acres of timberland throughout the County. The Tribe remains a strong presence in the region today.

Throughout this time, Euro-American settlers continued to enter the Siletz area, establishing homesteads and general stores in what is now the City of Siletz. Primary industries for the settlers were logging, farming, rock crushing, reforestation, gathering of native flora, and cascara bark peeling. The town site was established in 1910, and formally incorporated in 1946. Siletz grew into a center of trade and logging – a heritage which continues to shape the community today.

The City honors this rich and dynamic history through the names of local cultural and geographic features and through the identification of several historic and cultural sites. Table 1 outlines the historical basis for many Siletz street names, which honor former Indian agents, mayors, and long-term residents. Historic and cultural areas that have been identified include:

Government Hill: Government Hill, also known as the Siletz Agency Site, was the site of the original administrative headquarters of the Siletz reservation. The site originally included a hospital, school, barn, commissary, dwellings and other buildings. This site is included in the State Historical Site Inventory and is listed on the National Register of Historic Places. Government Hill is located on NE Park Drive.

Paul Washington Cemetery: This Indian cemetery occupies approximately 10 acres on the Government Hill site and is listed on the National Register of Historic Places. The cemetery provides information about historic Indian tribal councils and local genealogy.

¹⁶ City of Siletz. "History." 23 Sept 2009. http://www.cityofsiletz.org/home.cfm?dir_cat=87597 and Confederated Tribes of Siletz Indians. "A Siletz History." 23 Sept 2009. <<http://www.ctsi.nsn.us/chinook-indian-tribe-siletz-heritage/our-history/part-i/>>

Old Millsite: One of the first sawmills in the Siletz area was located at the Old Millsite, which now serves as a city park. The site covers 4.3 acres of woodland on the banks of the Siletz River, at the terminus of NE Millsite Drive.

Dance House: This Dance House was specifically constructed to house the Siletz people's principle ceremony, the Nec-Dash, also known as the Feather Dance. It is through this dance that the Siletz people thank the Creator for 'Creation, Law, and Blessing'. The Dance House is constructed with cedar planks and has a large central fire pit. The Dance House is located just south of Government Hill on CTSI property.

Due to the long history of settlement in the Siletz area, it is likely that additional historic and archeological areas will be identified in the community. It is important to plan for the conservation and preservation of these areas, as cultural resources allow us to better understand the ways, values, and traditions of the past coastal peoples, and their effects on the coast as we know it today. Historic and archeological resources have great aesthetic, educational, scientific, and economic value, in addition to their intrinsic worth as a part of history.

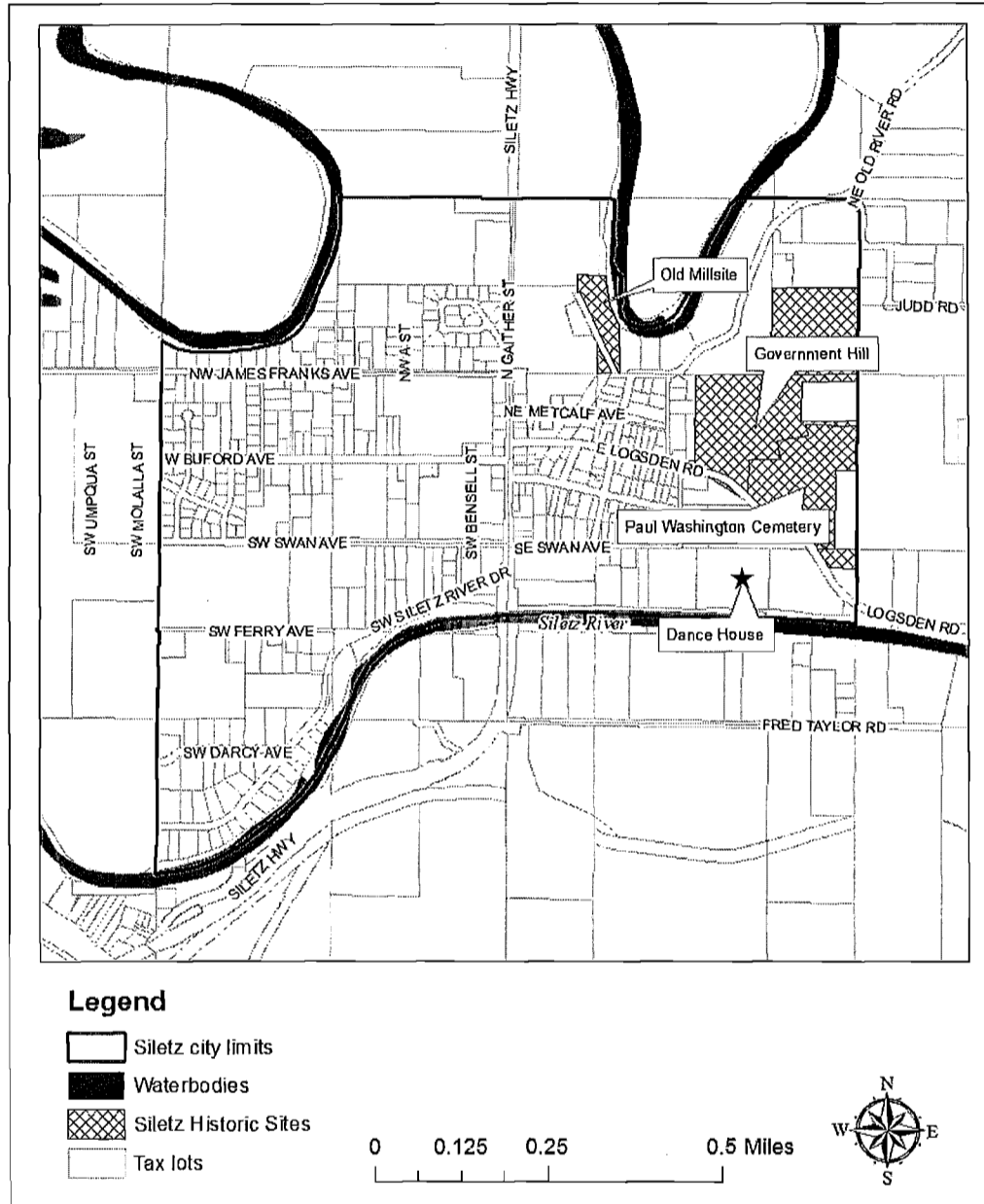
Areas under the ownership of CTSI (Government Hill, Paul Washington Cemetery, and the Dance House) are each protected as a listing on the State Historical Site Inventory, the National Register of Historic Places and/or CTSI programs and policies. The City-owned area, Old Millsite Park, receives a level of protection through its designation as park land. The City may consider additional policies and programs to protect this and other historic areas, although it is not required by OAR 660-023-0200(2).

If archeological sites are identified, the City will coordinate with the State Historic Preservation Office in establishing a review procedure that meets the requirements of Administrative Rule 660-16 to 660-16-025.

Table 1: Historical Basis for Existing Siletz Street Names

Street Name	Honoring
East and West Buford Avenues	T. Jay Buford, Indian Agent
East and West Swan Avenues	E.A. Swan, Indian Agent
Eghert Avenue	K.C. Egbert, Indian Agent
Metcalf Avenue	Robert Metcalf, Indian Agent (the property adjacent to Metcalf Ave, was the allotment of the Metcalf family)
Palmer Street	Joel Palmer, Indian Agent
Gaither Street	Beal Gaither, Indian Agent
Bagley Street	William Bagley, Indian Agent
Ginstead Street	Roy Grinstead (land for street donated by his widow with the request that street name honor Roy)
Reeder Street	Jess Reeder, first Mayor
Ferry Avenue	Old road to Siletz River Ferry
River Drive	Former route of Oregon 229 (to old bridge)
Hollis Street	Tom Hollis, Indian resident
Bensell Drive	Arthur Bensell, Jr., second Mayor
Darcy Lane	Mike Darcy, Sr., long-time resident
Tenas Court	Chinook jargon word for 'little'

Map 5: Siletz Historic and Cultural Areas



Conclusion and Recommendations

The intent of this inventory and analysis is to comply with the state requirement that all cities and counties plan to conserve and protect significant natural resources, scenic and historic areas, and open spaces. For each significant resource site identified within this inventory, the City shall develop a program to achieve Goal 5, based on the economic, social, environmental, and energy (ESEE) consequences that could result from a decision to allow, limit, or prohibit a conflicting use. OAR 660-023-0040. In order to assure full protection for the resources sites identified in the previous pages, the City may consider the following policy recommendations.

Policy Recommendations

- Consider creation of a scenic areas inventory, in order to ensure the rural character of the community is maintained
- Support efforts to complete a local wetlands inventory for the City of Siletz, using the standards and procedures of OAR 141-086-0110 through 141-086-0240, and adopt the inventory as part of the comprehensive plan or as a land use regulation
- Support habitat rehabilitation and conservation programs for the riparian area associated with Old Millsite Park
- Consider additional policies and programs to protect historic sites, although it is not required by OAR 660-023-0200(2)
- Adopt provisions in the code to ensure broad public notice is given prior to the collection of information about historic resources, and allow owners of inventories historic resources to refuse historic resource designation for their property and to request removal of the property from the inventory, as per OAR 660-023-0200
- Support disaster planning and mitigation efforts and the regional and county level

Appendix A: Open Space Inventory

Open space areas within the Siletz city limits include the following. As defined by the state, open space areas include parks, forests, wildlife preserves, nature reservations or sanctuaries, and public or private golf courses. The open space areas owned by the City have been designated for Parks and Open Space and will be preserved as open space under that designation. Open space owned by the Confederated Tribes of Siletz Indians is not subject to City land use designations; however, based on surrounding developments, it is likely that these areas will also be preserved as open space. A conflicting use which may affect the quality of these areas as public open space is the use of motorized boats on the Siletz River.

Public park facilities include:

Old Millsite Park: One of the first sawmills in the Siletz area was located at the Old Millsite, which now serves as a city park. The site covers 4.3 acres of woodland on the banks of the Siletz River, at the terminus of NE Millsite Drive. There are no remaining mill structures; however, the site is still recognized as a historic area. The site has an unpaved parking lot, river access, and contains valuable riparian habitat.

Hee-Hee Illanhee Park: This park covers 2.11 acres along the Siletz River at the south end of town. The park is accessed from Gaither, just south of SE Swan Ave. The park contains restrooms, picnic tables, and a boat launch.

Open space & skate park: The city maintains 7.5 acres of open space adjacent to the City Hall, which includes a skate park and undeveloped ball field. The space is also used for summer concerts and other community events.

River access: The City maintains an unimproved public right-of-way and river access point at the intersection of SW Darcy Ave and SW Siletz River Drive. This access point is a popular swimming spot during the summer.

Siletz Valley School: The Siletz Valley School has a variety of recreation facilities which can be used during non-school hours. These include a t-ball field, softball field, baseball field and three separate play areas. One play area is covered (40x70 feet), one is enclosed in an uncovered courtyard and appropriate for younger children, and the third is an uncovered open space. The school also has a play area of about 100x200 feet, which includes a variety of play equipment. In total, the school has approximately 7 acres of recreation space.

Tribal park facilities within Siletz include:

Government Hill: Government Hill, also known as the Siletz Agency Site, was the site of the original administrative headquarters of the Siletz reservation. The site originally included a hospital, school, barn, commissary, dwellings and other buildings. This site is included in the State Historical Site Inventory and is listed on the National Register of Historic Places. Government Hill is located on NE Park Drive.

Government Hill – Chetco Court walking path: CTSI maintains an unpaved walking path from the Chetco Court housing development to Government Hill and Paul Washington Cemetery. It is a primary walking route from tribal housing developments east of town into the downtown area.

Tolowa Court play area: This playground was developed as part of the Tolowa Court housing development, and is for the use of residents of the housing area. The site is approximately .13 acres in size.

Fish Station: CTSI maintains a fish cleaning station and smokehouse near the Tolowa Court housing development, close to the Siletz River. The site is approximately .05 acres in size.

Appendix B: Potential Sensitive, Threatened and Endangered Species near Siletz

The sensitive species listed below have been identified for strategic protection by the Oregon Department of Fish and Wildlife, and may live near Siletz. This is not a comprehensive listing for the Siletz area, but has been generalized based on findings for the Coast Range ecoregion and common habitat characteristics in the Siletz area

The state defines ‘sensitive species’ as naturally-reproducing fish and wildlife species, subspecies, or populations which are facing one or more threat to their populations and/or habitats. The intent in listing species as ‘sensitive’ is to proactively work to keep them from being listed as threatened or endangered.

Table 2: Potential Sensitive, Threatened and Endangered Species near Siletz

Oregon Conservation Plan – Strategy Species	
Species	Habitat
California myotis (bat)	Forest-associated uses esp. large snags
Fringes myotis (bat)	Forest habitats, large snags and rock features
Hoary bat	Forest habitats, including late successional conifer forests for roosting
Long-legged myotis	Late successional conifer forests, large snags
Red tree vole	Dense, moist conifer forests, preference for large stands
Silver-haired bat	Late successional conifer forests, large snags
American bald eagle	Associated with large river bodies with fish populations and trees nearby for nesting
Marbled Murrelet	Late successional forest with nesting trees
Northern spotted owl	Late successional forest or younger forest with older trees
Olive-sided flycatcher	Older open coniferous forest, forested riparian areas
Northwestern pond turtle	Marshes, streams, rivers, ponds
Foothill yellow-legged frog	Slow-moving streams with coarse gravel bars and potholes
Western toad	Wetlands, ponds, lakes for breeding. Sunny shallows for egg laying
Chinook salmon	Streams with clean gravel, cool temperatures
Chum salmon	Streams with clean gravel, cool temperatures
Coho salmon	Streams with clean gravel, cool temperatures
Steelhead	Streams with clean gravel, cool temperatures
Roths blind ground beetle	Cool, moist, dense closed-canopy conifer forests
Nelson’s checker-mellow	Wet and dry prairies, edges of woodlands, riparian areas
State Threatened and Endangered Species	
Species	Status
Marbled Murrelet	Threatened
Federal Threatened and Endangered Species	
Species	Status
Oregon Coast Coho Salmon	Threatened
Marbled Murrelet	Threatened

Source: Oregon Department of Fish and Wildlife, Wildlife Division. 2008 ODFW Sensitive Species List, and Oregon Conservation Strategy. 12 Aug 2009. <<http://www.dfw.state.or.us/conservationstrategy/contents.asp#hab>>

Appendix C: Definitions

100-year flood – a flood event anticipated to occur on average once every 100 years (i.e., having a 1% chance of occurring in any given year). Also called a base flood.

Biodiversity/biological diversity – the variety of living organisms within and between species, communities and ecosystems in a given area.

Compatible – the ability of different uses to exist in harmony with each other. Development standards may regulate uses to regulate the impact of one use on another and to ensure compatibility.

Comprehensive Plan – the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

Conservation – limiting or minimizing the use or depletion of natural resources, including such things as land, energy, water, wildlife habitat.

Critical groundwater area – an area where water use is restricted in order to prevent excessive declines in groundwater levels - these areas are designated by the Oregon Water Resource Commission at a point when pumping of ground water exceeds the long-term natural replenishment of the underground water reservoir.

Ecosystem – the physical and biological components and processes occurring in a given area, which interact to create a dynamic equilibrium.

Endangered species- any native wildlife species determined to be in danger of extinction throughout any significant portion of its range within Oregon or any native wildlife species listed as an endangered species pursuant to the federal Endangered Species Act of 1973, as amended.

Floodplain – the area shown on the comprehensive plan map as being subject to inundation by delineation of an intermediate regional flood as determined by the U.S. Army Corps of Engineers or other means, or in absence of such delineation, subject to inundation by the highest flood of record in the area as determined by the City Council.

Floodway – the stream channel and adjacent floodplain needed to adequately discharge waters of an intermediate regional flood as determined and delineated by the U.S. Army Corps of Engineers or other means and shown on Floodway Maps for Lincoln County and the City.

Goal – is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Groundwater – water that sinks into the soil and either moves toward a surfacing location (e.g., a spring or a stream), or is stored in slowly flowing and slowly renewed underground reservoirs called aquifers.

Groundwater limited area – An area established by the Oregon Water Resources Commission where additional pumping is restricted to prevent excessive water declines, restore aquifer stability, and preserve aquifers with limited storage capacity for designated high public-value uses.

Habitat – a place that provides seasonal or year-round food, water, shelter, and necessities for an organism, community, or population of plants and animals

Historic and cultural areas – land with sites, structures, and/or objects that have local, regional, statewide or national historical significance.

Hydric soils – soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part.

Landslide – any of the various geologic hazards involving downslope movement of soil and/or rock, including earthflow, rockfall, rockslide, slump, debris flow.

Mitigation – reducing the impact of an event or activity, or reducing the potential of an event occurring.

Mitigation banking – a program for offsetting impacts to wetlands at a landscape or watershed scale, wherein a property owner is allowed to negatively impact a wetland in one location in exchange for the property owner paying into a “bank” that subsequently pays to create, restore or enhance wetlands elsewhere.

Natural hazard – natural events or processes that can harm people, property and/or environmental quality – both the risk of natural hazards occurring and the potential for an occurrence to cause harm are affected by human land use activities.

Open space - areas with limited to no development, including parks, forests, wildlife preserves, nature reservations of sanctuaries, and public or private golf courses.

Oregon Conservation Strategy - Previously called the Comprehensive Wildlife Conservation Strategy, the Oregon Conservation Strategy provides a non-regulatory, statewide approach to species and habitat conservation. It synthesizes existing plans, scientific data, and local knowledge into a broad vision and conceptual framework for long-term conservation of Oregon’s native fish, wildlife and habitats.

Permeability – the ability of the soil to absorb water.

Pollution – the addition to water, air, or soil of matter or energy that has a negative or injurious impact to human, plant, or animal life.

Policy – a decision-making guideline established to direct the City’s strategic growth according to its goals and guiding themes.

Riparian – land adjacent to a water body that directly affects or is affected by the aquatic environment. This includes streams, rivers, and lakes and their side channels, floodplains, and wetlands, as well as portions of adjacent slopes that shade the channel or provide streamside habitat.

Sensitive species - naturally-reproducing fish and wildlife species, subspecies, or populations which are facing one or more threat to their populations and/or habitats.

Statewide planning goals – goals that express the state’s policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Threatened species - any native wildlife species that is likely to become an endangered species within the foreseeable future throughout any significant portion of its range within Oregon or any native wildlife species listed as a threatened species pursuant to the federal Endangered Species Act of 1973.

Urban – land that is developed at urban densities or intensities or that has urban services

Watershed- the drainage area of a specific stream system - small watersheds are components of larger watersheds.

Wellhead protection area – Intended to protect groundwater-supplied drinking water sources, a wellhead protection area is the area on the surface that directly overlies that part of the aquifer that supplies groundwater to a well, well field or spring.

Wetland – an area of land in which the soil is saturated for a sizable portion of the year, resulting in ecological processes that contribute to water quality and wildlife habitat – wetlands are generally identified by: the presence of water at the ground surface during a portion of the growing season; soils that show evidence of repeated, long periods of saturation; and vegetation adapted to life in saturated conditions

Siletz Parks and Recreation Inventory

December 2009



Prepared for:
City of Siletz
215 W. Buford Avenue
Siletz, Oregon 97380



Prepared by:
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Table of Contents

Introduction	1
Inventory of Parks and Open Space	1
State and Regional Recreation Trends	7
Current and Potential Needs	8
Conclusion and Recommendations	10

List of Tables

Table 1: Siletz Area Parks and Recreation Facilities	4
Table 2: Siletz Recreation Facilities level of Service Inventory	9

List of Maps

Map 1: Siletz Parks and Recreation Facilities	3
Map 2: Parks and Recreation Facilities within a Six Mile Radius of Siletz	5

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Introduction

The City of Siletz is well known for its excellent outdoor recreational opportunities, both within the city limits and in the surrounding areas. Activities most popular for residents and visitors include: fishing, swimming, boating, wildlife observation or hunting, and picnicking. These recreation opportunities were widely recognized in the community survey, in which respondents ranked their satisfaction with parks & recreation higher than any other category. In order to retain and improve upon this high level of satisfaction, it is important to recognize areas for improvement and consider future parks and recreational needs.

This report will inventory the current conditions of park and recreation facilities in and around Siletz, will discuss current and potential needs, and will describe a variety of ways that the City can plan to meet those needs in upcoming years. This analysis addresses Statewide Planning Goal 8, which requires that cities satisfy the recreational needs of citizens and visitors of the community.

Inventory of Parks and Open Space

Currently, the City owns approximately 14 acres of parkland, which are developed to varying levels. Additionally, Siletz residents have access to 7 acres of recreational space at the Siletz Valley School and several sites owned and managed by the Confederated Tribes of Siletz Indians (CTSI). Within a half mile of the city, there are any additional 12 acres of park land, primarily intended for use by residents of surrounding tribal housing facilities.

When all of these facilities are taken into consideration, regardless of type of level of development, nearly all Siletz area residents live within walking distance (.25 miles) of a recreation site. Residences with the most limited access to recreation sites are in the southwest corner of town, near the Siletz River access point, and to the northeast of town, along NE Old River Road. There is currently one large, undeveloped parcel designated for residential which has limited park access. These facilities are described in Table 1, and depicted on Map 1.

Public park facilities include:

Old Millsite Park: One of the first sawmills in the Siletz area was located at the Old Millsite, which now serves as a city park. The site covers 4.3 acres of woodland on the banks of the Siletz River, at the end of NE Millsite Drive. There are no remaining mill structures; however, the site is still locally recognized as a historic area. The site has an unpaved parking lot, river access, and contains valuable riparian habitat.

Hee-Hee Illanhee Park: This park covers 2.11 acres along the Siletz River at the south end of town. The park is accessed from Gaither, just south of SE Swan Ave. The park contains restrooms, picnic tables, and a boat launch.

Open space & Skate Park: The city maintains 7.5 acres of open space adjacent to the City Hall, which includes a skate park and ball field. The space is also used for summer concerts and other community events.

River access: An unimproved public right-of-way and river access point is located at the intersection of SW Darcy Ave and SW Siletz River Drive. This access point is a popular swimming spot during the summer.

Siletz Valley School: The Siletz Valley School has a variety of recreation facilities which can be used during non-school hours. These include a t-ball field, softball field, baseball field and three separate play areas. One play area is covered (40x70 feet), one is enclosed in an uncovered courtyard and appropriate for younger children, and the third is an uncovered open space. The school also has a play area of about 100x200 feet, which includes a variety of play equipment. In total, the school has approximately 7 acres of recreation space.

Tribal park facilities within Siletz include:

Government Hill – Chetco Court walking path: CTSI maintains an unpaved walking path from the Chetco Court housing development to Government Hill and Paul Washington Cemetery. It is a primary walking route for residents of tribal housing developments east of town into the downtown area.

Tolowa Court play area: This playground was developed as part of the Tolowa Court housing development, and is for the use of residents of the housing area. The site is approximately .13 acres in size.

Fish Station: CTSI maintains a fish cleaning station and smokehouse near the Tolowa Court housing development, close to the Siletz River. The site is approximately .05 acres in size.

Tribal park facilities within ½ mile of Siletz include:

Oak Flats Play Area: This play area was developed as part of the adjacent tribal housing development, and is for the use of residents of the housing area. It includes two sets of play equipment and a paved multiuse trail which connects the two play areas and runs between Umpqua and Molalla Streets. One play area is located on W. Buford Ave, and the other is located on SW Swan Avenue. The entire site is approximately .8 acres in size.

Chetco Court Play Area: This playground was developed as part of the tribal housing developments east of Siletz, and is for the use of tribal housing residents. The play area includes play equipment and a sitting area. It is less than .25 acres in size.

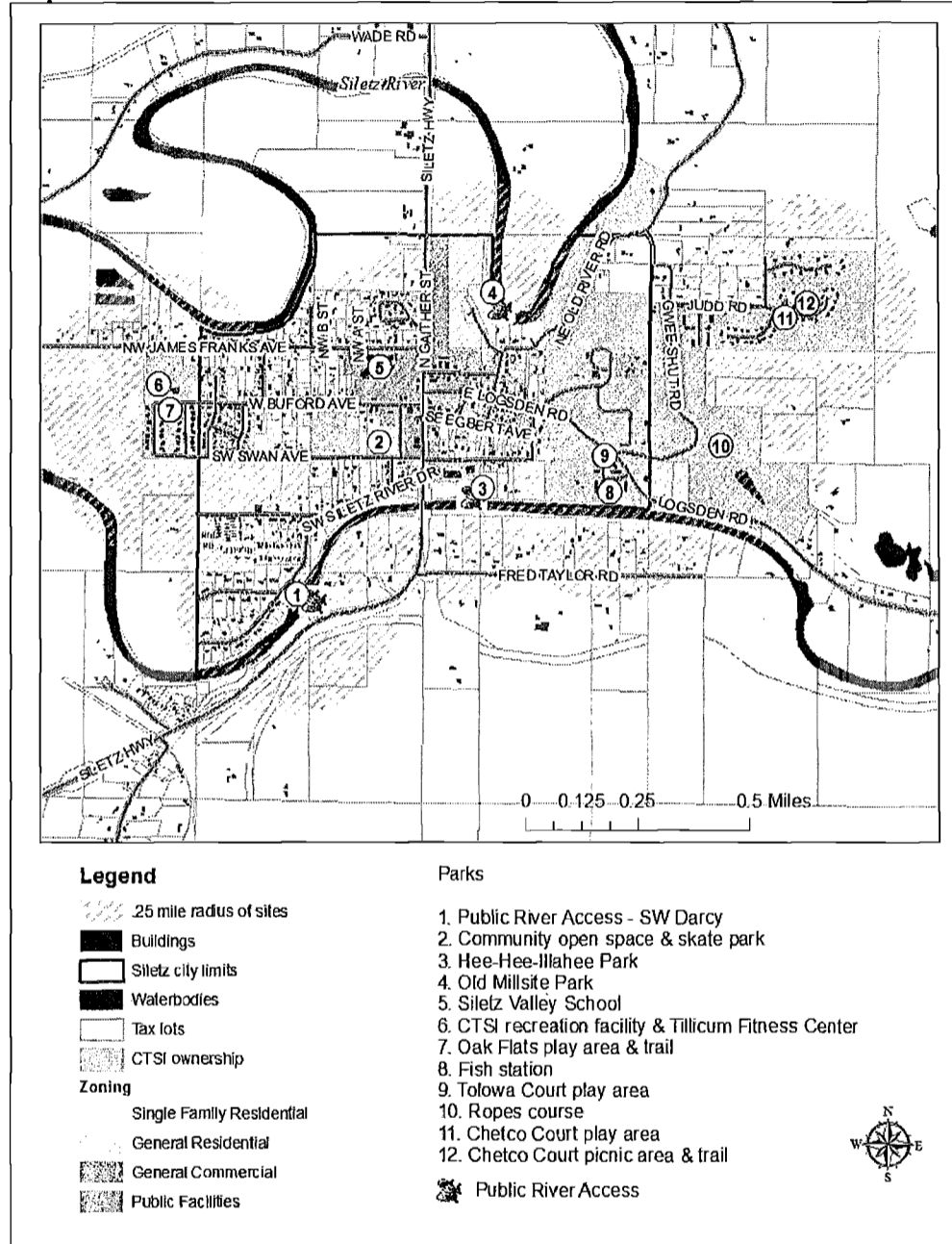
Chetco Court open space and trail: CTSI maintains a picnic area on Chetco Court, including a pavilion, picnic tables and a BBQ pit. Adjacent to this area is also a short (1/10 mile) unpaved trail, which connects Court and Tootootney Court. The site is approximately .8 acres in size.

Tillicum Fitness Center: This CTSI facility has several cardiovascular and weight machines, and is used as a space for group exercise classes. This facility is open to all Siletz residents, and is located on Buford Avenue, within the urban growth boundary, to the west of the city. The fitness center and adjacent recreation facility are located on an approximately 8 acre site.

CTSI recreation facility: This gymnasium has basketball and volleyball courts, and is open to all Siletz residents for a fee. There is no fee for tribal members. This facility also houses the Tribal Youth Center, which has table games, video games and computers. Surrounding the facility and several adjacent structures is a fitness track, approximately 1/3 mile in length. These facilities are located on Buford Ave, within the urban growth boundary and adjacent to the Tillicum Fitness Center, on a site that is approximately 8 acres.

Ropes Course: CTSI maintains a ropes course for team building activities off of Gwee Shut Road. The facility is infrequently used, and is primarily intended for use by tribal members.

Map 1: Siletz Parks and Recreation Facilities



Source: Lincoln County GIS, CTSI and OCWCOG

In addition to the park facilities described above, several regional park and recreation facilities are located within a 6 mile radius of Siletz. Depicted on Map 2, these include:

Olalla Valley Golf Course: The Olalla Valley Golf Course is a 9-hole regulation length golf course off of Highway 20. The course is public and is playable year round.

Jack Morgan Park: This Lincoln County Park is 6 miles north of Siletz on Hwy 229. It covers 11 acres along both sides of the highway, and contains an asphalt boat ramp, pit toilets, and a picnic

area with tables. While the west side of the park is non-fee day use, the east side is has fee-based camping sites. This park is popular for Chinook and Steelhead fishing.

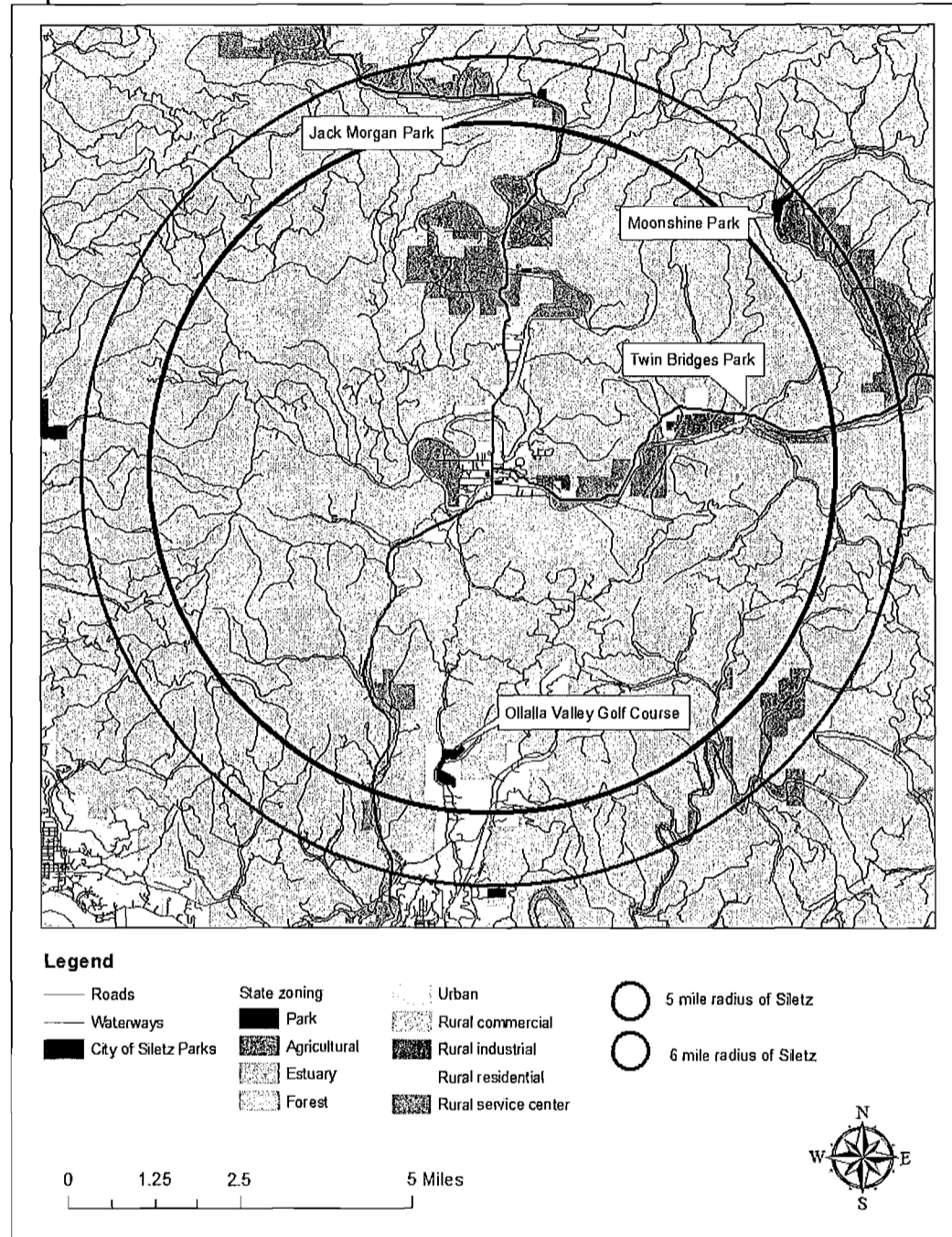
Twin Bridges Park: This Lincoln County Park covers 2 acres on the Siletz River, north of Siletz on Hwy 229. The park has picnic tables, pit toilets, an asphalt boat launch and boat trailer parking. This park is popular year-round for Salmon and Steelhead fishing.

Moonshine Park: Moonshine Park, a Lincoln County Park, is very popular for camping and fishing, especially during the summer. It covers 18 acres on the Upper Siletz River, and is located 11.5 miles east of Siletz off on Moonshine Park Road. Amenities include numerous fishing and swimming areas, tent and RV camp sites, drift boat launch, horseshoe pits, open spaces for field-spots, restrooms, and potable water.

Table 1: Siletz Area Parks and Recreation Facilities

Recreation facilities within Siletz			
Facility	Acres	Amenities	Jurisdiction
Hee-Hee-Illahee Park	2.11	Restrooms, picnic tables, boat launch	City of Siletz
Old Millsite Park	4.39	Pit toilets, picnic tables, boat launch	City of Siletz
Open space/skate park	7.5	Skate park, ball field	City of Siletz
Siletz Valley School	7	Play equipment, baseball field, softball field, t-ball field, covered play area, playfield	Lincoln County
Government Hill – Chetco walking path	n/a	Unpaved walking path	CTSI
Tolowa Court play area	.13	Play equipment	CTSI
Fish station	.05	Fish station and smokehouse	CTSI
Public river access	n/a	Access to the Siletz River, across from SW Darcy	City of Siletz
Total park acreage	21.18		
Recreation facilities within ½ mile of Siletz			
Facility	Acres	Amenities	Jurisdiction
Oak Flats play area	.8	Two sets of play equipment, paved multiuse trail	CTSI
Tillicum Fitness Center	8	Cardiovascular and weight machines, group exercise classes	CTSI
CTSI recreation facility		Basketball court, volleyball court, fitness track. Also houses Tribal Youth Center (table games, video games and computers). A fee is required for non-tribal members.	
Ropes course	2-3	Team building ropes course	CTSI
Chetco Court Play Area	.07	Play equipment, sitting area	CTSI
Chetco Court open space and trail	.8	Pavilion, picnic tables, BBQ pit, short unpaved trail	CTSI
Additional park acreage within ½ mile	11.67		

Map 2: Parks and Recreation Facilities within a Six Mile Radius of Siletz



Source: Lincoln County GIS and OCWCOG

State and Regional Recreation Trends

The Statewide Comprehensive Outdoor Recreation Plan (SCORP), completed by the Oregon Parks and Recreation Department (OPRD), identifies key recreation trends and facility needs at the statewide and regional levels. The SCORP findings direct state park and recreation policies and identify needs at local and regional levels.

The current SCORP, approved in 2008, focuses on the identification and analysis of several major state-wide trends that may affect future parks and recreational needs in Siletz. These are:

- A rapidly aging population, which will increase demand for picnicking, sightseeing, historic sites, and other passive recreation activities. Overall, top activities for older populations were walking, jogging, bicycling, bird watching and RV camping
- Fewer Oregon youth are learning outdoor skills, indicating a need to engage both parents and youth in outdoor activities such as camping, fishing, and backpacking
- An increasingly diverse population, which will require parks planning to account for changing parks and recreation usage patterns and needs

In addition to the broad trends described above, the previous SCORP (2003-2007) identified the most popular recreation activities in Region 1, along the central and northern coast¹:

- Picnicking
- Sightseeing/driving for pleasure
- Visiting cultural/historic sites
- Fishing from a boat
- Fishing from a bank or shore
- Bird watching
- Nature/wildlife observation
- Collecting (rocks, plants, mushrooms, berries, etc)
- Ocean beach activities

Current and Potential Needs

Current and future recreational needs can be determined in several ways. A determination of need can be based on local input, a statewide or regional comparison of use versus actual capacity of facilities, or a quantitative comparison of the number of facilities available locally. Recognizing that each method produces an important perspective, the following section briefly outlines the findings from each of these types of analysis.

SCORP

In addition to analyzing overall trends, the SCORP assesses how well recreational needs are being met throughout the state and region. Based on a statewide comparison of peak use versus actual supply of facilities, several high priority needs were identified in Region 1. These were: golf courses, outdoor swimming pools, local or backcountry hiking trails (all surfaces), local or backcountry hiking trails (unsurfaced), docks and piers for fishing and crabbing, and backpacking facilities.²

Based on these regional trends and needs, funding priorities for Region 1 include: additional camping facilities to counter-balance a loss of private facilities; additional and rehabilitated river access points; and additional non-motorized recreation trails.³ The SCORP findings also inform funding priorities for all other OPRD-administered grant programs.

¹ Popularity was determined by the percent of respondents participating. The most popular activities listed here each reported 20% or more of Region 1 respondents participating

² Oregon Parks and Recreation Department. 2003-2007 SCORP. (Salem: OPRD Planning Division, 2003). The key issues identified in the 2003-2007 SCORP were carried over to the current SCORP. The current SCORP chose several issues identified previously for more in-depth research as opposed to completing this broad-based needs analysis.

³ Land and Water Conservation Program funding priorities

Oregon Recreation Trails Plan

In addition to the SCORP, the State of Oregon has an Oregon Recreation Trails Plan, which includes a Water Trails Plan. The Water Trails Plan was developed following a 138% increase in non-motorized boating activities between 1987 and 2002, with the purpose of providing information and recommendations to guide OPRD and other agencies in Oregon in their management of water trail resources. Due to the amount of public input regarding recreation on and around the Siletz River, it would be advantageous for the City to consider findings in the Water Trails Plan when assessing local needs and priorities. Key findings for Region 1 include a need for:

- Additional public access to waterways
- Identification of navigability issues and clearly define water access points
- A designated funding source for non-motorized watercraft facility development

Other top issues statewide include:

- Adequate and consistent information resources;
- Addressing potential conflicts with landowners; and
- More safety-related information
- Research on the social and economic benefits of water trails⁴.

Siletz Community Survey

Results from the community survey indicate a relatively high level of satisfaction with local parks and recreation opportunities. Responses to the survey indicate that area residents are most satisfied with:

- River access
- Summer concerts and the efforts of the local parks committee.

Survey responses indicate that improvements can be made in the following areas:

- Additional playground for kids
- Increased park maintenance
- Additional facilities at the Old Millsite Park (such as a walking trail)
- A solution to heavy boat and RV traffic during the summer months

Level of Service Analysis

A common method of assessing parks and recreational needs is to complete a 'level of service' (LOS) analysis, which determines the amount and type of recreation facilities available based on population size. This is a useful way to quantify local recreation facilities; however, it is important to note that the analysis does not account for the quality or ADA accessibility of facilities. Further, all tribal and school facilities are included, despite access limitations to the general public.

⁴ Oregon Parks and Recreation Department. Oregon Trails 2005-2014: A Statewide Action Plan. 24 Aug 2009. <<http://www.oregon.gov/OPRD/PLANS/docs/trails/Water.pdf>>

Based on this quantitative LOS analysis, the City of Siletz compares well with the State and the County for several types of recreational facilities. Siletz has a greater level of service for ball fields, boat ramp lanes, cultural historic sites, picnic tables, equipped play areas freshwater beach areas, non-motorized boat launches, and shooting ranges. Considering the community's desire to retain its small town character, diverse cultural heritage and rich natural resources, the City may want to improve its level of service for bicycle trails, walking trails, fishing facilities, and freshwater beach areas.

The LOS analysis findings, shown in Table 2, indicate that Siletz is underserved by bridle trails, hiking trails, outdoor swimming pools, tennis courts, tent camping facilities, and RV camping facilities. Considering the size and resources available to small, rural communities like Siletz, the actual feasibility of developing and maintaining such facilities is very low. The findings also showed Siletz to be underserved by fishing piers, which are impractical on Siletz River.

Conclusions and Recommendations

Based on the potential needs described in the previous section, and taking into consideration the character of the community and resources available, it is recommended that the City prioritize the maintenance and enhancement of existing parks and river access points, while secondarily supporting the development of additional trail facilities and cultural or historical recreational opportunities.

Several policy revisions can be made to reflect these priorities and help to ensure that the recreational needs of residents and visitors are met. Each of these policies build directly on community input, which emphasized the popularity of existing parks and river access, fishing opportunities, and being able to walk and bike safely around the community. Development of river access points and non-motorized recreational trails (walking, biking, or water trails) are also a funding priority for the State.

These recommendations also recognize state guidelines under Statewide Planning Goal 8, which call for recreation facilities that are affordable, minimize environmental deterioration, meet the needs of visitors, protect unique areas, recognize energy consequences, coordinate with parks plans of other agencies, and maximization of potential scenic waterways. OAR 660-015-0000 (8)

Policy Recommendations

- Seek to improve river access for residents and visitors, including boat launches, fishing facilities, and swimming areas
- Place a high priority on the maintenance of existing park facilities
- Support the development on non-motorized trails in the Siletz area, including walking, biking, and water trails.
- Support the development of cultural and historical recreational opportunities

Table 2: Siletz Recreation Facilities Level of Service Inventory*

	Statewide Total	Average total/ 1,000 population	Lincoln County Total	Lincoln County total/1,000 population	Siletz Total*	Siletz total/1,000 population
Baseball/Softball Fields	2,449	0.72	24	0.54	4.00	3.69
Bicycle Trails - Surfaced Linear Miles	544	0.16	6	0.13	0.00	0.00
Bicycle Trails - Unsurfaced Linear Miles	1,403	0.41	4	0.09	0.00	0.00
Boat Ramps - Lanes	783	0.23	28	0.63	2.00	1.85
Community Walking Trails/Paths - Surfaced Linear Miles	12,107	3.54	7	0.16	0.10	0.09
Community Walking Trails/Paths - Unsurfaced Linear Miles	438	0.13	2	0.04	0.10	0.09
Cultural Historic Sites - Sites	384	0.11	5	0.11	4.00	3.69
Day Use Picnic Tables - Tables	26,175	7.65	529	11.81	10.00	9.23
Designated Bridle Trails - Linear Miles	5,768	1.69	10	0.22	0.00	0.00
Equipped Play Areas - Acres	1,320	0.39	21	0.47	2.00	1.85
Fishing Piers - Linear Feet	80,165	23.43	2,131	47.58	0.00	0.00
Football/Rugby/Soccer - Fields	1,769	0.52	17	0.38	1.00	0.92
Freshwater Beach Areas - Areas	118,514	34.64	4	0.09	3.00	2.77
Hiking Trails - Linear Miles	9,703	2.84	52	1.16	0.00	0.00
Indoor Swimming Pools- Number of Pools	127	0.04	5	0.11	0.00	0.00
Jogging Trails - Surfaced Linear Miles	320	0.09	3	0.07	0.00	0.00
Jogging Trails - Unsurfaced Linear Miles	637	0.19	1	0.02	0.33	0.30
Museum/Interpretive Building Sites - Sites	426	0.12	15	0.33	0.00	0.00
Nature/Interpretive Trails - Surfaced Linear Miles	178	0.05	4	0.09	0.00	0.00
Nature/Interpretive Trails - Unsurfaced Linear Miles	443	0.13	4	0.09	0.00	0.00
Non-Motorized Boat Launches - Canoe/Raft/Kayak Sites	322	0.09	12	0.27	2.00	1.85
Outdoor Basketball - Goals	3,556	1.04	35	0.78	2.00	1.85
Outdoor Swimming Pools - Number of Pools	71	0.02	0.00	0.00	0.00	0.00
Outdoor Tennis - Number of Courts	1,254	0.37	8	0.18	0.00	0.00
RV/Trailer Campsites - Sites	43,901	12.83	2,804	62.60	0.00	0.00
Shooting Ranges - Archery Ranges	43	0.01	1	0.02	1.00	0.92
Tent Campsites - Sites	10,707	3.13	362	8.08	0.00	0.00

*Includes areas within 1/2 mile of the City
 SCORP Inventory data 2001 & US Census Data 2000
 Siletz population estimate: 2008 Census estimate

Siletz Public Facilities and Services Review

December 2009



Prepared for:
City of Siletz
215 W. Buford Avenue
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Table of Contents

Introduction	1
Water Supply	1
Current System	2
Limitations	2
Projected Needs	3
Sewage System	4
Current System	4
Limitations	5
Projected Needs	5
Solid Waste Disposal	5
Fire Protection	5
Police Protection	6
Schools	6
Public Library	7
Health Services	7
City Government	8
Other Public Facilities and Services	8
Conclusions and Recommendations	9
Appendices	10
Appendix A: Water Treatment System Map	10
Appendix B: Wastewater Treatment System Map	11
Appendix C: Definitions	12

List of Tables

Table 1: Survey of Water Rates, November 2009	2
Table 2: Summary of Future Water Demand and Storage	3
Table 3: Water Connections and EDU Projections	3
Table 4: Sample Waste Discharge Data from 2008	4
Table 5: Sewer Connections and EDU Projections	5

Funding for this study was made available by the Department of Land Conservation and Development, the City of Siletz, the Confederated Tribes of Siletz Indians and the Oregon Cascades West Council of Governments

Introduction

Residents of the City of Siletz and the adjacent urbanized areas are provided public services by the City of Siletz and numerous private service providers. These services include: water, sewage treatment, solid waste disposal, fire protection, police protection, schooling, a public library, health services, city government services, and other public services. The following document describes the current status and condition for each of these services in Siletz, projects future facility needs, and outlines policy choices the City may make to ensure the timely, orderly, and efficient delivery of each of these services. This analysis is intended to help the City address Statewide Planning Goal 11.

Water Supply

Current System

The City of Siletz supplies treated water to properties within the urban growth boundary (UGB), to property owned by the Confederated Tribes of Siletz Indians (CTSI) proximate to the city, and to the Camp 12 unincorporated residential area south of the city limits. The properties outside of the urban growth boundary are provided water through two prior amendments to the Comprehensive Plan. The first amendment, completed in 1984, states that the city will permit the extension of municipal water or sewer services to areas outside of the urban growth boundary to alleviate a health hazard. The second amendment, completed in 1985, states that the City will permit the extension of water and sewer services to serve CTSI properties developed in accordance with policies within the City Comprehensive Plan.

Presently, there are approximately 620 water connections served by the City. Some of these connections serve more than one dwelling unit, including one which serves approximately 71 units within a manufactured home park, and two connections which serve numerous CTSI properties¹. A map of the Siletz water distribution system is included as Appendix A.

The municipal water supply is obtained from the Siletz River through two water rights: one is the City's original water right and one is loaned to the City by CTSI. As municipal water rights, they take precedence over other non-municipal rights. These rights allow the City to draw up to 322,000 gallons per day (gpd). Currently, the City generally draws 90,000-250,000 gpd, with the highest demand occurring in the summertime. This high demand, combined with low summer flows and an oversubscription of water rights create some insecurity in this sole water source.

Raw water is pumped to the water treatment plant on Government Hill, where it treated through settling, filtration and chlorination. Treated water is held in three holding tanks adjacent to the plant, which collectively hold 1,000,000 gallons (500,000 gal, 300,000 gal, and 200,000 gal respectively). Water is distributed from these tanks through gravity-fed lines, with an average pressure of 50-60 pounds per square inch (psi). Water pressure in the Camp 12 system is generally around 40 psi, due to the higher elevation of the system. In order to maintain a minimum water pressure of 20 psi throughout the entire system, as required by the Oregon Health Division, the City must retain a relatively high level of water in storage (approximately half of each tank's storage capacity). With a base elevation of 240.5 feet and an overflow elevation of 264.5 feet, the primary water tank must not go below an elevation of 252.5 feet.

¹ To serve CTSI properties outside of city limits, the City provides water to two master meters – one to the east of town, serving the Chetco Court area, and one to the west of town, serving the Oak Flats area. The City is responsible for billing the two master meters, while CTSI staff owns, operates and reads meters to bill individual properties. CTSI also owns and maintains water and sewer lines in those areas.

Limitations

The current water treatment and distribution system can meet the basic water needs of the City at its current level of development, and under regular and optimal operating conditions. This being said, the system has two structural deficiencies which limit its capacity to meet current needs and will limit the City's ability to support future development. These are a lack of storage capacity and an inability to meet demands during periods of high turbidity.

First, the system needs additional storage capacity in order meet storage requirements for fire suppression. As reported in the Water and Wastewater CIP, summertime storage is calculated to be the fire flow plus three times the maximum daily demand. With a current maximum daily demand cited as 260,000 gpd, the requirements of the fire district would be 360,000 gallons (3,000 gallons per minute for two hours), bringing the required storage capacity to approximately 1,140,000 gallons. The current storage capacity is 1,000,000 gallons; however, the water pressure requirements cut the effective storage space in half – to 500,000 gallons.² Therefore, the system needs 640,000 gallons of storage to meet current requirements, and will need new storage space to accommodate any future development.

Second, the water treatment system is currently unable to meet basic demands during periods of high precipitation and turbidity. The current wintertime water demand for the City is approximately 120,000 gallons of water per day, as stated in the Siletz Water and Wastewater Capital Improvement Plan (CIP). It takes approximately 10 hours to complete treatment of this volume of water, which would be possible with low turbidity levels in the river. However, once turbidity levels rise above 40, treatment is not possible due to excessive backwashes. In this case, Public Works staff must treat the full daily water volume the following day (requiring a total of 20 hours of treatment time that day). This situation creates strain on staff and equipment, and indicates that the current water treatment system can not guarantee water every day.

In addition to the two structural limitations described above, daily maintenance and operations costs have been identified by the City as a limitation. This finding is supported by a brief survey of water rates in nearby cities (see Table 1).

Table 1: Survey of Water Rates, November 2009

City	Rate Structure
Siletz	\$34 + \$2.00/1,000 gal
Newport	\$13.25 + \$2.40/1,000 gal
Toledo	\$8.70 + \$2.13/1,000 gal
Depoe Bay	\$14 + \$3.50/1,000 gal
Philomath	\$12.95 + \$3.88/1,000 gal (equivalent)

Source: Telephone survey of respective cities completed by OCWCOG

Projected Needs

The current water treatment and distribution system is limited by raw water storage capacity and the inability to guarantee potable water during periods of high turbidity. The urgency of these issues will increase as population and water demand grow.

Building on projections in the 2005 Water and Wastewater CIP and retaining the current maximum summer water usage per household (390 gpd), there will be an estimated total demand

² The Dyer Partnership Engineers & Planners, Inc. Siletz Water and Wastewater Capital Improvement Plan: March 2006.

of 283,140 gpd for household use by 2015 and 397,410 gpd in 2030. Accounting for fire flow requirements of 3000 gallons per minute for 2-3 hours³ and three times the maximum daily demand, the total storage requirement was calculated at 1.14 million gallons in 2005, 1.52 million gallons in 2015, and 1.92 million gallons in 2030, as shown in Table 2. The system will require substantial upgrades to accommodate these projected residential water storage needs.

Table 2: Summary of Future Water Demand and Storage*

Item Description	2005 Residential & Tribal Connections	2015 Residential & Tribal Connections	2030 Residential & Tribal Connections	2030 All Residential & Commercial Uses
Number of residences	576	726	1,019	1,051
Demand day/home (summer)	390	390	390	390
Total Daily Demand (gallons)	224,640	283,140	397,410	409,890
Fire flow requirements (gallons)	360,000	540,000	540,000	540,000
Maximum daily demand	260,000	327,700	459,977	474,421
Total storage req (FF +3MD)	1,140,000	1,523,100	1,919,930	1,963,264
Existing storage	1,000,000	1,000,000	1,000,000	1,000,000
Camp 12 adjustment	-500,000	-500,000	-500,000	-500,000
Effective storage	500,000	500,000	500,000	500,000
Needed storage	640,000	1,023,100	1,419,930	1,463,264

*Projections are not intended to be precise and are based on recent water connection and water usage rates.

Commercial water use will create an additional demand for an estimated 12,480 gpd based on the .93% annual connection rate included in the 2006 Siletz plan for system development charges.⁴ Once fire flow requirements are considered, the total storage requirement increases to 1.96 million gallons in 2030. These general projections are shown in Table 3.

Table 3: Water Connections and EDU Projections

Type of Connection	2005 Conn.	2005 EDUs	Growth Rate %	2015 Projected Conn.	2020 Projected Conn.	2030 Projected Conn.	2030 Projected EDUs
Residential	562	562	2.33	708	794	1,000	1,000
Tribe	14	283	1.17	16	17	19	374
Commercial	26	213	0.93	29	30	33	262
Total	602	1,058	--	752	840	1,051	1,636

Source: Calculations extrapolated from Siletz System Development Charges for Water and Wastewater, March 2006

The City is currently collaborating with CTSI to increase its storage capacity for raw and treated water. The City plans to construct a 1.5 million gallon storage tank for raw water, at a cost of approximately \$1.37 million. Funding for this project has been obtained through grants to CTSI and loans to the City. This raw water storage tank will be entirely owned and operated by the City. CTSI is also working with the City to construct a 500,000 gallon storage tank for treated water, which will be owned and insured by CTSI and maintained by the City. This project will also be funded with grant assistance provided to CTSI.

³ In 2005, the requirement was set at 2 hours with the expectation that it would increase to 3 by 2015. The calculations reflect this anticipated increase.

⁴ The SDC plan reflected a 2.33% growth in connections for residential uses, 1.17% for tribal connections, and .93% in commercial connections. Extrapolated out at the same rate, 1000 residential, 19 tribal, and 33 commercial connections can be projected for 2030.

Sewage System

Current System

The City's current sewage collection and treatment plant is a Class II Activated Sludge Plant SBR, which replaced the previous lagoon system in 1991. The facility is designed to treat a maximum flow of 500 thousand gallons per day before gradual release into the Siletz River. In addition to the treatment plant, the system includes two storage ponds capable of holding 4.5 million gallons of water and a facultative sludge lagoon which holds processed sludge until it is applied for beneficial use on farmland during dry summer months according to standards set by the Department of Environmental Quality.⁵ A map of the wastewater treatment system is included as Appendix B. In addition to properties currently served by the sewer system, the map illustrates those that are not served, but have septic systems. Approximately 20% (123) of properties within city limits are served by the city water system but not by the wastewater treatment system.

Intake of wastewater into the system generally ranges from 90,000 gallons/day in the summer to 300,000 gallons/day during the winter. During heavy rains, intake can reach up to one million gallons per day. Although the two storage ponds were included in the facility design to accommodate overflow during periods of heavy rainfall, there are still times when untreated wastewater is released directly into the Siletz River to prevent back-up in the system. These sewage overflows create incompliance with DEQ standards and need to be addressed in future system upgrades. A wastewater management plan can help the City address this issue.

This wide intake fluctuation is caused by serious problems with infiltration into the system during periods of heavy rainfall. The two storage ponds were included in the design of the facility in order to accommodate overflow during these periods, and they will hold the untreated wastewater and sewage until the treatment facility has the capability to process it.

The current waste discharge permit allows an average⁶ daily discharge of 20 lbs/day of biochemical oxygen demand (BOD) and 26 lbs/day of total suspended solids (TSS) into the Siletz River from May 1 – October 31st. From November 1st – April 30th, the maximum discharge is 46 lbs/day of BOD and 62 lbs/day of TSS. Actual average daily discharges for BODs and TSS are consistently lower than the allowable daily average. Sample data from July and December of 2008 are used to illustrate average daily loads, in Table 4.

Table 4: Sample Waste Discharge Data from 2008

	Parameter	Allowable Daily Average (lbs/day)	Sample Daily Average: July & December (lbs/day)
May 1- Oct 31	BODs	20	2
	TSS	26	2.3
Nov 1 – April 30	BODs	46	7
	TSS	62	11

Source: City of Siletz, Department of Public Works

Limitations

The current wastewater treatment system can adequately treat and release the current levels of wastewater coming into the treatment plant under most conditions. The system is inadequate to

⁵ City of Siletz, Department of Public Works. 2009.

⁶ Monthly average pounds per day. DEQ also specifies weekly average pounds per day for BODs and TSS.

treat the full intake of wastewater during heavy rain events, as evidenced by overflows into the Siletz River.

Public Works staff recently completed an Infiltration and Inflow Sewer repair project (I & I) which repaired critical sewer pipes and lessened overflow conditions during the winter. Additional repairs on the less critical sections would further reinstate the systems to its full capacity.

Projected Needs

According to the City's report on system development charges, the sewage lagoons, pump systems and sewage piping have capacity to meet expected demand through 2015 with regular removal of sludge from the storage lagoon and with regular I & I repairs⁷. The entire system is reaching the end of its twenty-year lifetime in 2011, at which time repairs and replacements can be expected for major system components. The City Engineer projects minor system upgrades will be needed for the Siletz system, including replacement of storage pond liners. Operations and maintenance costs will also grow as the system expands.

Future growth through 2030 can be accommodated through the addition of treatment and storage ponds to the existing facilities. The City may also need to locate an alternative area for spreading biosolids, in the case that the current parcel becomes unavailable. The development of a storm water management plan would further build future capacity and limit overflows into the river.

Table 5: Sewer Connections and EDU Projections

Type of Connection	2005 Conn.	2005 EDUs	Growth Rate %	2015 Projected Conn.	2020 Projected Conn.	2030 Projected Conn.	2030 Projected EDUs
Residential	489	489	2.33	616	691	870	869.7
Tribe	14	301.7	1.17	16	17	19	412
Commercial	26	228.6	0.93	29	30	33	294.9
Total	529	1019.4	--	660	737	921	1576.6

Source: Calculations extrapolated from Siletz System Development Charges for Water and Wastewater, March 2006

Solid Waste Disposal

Solid waste collection is provided by Dahl Disposal Service. Dahl Disposal provides weekly waste and recycling pick-up for residential and commercial customers, and also provides drop-boxes on request. Waste and recycling are taken to a local transfer station for transport to a landfill in the Willamette Valley.

Fire Protection

The City receives fire protection from the Siletz Rural Fire District. The District covers an approximately forty square mile area and includes a station in Siletz on Gaither Street and a station in Logsden, across the bridge from the Logsden store. District personnel include a fire chief and approximately twenty volunteer fire fighters, four of which are trained as Emergency Medical Technicians.

The Siletz Rural Fire District has two 1,000 gallon pumper trucks, one 750 gallon pumper truck, one 1,800 gallon tanker, and one 2,000 gallon tanker. The district also has one Quick Response

⁷ The Dyer Partnership Engineers & Planners, Inc. System Development Charges for Water and Wastewater: March 2006.

Vehicle and one utility pick-up. All vehicles are housed at the Siletz station except for one 1,000 gallon pumper truck, the 1,800 gallon tanker and the utility pick-up, which are housed at the Logsdan station.

The fire district facilities and equipment are currently adequate for the needs of the district, and a district financing plan accounts for future equipment needs. Projected future needs for the district include a new pumper truck and new tanker by 2015, and the addition of an additional pumper truck by 2030 based on population projections.

The annual operating budget of the SRFD is approximately \$155,000. Approximately 95% of the budget comes from district property taxes and FEMA grants. The remaining 5% is donated by CTSI to cover protection on tribally-owned tax-exempt properties. Fire district staff states that the current budget is adequate for current needs, and that the district will work directly with the tribe to assure that future development on tax-exempt properties is adequately covered by the operating budget.

Police Protection

Police services are currently provided by the Toldeo Police Department through a contract with CTSI. The contract funds 3 FTE police officers, or the equivalent of 120 hours of services per week. The contract assures that City and CTSI reservation land are provided with 24 hour police services.

Police protection is also provided by the Oregon State Police and the Lincoln County Sheriff's Department. The County Sheriff's Department patrols throughout the County and enforces criminal and traffic laws. The County also has a SWAT team which can respond to high risk situations. The Oregon State Police primarily patrol the state highway system and provide traffic and accident control. The State Police act as a civil law enforcement body as well, and will respond to calls for assistance from local police agencies or citizens.

Responses to the community survey indicate that a majority of residents feel that there is adequate police coverage and that residents appreciate the relatively high level of police protection for a community of its size. Respondents stating that public safety needed improvement most often noted high levels of crime and vandalism, the lack of a local police department or deputy, and a need for increased animal control.

Schools

The Siletz Valley School provides K-12 education for Siletz residents as a public charter school. As a public charter school, it is operated and funded similar to any other public school; however, it is directed by a separate school board. School enrollment in October, 2009 was 286 students, with 203 enrolled in grades K-8 and 83 enrolled in grades 9-12. The school itself consists of several buildings: a main building and attached annex, a shop, a gym, and a portable classroom housing art classes. A second portable classroom on school grounds is utilized by the independent Head Start program, which provides pre-kindergarten education for income-eligible families. There are numerous play facilities on the school grounds as well, which are detailed in the Parks and Recreation Analysis.

Responses to the community survey and input at public meetings suggest overall satisfaction with the school. The school may be able to meet additional community needs by hosting or partnering with other agencies to host community programs.

The school has several short-term and long-term facility needs. In the short-term, needs include replacement of the roof, windows, and heating system. Infrastructure for a fiber connected computer system is also a short-term goal. In the long-term, the school will need major structural repairs or reconstruction to address the overall poor condition of the facility, and public health issues resulting from the age of the building. Long-term goals also include development of an east side satellite for the Oregon Coast Community College and placement of phones in each of the classrooms.

Funding for the school is based on enrollment, and has increased in recent years as a result. In addition, the Confederated Tribes of Siletz Indians (CTSI) has funded up to 25% of the schools operating costs as a charitable donation.⁸

Public Library

The Siletz Public Library is an independent library managed by the Lincoln County Library District. It is a member of the Coast Resources Sharing Network, a cooperative of libraries in Lincoln and Tillamook Counties. The library is currently open four days a week, with some evening hours. The library contains over 130,000 volumes, provides free computer and internet service, and has two meeting rooms available for public use. One meeting room can accommodate 5-6 people during regular library hours, and the other can accommodate up to 50 people during or after regular library hours. The library also sponsors a summer reading program for all ages and a Friday story hour for youth. Responses from the community survey indicate a high level of satisfaction with the new library facility.

In upcoming years, library needs may include more computers, additional volunteer staff members, and an endowment or fund to cover ongoing maintenance and operations costs.

Health Services

The Samaritan Pacific Communities Hospital and other practitioners located in Newport, Lincoln City and Corvallis provide many health care services for Siletz residents. The Samaritan Pacific Communities Hospital currently is a 25-bed critical access hospital with 380 employees. The Samaritan Pacific Communities Hospital has full accreditation by the Joint Commission on Accreditation of Healthcare Organization and is part of the larger Samaritan Health Services system.

Additionally, Siletz residents are served by the Siletz Tribal Health Care Program at a local clinic. CTSI currently offers preventative health programs, mental health, ambulatory, family practice, laboratory, and limited radiology services to all Siletz residents and tribal members. Services that are only available to Indian Health Services eligible residents include: pharmacy, optometry, and dental care (including oral surgery and orthodontics).

CTSI is currently constructing a new facility east of the city, on Gwee Shut Road. This facility will replace the current clinic on Gaither Street and provide expanded services. It is expected that the expanded capacity of the clinic will allow CTSI to better meet the needs of both tribal and non-tribal members.

⁸ Information for this section is based on conversation with Siletz Valley School administration

Additional health care needs identified for Siletz residents include alcohol and drug treatment facilities and programs, Veteran's services, wellness programs, and improved transportation between Lincoln and Benton Counties for healthcare purposes.

City Government

The City is governed by a five member council including the Mayor, which is responsible for the scope, direction and financing of public services. Additional departments and services provided by the City include a City Recorder, Public Works Department, and land use planning services, as described below.⁹ While this current level of staffing is adequate to meet current needs, the City may need to complete transition planning and hire additional public works staff during the planning period.

- **City Recorder:** The City Recorder facilitates communication to the City Council, prepares agendas and minutes, maintains official city records reflecting actions of the Council, maintains depository of contracts, agreements and official Council actions and ensures the timely availability of these records to the Council, public, other agencies, and staff.
- **Public Works:** The Public Works Department plans, operates and maintains public infrastructure, including streets, sewer, water treatment, waste water treatment, public buildings, and other facilities. Services provided by the Public Works Department help to ensure public health, safety, environmental quality, and citizen convenience. The Department has three full-time staff members. Two are certified for waste-water treatment and two are certified for raw water treatment.
- **Land Use Planning:** The City Recorder and Deputy Recorder provide assistance and direction to the public during all phases of community development and land use planning. City staff implements city ordinances, administers the local comprehensive plan and land use code, and advises the City Council on all land use and special project matters.

Other Public Facilities and Services

Other providers of public and semi-public services in the Siletz area include Central Lincoln PUD (electricity); Northwest Natural Gas (natural gas); Qwest (telephone); and BroadStripe (cable television). Consumers Power also provides electricity to land east of the City. Three primary facility needs have been identified through community input. These are a need for complete cell phone service, more robust internet service, and expanded natural gas service.

As described in the Economic Opportunities Analysis, the Oregon Coastal Zone Management Association and Oregon Central Coast Development Alliance have been working to improve cell phone and internet capacities along the Central Oregon coast; however, the remote location and low level of commercial and institutional development in Siletz pose additional challenges to their inclusion in these projects.

Siletz is the only incorporated city in Lincoln County lacking full cell phone coverage. The City does have internet service; however, a redundant fiber optics loop would prevent major service outages and help to attract business owners seeking reliable internet coverage in attractive rural locations. Further, the additional bandwidth is needed to accommodate current and future internet needs.

⁹ Lincoln County. Lincoln County Natural Hazards Mitigation Plan. Siletz Addendum. Newport: Lincoln County Planning, 2008)

Natural gas is currently provided to most areas within city limits, however, service has not been extended to numerous residents in the southwestern part of town. In order for service to be expanded to those areas, additional households must request service.

Conclusions and Recommendations

Through collaborations with regional entities, including the Confederated Tribes of Siletz Indians, the City of Siletz is able to provide good public services to the community and, in some cases, to surrounding areas. Public facilities and services which will likely require improvements to accommodate future growth include the water and waste water systems. To ensure that the City meets the current needs of the city, as well as projected growth through 2030, the City may consider policies addressing the following concerns:

Policies addressing facility maintenance costs:

The City will consider the long term maintenance and operations costs when public facilities are being planned, designed and constructed.

The City will continue work to upgrade its sewer collection system in order to reduce inflow and infiltration.

A policy to secure the water supply:

The City shall take the necessary steps to ensure that water supply sources are adequate and protected for future needs.

A Government Services policy:

The City shall continue to provide administrative and public works services within its financial capabilities and will pursue outside assistance and intergovernmental partnerships to enhance local services.

A policy supporting the use of the Siletz Valley School for community programming:

The City supports the use of local facilities for community programs.

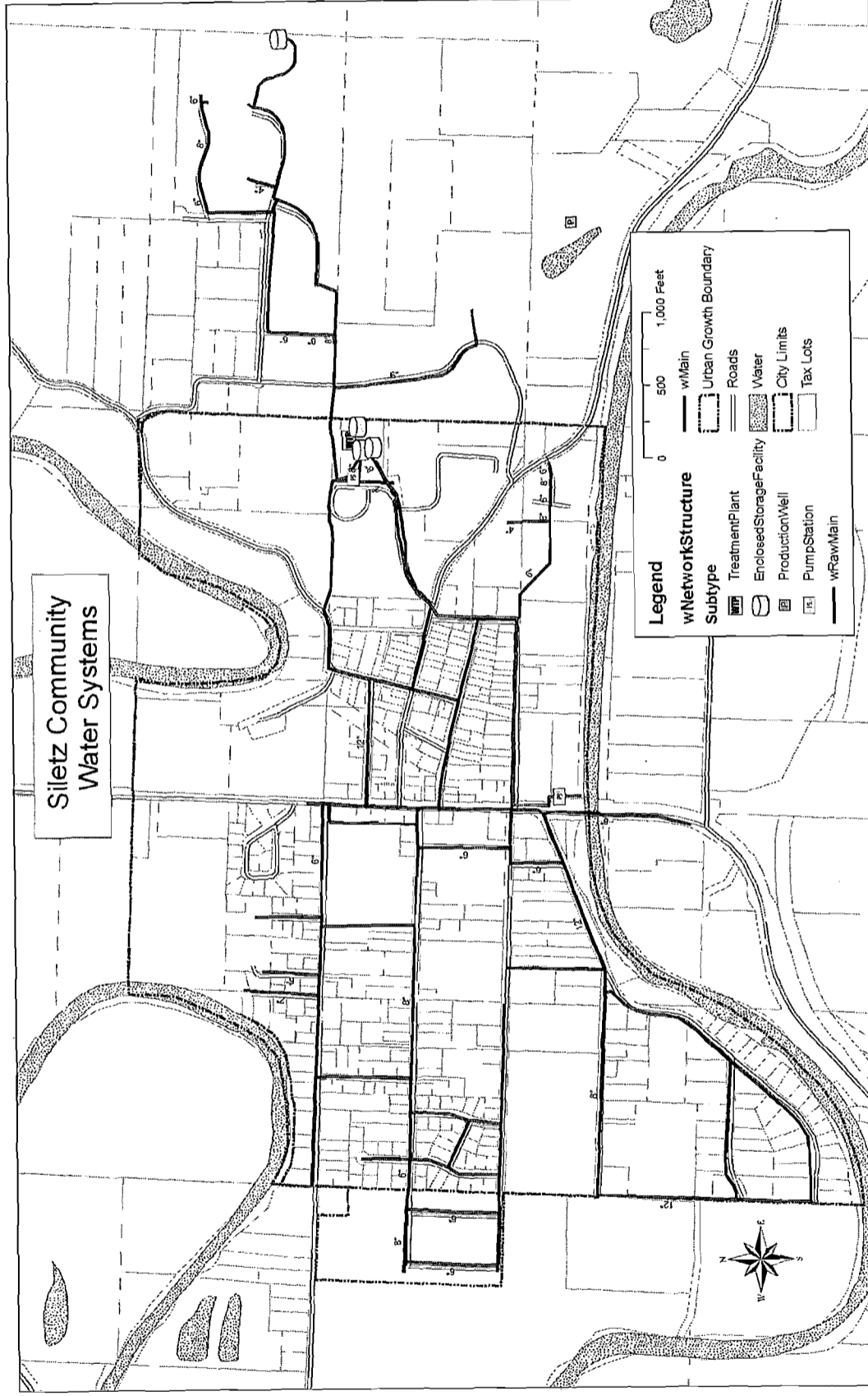
Other utility policies:

The city shall continue to cooperate with public and private companies to supply adequate telephone, electric, natural gas, cable, and internet services to city residents.

The city will support efforts to provide cell phone service in the Siletz area.

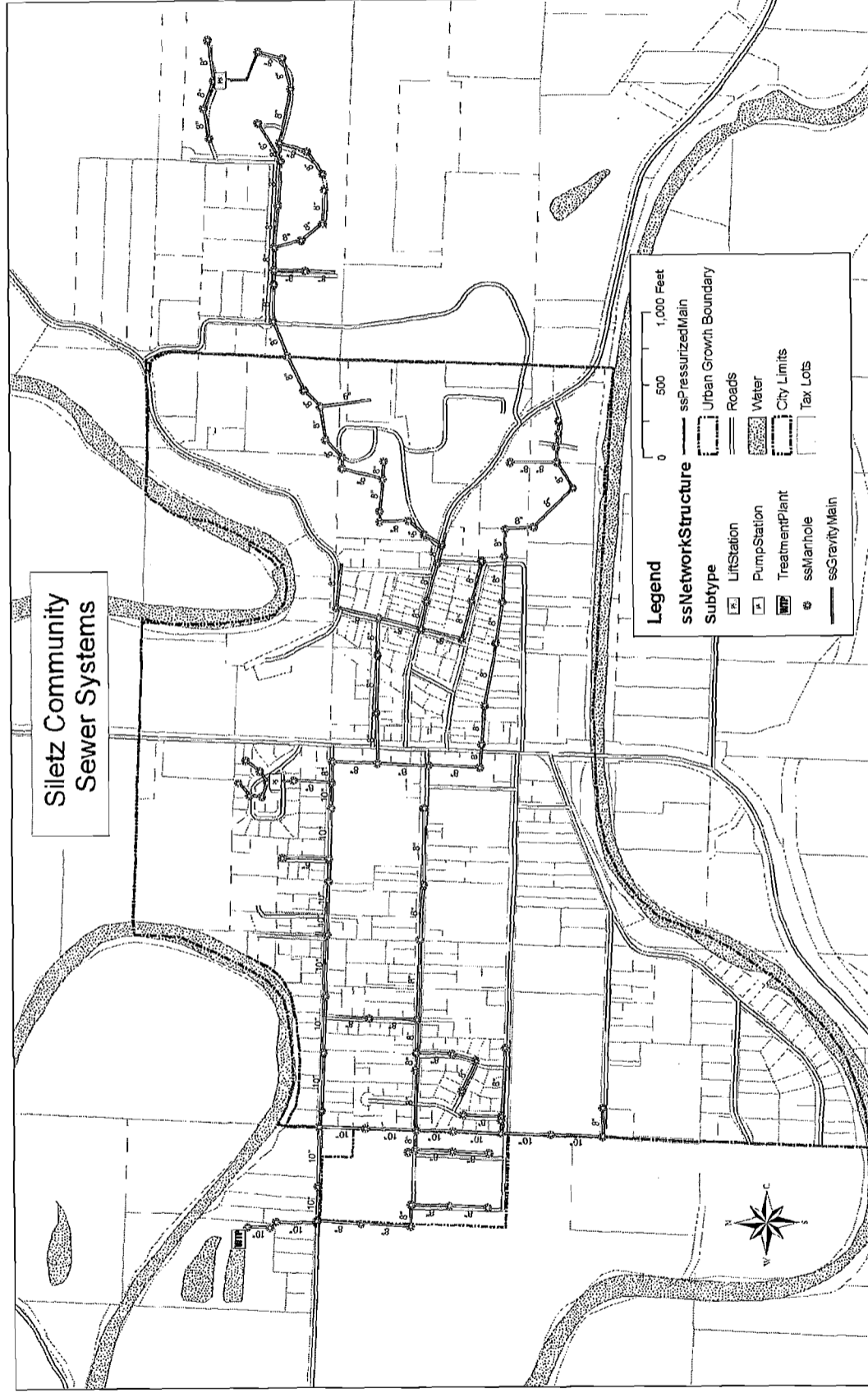
The city will support efforts to enhance regional fiber optic security and capacity.

Appendix A: Water Treatment System



Source: CTSI and City of Siletz

Appendix B: Wastewater Treatment System



Source: CTSI and City of Siletz

Appendix C: Definitions

Biochemical oxygen demand (BOD) - The amount of oxygen required by aerobic microorganisms to decompose the organic matter in a sample of water, such as that polluted by sewage. It is used as a measure of the degree of water pollution.

City limits – a boundary line that identifies land within the City.

Comprehensive Plan – the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

FTE – Full time equivalent worker.

Goal – is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Hydric soils – soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part.

Infiltration and inflow - Inflow and infiltration, or I & I, are terms used to describe the ways that groundwater and storm water enter into dedicated wastewater or sanitary sewer systems. Inflow is storm water that enters into sanitary sewer systems at points of direct connection to the systems. Infiltration is groundwater that enters sanitary sewer systems through cracks and/or leaks in the sanitary sewer pipes.

Policy – a decision-making guideline established to direct the City's strategic growth according to its goals and guiding themes.

SBR – Sequencing batch reactor, component of a 'Class II Activated Sludge Plant SBR'.

Statewide planning goals – goals that express the state's policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Total suspended solids (TSS) - The weight of particles that are suspended in water. Suspended solids in water reduce light penetration in the water column, can clog the gills of fish and invertebrates, and are often associated with toxic contaminants because organics and metals tend to bind to particles. Total suspended solids are differentiated from total dissolved solids by a standardized filtration process, the dissolved portion passing through the filter.

Urban growth boundary (UGB) - for each incorporated city, a boundary established to define the land area needed to accommodate 20 years of growth of the city – the location of the UGB is agreed to by the affected city and county(ies); only lands within the UGB are potentially eligible for annexation to the city.

Water right - Under Oregon law, all water is publicly owned. With some exceptions, cities, farmers, factory owners, and other water users must obtain a permit or water right from the Water Resources Department to use water from any source— whether it is underground, or from lakes or streams.

Siletz Transportation Facilities Review

December 2009



Prepared for:
City of Siletz
215 W. Buford Avenue
Siletz, Oregon 97380



Prepared by:
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Table of Contents

Introduction	1
Existing Facilities, Conditions and Policies	1
Streets and Highways	1
Pedestrian and Bicycle Facilities	3
Public Transit	4
Air, Water and Rail	4
Review of Existing Plans	4
Transportation System Needs	6
Safety Improvements	6
Pedestrian and Bicycle Facilities	7
Parking in Commercial Areas	7
Roadway Maintenance	7
Increased Connectivity	8
Improved Access to the Community	8
Update Development and Classification Standards	8
Conclusions and Recommendations	10
Appendices	12
Appendix A: Siletz Roadway Federal Functional Classification Map	12
Appendix B: Siletz Transportation System Roadway Inventory	13
Appendix C: CTSI Daily Traffic Counts, August 2005	14
Appendix D: Traffic Volumes and Vehicle Classifications, Gaither Street	16
Appendix E: Transportation System Funding Mechanisms	17
Appendix F: Definitions	22

List of Tables

Table 1: Current Siletz Roadway Development Standards	2
Table 2: Current and Recommended Roadway Development Standards	3

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Introduction

Transportation systems are essential for the movement of goods, people and services at local, regional, and national levels. They are composed of streets, highways, railways, airports and transit systems, as well as bicycle and pedestrian facilities. To ensure the continued quality and efficiency of these systems, they are maintained according to transportation system plans and transportation improvement plans, and are also reviewed and inventoried on a regular basis. This regular process of review and analysis helps to ensure compliance with Oregon Statewide Planning Goal 12 – to provide and encourage a safe, convenient and economic transportation system.

The Siletz transportation system was last reviewed by the City in 1987 as part of the comprehensive plan update process. This review included an inventory of existing conditions, a summary of system needs, and a series of transportation guidelines intended to ensure the implementation of a safe and efficient transportation system. This review will have a similar scope and intent, with an additional summary of transportation funding opportunities and development code recommendations. As a city with a population under 10,000, the City of Siletz is not required to maintain a full Transportation System Plan (TSP), although additional guidance and planning is provided by the Lincoln County TSP and the Confederated Tribes of Siletz Indians TSP.

Existing Facilities, Conditions and Policies

Reflecting the rural nature of the community, transportation facilities in the Siletz area include one state highway, several county roads, and a network of local residential streets. These facilities are used by local residents and visitors, as well as local commercial establishments and industrial uses. Traffic primarily consists of personal vehicles, large trucks, pedestrians and bicyclists.

Streets and Highways

The backbone of the Siletz transportation system is OR 229, which is identified as Gaither Street within city limits. Gaither Street serves as the city's main street and is the primary transportation route both north and south of the city. To the south, OR 229 intersects with US 20 and the City of Toledo, while to the north it connects with US 101 at Kernville. OR 229 is one of two rural major collectors in Siletz, as defined by federal functional classifications. The other is Logsden Road, or County Road 410. The remainder of the system is composed of approximately 9 miles of local, and primarily residential, roads. A system map and inventory are included as Appendices A and B, respectively.

The current street classification system and corresponding development standards for the City of Siletz are outlined below, and are found in greater detail in the Municipal Code. Additionally, the Code requires that all streets adhere to the "1990 Oregon American Public Works Association Standard Specifications and Drawings for Public Works Construction". These specifications dictate standards for paved streets with curbs, sidewalks, piped storm drainage with catch basins and manholes, lighting and other amenities.

The current Siletz street classes include:

Arterial Street: A major thoroughfare with the potential of servicing more than one hundred fifty units of residential development

Collector Street: a street servicing at least forty units but not more than one hundred fifty units of residential development

Local Street: a street servicing less than forty units of residential development

Industrial and Commercial Streets: streets servicing industrial and commercial development

Table 1: Current Siletz Roadway Development Standards

	Type of street			
	Arterial	Collector	Local	Industrial & Commercial
Right-of-way width	80 ft	60 ft	50 ft	60 ft
Pavement width	48 ft	40 ft	30 ft	36 ft
Sidewalk width	5 ft	4 ft	4 ft	6 ft
Curbing	Vertical	Vertical	Vertical or sloped	Vertical
Design Speed (mph)	45	30	25	45

These standards are applied to new developments; however, the majority of this slowly-growing community was developed prior to enforcement. As a result, the road system in Siletz is characterized by multi-use road ways with limited sidewalks and curbing. Centerlines are marked on major roads, however, driving lanes remain unmarked on numerous local roads. Gaither Street maintains two 10-12 foot travel lanes through the City, with a total surface width ranging from 23-34 feet.¹ There is no on-street parking on local streets, and limited on-street parallel parking along Gaither Street. These parking limitations lessen conflicts between pedestrians or bicyclists and vehicles on residential streets, but create additional concerns for high volume commercially oriented streets, such as Gaither.

Survey results, traffic counts, and vehicle user types all indicate that the Siletz transportation system has adequate capacity to meet current and projected system needs through 2030. According to the Lincoln County TSP, the intersection of Logsdan and Gaither is currently operating at 49.5% of full capacity. Similarly, the intersections of OR 229 with US 20 and US 101 are operating at 49.5% and 40.9% of full capacity². All were given a level of service (LOS) ranking of “A”. These LOS rankings were determined based on annual average daily traffic counts (AADT) for each of the highways. AADTs along OR 229 range from 300 to 4,700 vehicles per day, with the highest traffic volume (4,400) occurring between the City of Siletz and US 20 and within the city itself. North of Siletz, traffic volumes drop to 310 – 810 AADT. A similar count found an AADT of 455 on Logsdan Road, at the intersection with Gaither Street.³ Traffic counts (shown in Appendix C) completed by CTSI indicate that particularly high traffic volumes occur during fishing runs, during the summer months, and during cultural events, such as Pow Wow.

As shown in Appendix D, 63% of vehicles on Gaither Street at the Buford intersection are passenger cars, 29.9% are pick-ups, vans, recreational vehicles mobile homes, and similar ‘one-unit’ vehicles. 1.6% are buses and larger trucks, camping vehicles, recreational vehicles and the

¹ Oregon Department of Transportation, “OTMS Highway Inventory Summary”. 5 August 2009. <http://www.oregon.gov/ODOT/TD/TDATA/otms/OTMS_Highway_Reports.shtml>

² Lincoln County, Planning Department, Lincoln County Transportation System Plan, Appendix E: Existing intersection Capacity Analysis. (2007) (Based on 2005 ODOT traffic counts.)

³ Lincoln County, Planning Department, Lincoln County Transportation Improvement Plan, Appendix C: Intersections vs. Figures. (2007) (2005 traffic counts). While the time of day for peak traffic volume depend on travel shed patterns for individual communities, it is likely that peak traffic at the Logsdan/229 intersection occurs during the ‘rush hour’ occurring weekdays between 4:30-6:30 pm

like. A total of 3.2% of vehicular traffic are trucks, varying from three-axle single trucks to seven or more axle multi-trailer trucks.⁴

Based on Lincoln County population and employment projections, these traffic patterns and volumes will remain consistent through 2030, unless a large industrial facility locates in the area. The City of Siletz is projected to grow to a population of 1,429 by 2030, with a correlative increase of approximately 100 local jobs.⁵ While this growth in local employment will provide opportunities for Siletz residents, it is expected that many residents will continue to seek employment and commute to jobs outside of the community. In the 2000 Census, the mean travel time to work was 24 minutes and 76% of those commuters drove to work in single occupancy vehicles.⁶ These commute patterns will continue to impact OR 229 and add congestion to the US 20/OR 229 intersection, which the County has prioritized for realignment in the adopted Transportation Improvement Program.⁷

Looking within the Siletz city limits, employment projections do indicate a slight increase in commercial and industrial traffic in Siletz, which may include large delivery and logging trucks as well as recreational and personal vehicles traveling through the Siletz city limits. Because the community lacks rail, port, and freeway access, it is likely that the increase in traffic will be minimal, and limited to vehicles serving small and specialized industries.

Community survey results and input at public meetings correlate with these findings, indicating that the scale of the road system is adequate, but roadway maintenance, speeding, safety, and parking issues exist. Public input specifically indentified the following concerns:

- Paving and maintenance on SW Darcy, NW A Street, River Road, Willow Court, NE Mill Park Drive, SW Ferry Street, SW Swan and Gaither Street.
- Continuous sidewalk network, especially on Logsdan Road and Gaither Street.
- Safety improvements and repairs on OR 229/Gaither, inside and outside of city limits
- Parking management on Gaither, especially in areas where parked vehicles back directly into the travel lanes
- Speeding, particularly on Logsdan Road, SW Siletz River Road, SW Swan Ave, W Buford Ave and NW James Franks Ave

Pedestrian and Bicycle Facilities

Safe bicycle and pedestrian facilities are an integral component of a transportation system, whether they be dedicated bicycle paths and sidewalks, or in the case of Siletz, multi-purpose roadways. Although the Siletz transportation system has few dedicated bicycle routes and sidewalks, its small size, low traffic volumes, limited on-street parking and flat topography make it very accessible to both bicycles and pedestrians.

Currently, five-foot sidewalks extend along the west side of Gaither from the Post Office north to NW James Franks Ave, and on the east side in front of the Tribal Clinic. Additional 4-5 foot sidewalks have been implemented as part of CTSI housing development within the urban growth boundary, including SW Umpqua Street, SW Molalla Street, and SW Tenas Street. Logsdan

⁴ ODOT, "OTMS Traffic Volumes and Vehicle Classification" 5 Aug 2009.

<http://highway.odot.state.or.us/cf/highwayreports/traffic_parms.cfm>

⁵ Based on Lincoln County coordinated population forecast, provided by the Oregon Office of Economic Analysis. See the 2009 Housing Needs Analysis household projections.

⁶ 2000 US Census, QT-P23 Journey to Work. 5 Aug 2009. <<http://www.census.gov/>>

⁷ Lincoln County, Planning Department. Lincoln County Transportation Improvement Plan, (2007).

Road is the only street in Siletz with formal bicycle lanes. These bike lanes were developed as part of the 1992 Lincoln County Bicycle Plan and extend from Gaither Street to two destinations: Moonshine Park in the northeast and to Nashville in the southeast. County documents state that bike lane widths are 22 inches paved in both directions between Siletz and Moonshine Park, and a combination 22 inch paved and gravel bike lane in both directions toward Nashville.

Results from the community survey indicate that these existing facilities are adequate for the most part; however continuous sidewalks along Gaither and at least one side of Logsdon are a needed safety improvement. Additionally, a multi-use path along River Road would improve access to popular recreation areas along the river.

Sidewalks are required for all future developments under the current development code and City policies, and the City may additionally require additional bicycle and pedestrian ways where desirable for public convenience. Areas where they may be required include cul-de-sacs or unusually long or oddly shaped blocks, where there is otherwise limited connectivity.

Public Transit

The City of Siletz is served by Lincoln County Transit, which has three fixed-route transit routes serving all major communities in the county. Siletz is served by the Siletz-Toledo-Newport route, which provides four round trips Monday-Saturday (two morning routes and two afternoon routes), with the earliest bus departing before 6 am and the last arriving at 9 pm. Stops in Siletz include the post office, the Confederated Tribes of Siletz Indians (CTSI) administration building, and CTSI tribal housing (on call). There is no service on Sundays, Christmas or Thanksgiving Day.

Every Monday, Wednesday and Friday, Benton County Dial-A-Bus and Lincoln County Transit coordinate a Coast to Valley Express route. The route makes one round trip on those days, leaving in the morning and returning in the afternoon. This is a curb-to-curb service between Newport and Corvallis. Although there is no direct service to Siletz, there is an optional drop off point at the intersection of US 20 and OR 229 in Toledo. The Coast to Valley Express does not operate on major holidays and requires advance reservations.

The Confederated Tribes of Siletz Indians also operate a shuttle bus for casino workers from Lincoln City to Siletz and back via US 101 and OR 229. This shuttle runs in the morning and evening.

Air, Water, Rail

The City of Siletz has limited access to air, water and rail facilities. Siletz residents are served by regional airports in Newport and Corvallis and the Portland International Airport. The nearest port and rail facilities are in the City of Toledo, which is home to the Port of Toledo and a rail freight line servicing a large Georgia Pacific craft mill. The rail line is operated by Pacific and Western Railroad (PNWR).

Review of Existing Plans

In addition to the transportation system map and transportation policies outlined in the current Siletz Comprehensive Plan, there are several planning documents outlining current conditions and needs in the Siletz area. These include the *Lincoln County Transportation System Plan*, the *Siletz*

Reservation Transportation Improvement Program, and the *Siletz Highway Road Assessment* conducted by CTSI in 2002.

Needs identified in these documents primarily focus on improving pedestrian safety, implementing traffic calming measures, and facilitating safe and convenient parking areas in the downtown district. These documents have also identified the need for a more efficient route between Siletz and US 101 and the need for capacity improvements on OR 229 south of Siletz. These needs are outlined below; however additional technical analysis will be required as individual projects are pursued.

The *Lincoln County Transportation System Plan* (TSP) has identified the following transportation system needs within the Siletz and along the OR 229 corridor:

Safety projects

- **OR 229 North Siletz Segment** (MP -0.21 to 23.48): The project would improve signage, manage vegetation, construct shoulders intermittently and install guardrails intermittently in order to address issues of poor visibility because of curves; lack of guardrails; poor weather conditions, and access points on curves.
- **OR 229 at Drift Creek Road** (MP 0.99): This project would improve signage and upgrade a gravel access point, located at a curve in the highway.
- **OR 229 Kosydar SPIS segment** (MP 19.91 to 20.09): The TIP has proposed three different options to realign multiple access points and sharp curves along this segment of the highway.

Intersection and Capacity Projects

- **Siletz River Highway to Gleneden Beach** (MP 120.02 to 121.68): This project would widen 1.6 miles of roadway along Gleneden Beach Road and Salishan Drive up to OR 229, including the Siletz Bay Bridge and Millport slough bridge

Bicycle/Pedestrian Projects

- **OR 229 and Logsdan Road Sidewalks and Bike Lanes in Siletz:** Priority 3, medium-term

Of the potential projects described above, the following Siletz area projects were programmed for funding during 2006-2008 in the County Transportation Improvement Program (TIP). Jurisdiction for individual projects may fall under the State, County, or CTSI. In addition, the County programmed a pavement improvement project for Logsdan Road. There were no projects proposed for funding during the 2008-2011 period.

- Millport Slough bridge replacement (2007) (State project)
- Logsdan Road reconstruction (County project)
- Wade Road, extending from OR 229 (County project)
- Grooms Road (Siletz Access) reconstruction (CTSI project)

The *Lincoln County TIP* also proposed two projects for further study in the Siletz area:

- **Siletz to Moolack Connector:** A new and shorter route providing Siletz with access to US 101 has been proposed for study from approximately 2 miles south of Siletz and following

6.75 miles of existing logging roads west to the vicinity of Moolack Shores at US 101. The study would evaluate the feasibility of the project, address permitting and environmental issues, and analyze the costs and benefits of the new connector versus improvements to OR 229 north of Siletz.

- **US 20 and Business 20 (West) and OR 229 Intersection Refinement Plan:** The project would study realignment of the many intersections and determine whether a traffic signal or other traffic control measures are appropriate. The objective would be to identify a preferred alternative that improves intersection operations and safety.

Additional projects programmed in the 2003 *Siletz Reservation Transportation Improvement Program* include safety improvements and reconstruction along OR 229 and widening of several local roads to serve new or expanded tribal facilities/housing. As noted in the program, improvements along OR 229 are not a high priority for the State due to the low traffic volumes and more critical needs elsewhere. The *Siletz Reservation Transportation Improvement Program* is currently being updated and is likely to recommend additional improvements.

Transportation System Needs

Based on the current and projected uses for the Siletz transportation system, as well as needs identified through community input and other planning documents, the following system needs have been identified. These recommended improvements address local, county and state roadways, and any action taken to address concerns on County or State roadways must be done in collaboration with appropriate County or State partners.

Safety Improvements

Safety improvements that would benefit the Siletz transportation system include traffic calming measures, parking management on Gaither Street, and improved pedestrian access on Gaither Street and in popular recreation areas.

Unsafe traffic speeds are a key safety concern of residents, especially on local collector streets such as SW Swan Ave, W Buford and NW James Franks. Fast moving through traffic inhibits safe pedestrian and bicycle movement, and can increase the risk of accidents. To address these concerns, the City can consider traffic calming techniques such as installing permanent speed bumps or narrowing travel lane widths. The City can also work to improve connectivity, which will slow traffic due to an increased number of intersections. Alternatively, the City can increase speed limit enforcement efforts. Increasing enforcement will also help to address speeding concerns on Logsdon and Gwee-Shut Roads, where traffic calming and connectivity measures may not be appropriate.

Pedestrian access along Gaither is also a prominent safety issue, which the City can address by working with the Oregon Department of Transportation. Sidewalks are currently located along the west side of Gaither, from Swan to NW James Franks Ave, but do not extend into the surrounding residential areas and do not have adequate marked pedestrian crossings. Needed improvements to this area include at least one marked pedestrian and/or pedestrian activated crossing and continuous sidewalks on both sides of Gaither within city limits. The development of curb extensions in conjunction with on-street parking may also increase safety. A pedestrian-accessible river crossing at the south end of town is also a critical improvement.

Additional safety issues identified by the community include the need to improve night time visibility on Logsdon Road, and to enhance pedestrian access to the river along SW Siletz River Drive.

Pedestrian and Bicycle Facilities

The small size, flat topography and limited traffic volume all work in favor of pedestrians and bicyclists in Siletz. These characteristics do not ensure their safety, however, and several pedestrian and bicycle facility needs have been identified by the community.

Most immediately, the community recognized a need for continuous sidewalks and marked pedestrian crossings on the city's major collectors: Gaither Street and Logsdon Road. This need is particularly apparent on OR 229/Gaither, which serves as the 'downtown' district, and also contains two school crossings, a school a bus stop, and a regional transit stop. OR 229 also has the highest traffic volume in the community and a fatality rate well above the statewide average.⁸

Relatively high traffic volumes and pedestrian/vehicle conflicts also warrant further planning for pedestrian routes on SW Swan, SW Buford, and SW James Franks.

Parking in Commercial Areas

In order to facilitate traffic flow, improve pedestrian and vehicular safety, and accommodate visitor traffic, the City can establish additional requirements for commercial parking areas. Requirements can include landscaped planters, sidewalks and a limitation on parking lot size in front of commercial establishment. Further, limiting parking lots in front of commercial establishments may improve pedestrian and bicycle accessibility while also improving traffic flow, parking options, and downtown vitality. Because the majority of commercial development is on OR 229/Gaither, the City will need to work with ODOT to develop any sort of requirements in the ODOT right-of-way. The City may also consider pursuing the following options:

- Ensure that parking lots are located to the rear of commercial and industrial buildings
- Allowance for on-street parking within the current right-of-way on major collectors (commercial and industrial streets), which will establish building orientation to the street, slow traffic, and provide options for parking close to businesses
- Incorporate curb extensions with on-street parking in order to ensure pedestrian safety in the 'downtown' commercial area.
- Encourage shared driveways in order to facilitate traffic flow on OR 229, limit pedestrian/vehicle conflicts, and maximize total parking areas. This practice can be incentivized by decreasing minimum parking requirements for land uses adjacent to the shared driveway.

Roadway Maintenance

Based on current capacity and expected growth patterns, the Siletz transportation system is not expected to exceed its operational capacity by 2030; however, parts of the system can be improved to meet current development and safety standards. Areas identified by the community for improvements include:

⁸ The Siletz highway Road Assessment determined that the segment of OR 229 between mile posts 18-24 saw 14 crashes between 1995-1999, 7 of which were in the urban area of Siletz. The entire length of OR 229 saw 97 reported accidents and a fatality rate of 6.85-9.32 fatalities per 100 million vehicle miles travelled, compared to the statewide average of 3.30. CTSI. Siletz Highway Road Assessment. (Siletz: CTSI Planning Dept, 2002)

- Pavement overlay for SW Darcy and NW A Street
- Pavement maintenance on NE Mill Park, SW Swan Ave, SW Ferry, NW Willow Court, and SW Siletz River Drive
- Encourage pavement maintenance on OR 229/Gaither
- Encourage pavement overlays for all private streets

Additionally, the City can also consider reducing travel lane widths to allow for wider sidewalks and decreased traffic speed in new developments. These adjustments will help to facilitate the community's vision of a safe and walkable community. A comparison of current standards and standards recommended in the State's Model Development Code for Small Communities is provided in Table 2.

Increased Connectivity

In the 1987 Comprehensive Plan Update, the City established a guideline supporting and prioritizing the development of north-south through streets on the west side of OR 229. The City also established the ability to require bicycle and pedestrian routes when topography or physical barriers make street connectivity impossible. Connectivity in this area remains a concern, as there are limited north-south through-streets west of OR 229/Gaither. Increasing connectivity in this area will improve pedestrian and bicycle accessibility, will disperse traffic, and improve overall traffic flow.

Improved Access to the Community

The Lincoln County Transportation Improvement Plan identified a need to research a new and shorter route providing Siletz with access to US 101 along the coast. A site has been proposed for consideration two miles south of Siletz and following 6.75 miles of existing logging roads west to the vicinity of Moolack Shores at US 101. Relative to the immediate safety and system maintenance needs in Siletz and the high project cost, this project is of a lower priority and not included for funding in the TIP.

More immediate ways to improve access to the community include localized improvements along OR 229, as identified in the Siletz Reservation TIP.

Update Development and Classification Standards

Oregon's Transportation Planning Rule, adopted in 1991, requires local governments to minimize street widths based on the operational needs of the streets. The intent of this rule is to support the development of safe, walkable, and livable neighborhoods with slower traffic speeds and lower accident rates. Studies have shown that wider street widths directly correlate with higher traffic speeds and higher accident rates.

A comparison of the current Siletz roadway development code, and Oregon's *Model Development Code for Small Cities* highlights several adjustments that can be made to create greater adherence to the Transportation Planning Rule. These adjustments can also help to facilitate the residents' vision of a safe and walkable community. A summary of the recommended changes is provided in Table 2. Application of these ideas to any state or county roads must be consistent with standards for state and county roads, respectively.

Table 2: Current and Recommended Roadway Development Standards⁹

CURRENT				
Type of street	Arterial	Collector	Local	Industrial & Commercial
Right-of-way width	80 ft	60 ft	50 ft	60 ft
Pavement width	48 ft	40 ft	30 ft	36 ft
Curbing	Vertical	Vertical	Vertical or sloped	Vertical
Sidewalk width	5 ft	4 ft	4 ft	6 ft
POSSIBLE UPDATES				
Type of street	Arterial *	Collector**	<i>Local Collector</i>	<i>Local</i>
Right-of-way width	80'	60'	50'	40'
Pavement width	34'	40'	22'	22'
Curbing	Vertical	Vertical	<i>Vertical or sloped</i>	<i>Vertical or sloped</i>
Lane width	12'	12'	10'	10'
Sidewalk width	6'	6'	5'	5-6'
Parking Standards	No parking	Parallel, both sides (8')	<i>No parking</i>	<i>No parking</i>

* Assumes standards for a two-lane avenue arterial, as per the Model Development Code

**Includes commercial and industrial. Consolidation of classifications creates adherence to the federal functional classification system, as described above

Additionally, the City can consider adopting the federal functional classification system, which will provide consistency within regional, state, and national transportation planning efforts. The federal functional classifications differentiate between rural and urban systems, and utilize the classification system below for rural areas such as Siletz. According to these standards, Siletz has two rural major collectors: Gaither Street and Logsdon Road. The remaining roads are classified as local roads. The map in Appendix A illustrates the layout of this classification system in Siletz.

Regional ODOT staff also supports local classification systems, as Siletz currently has. ODOT recognizes that it is hard to classify road systems in small communities according to the Interstate Highway system, which drives the federal functional classification system. If Siletz chooses to retain the current classification system, it is recommended that the City clearly note the different system of classification, and recognize how it relates to the federal classification system. For example, Gaither Street may serve as a local arterial, but it is considered a Rural Major Collector at the federal level. The federal functional classification system includes the following categories for rural communities like Siletz:

- **Rural Principal Arterial:** roadways which focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.
- **Rural Minor Arterial:** roadways which focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts, that are not served by principal arterials.
- **Rural Major Collectors:** roadways which link county seats and communities not served by arterials but have an intra-county rather than statewide focus.

⁹ State of Oregon. *Oregon's Model Development Code for Small Cities*. (Salem: Department of Land Conservation and Development; 2005)

- **Rural Minor Collectors:** roadways which collect traffic from local roads and smaller communities.
- **Local Roads:** roadways which focus on land access or relatively short trips and include all other public roads.

The current Code language requires that all streets conform to the “1990 Oregon American Public Works Association Standard Specifications and Drawings for Public Works Construction”. These specifications dictate standards for paved streets with curbs, sidewalks, piped storm drainage with catch basins and manholes, lighting and other amenities. Since the last update of the Comprehensive Plan, revised standards have been published, and it is recommended that the City further require adherence to those updates.¹⁰

Conclusions and Recommendations

The Siletz transportation system has adequate capacity to meet projected vehicular volumes through 2030; however, a variety of policy and development code updates can help the City meet the full range of transportation needs in the community, and to ensure the safety and efficiency of the system. Potential policy and development code updates are described below.

Policy Recommendations

- Support regional efforts to increase transportation access to Siletz
- Support development of safe bicycle routes along major collectors
- Support the development of continuous sidewalks on both sides of OR 229/Gaither Street, between NW Willow Court to the north and Siletz River Drive to the south
- Support efforts to upgrade the bridge crossing at the south end of town in order to allow adequate pedestrian access
- Give a high priority to system connectivity when evaluating development proposals, with a special emphasis on north-south streets west of OR 229/Gaither Street
- Explore possible access controls or parking requirements along OR 229/Gaither Street
- Cooperate with and support efforts to improve regional transportation systems, including public transit
- Work to identify and eliminate safety hazards
- Require that all public and private streets and pedestrian ways be built to city standards
- Explore the possibility of working with ODOT to designate Gaither Street as a Special Transportation Area

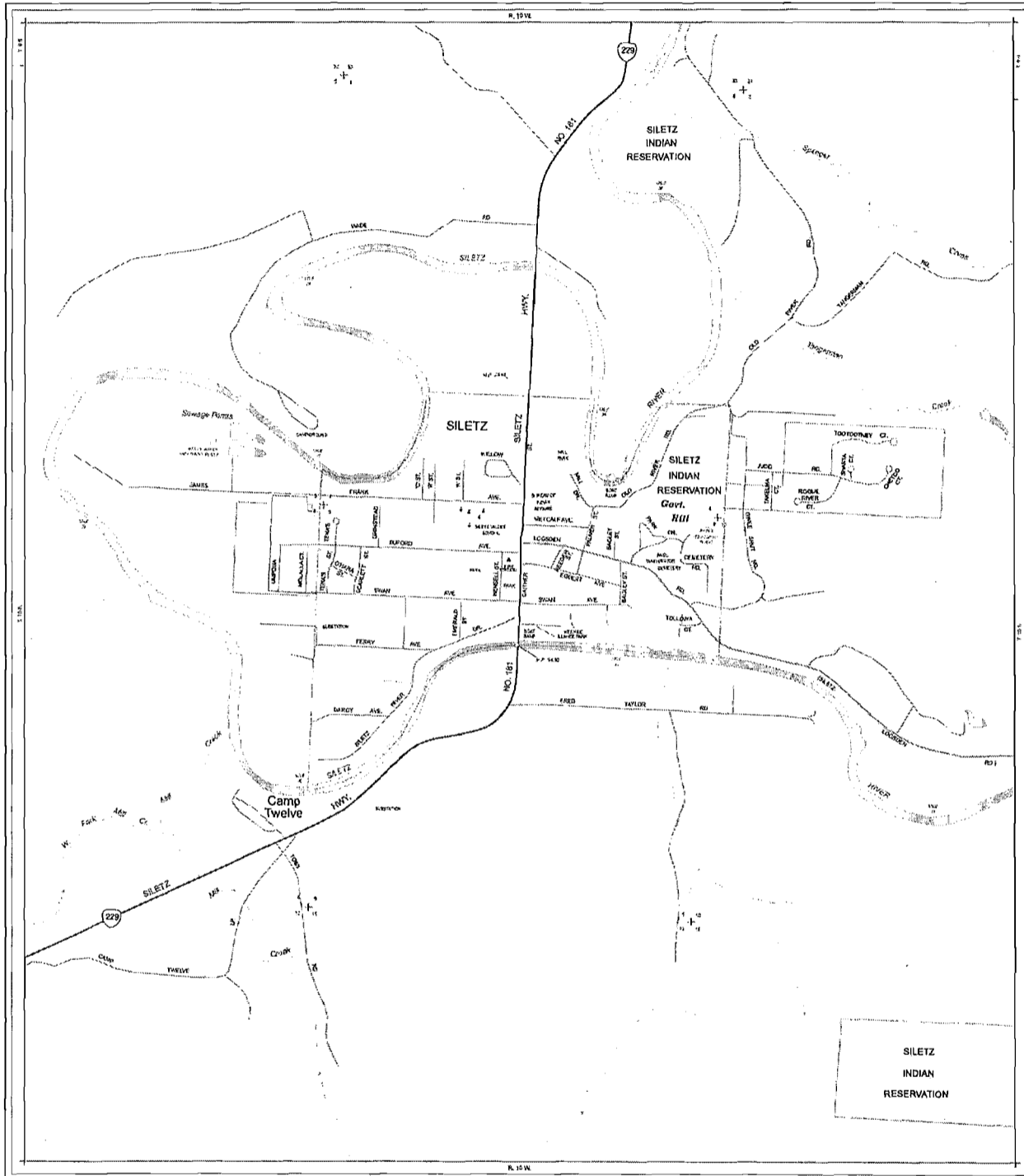
Development Code Options

- Adopt federal functional classifications within the Municipal Code
- Require all streets to conform to 2008 edition of the Oregon Standard Specifications for Construction
- Revise required right-of-way and pavement widths to match the scale and vision for the community
- Limit commercial parking to the rear or side of commercial establishments

¹⁰ The 2008 edition of the Oregon Standard Specifications for Construction are available at: http://www.oregon.gov/ODOT/HWY/SPECS/standard_specifications.shtml (Accessed 8/5/2009)

- Where walkways cross a parking area, driveway, or street, they shall be clearly marked as crosswalks with contrasting paving materials or durable thermo-plastic striping
- Assure that walkways comply with applicable Americans with Disabilities Act (ADA) requirements
- In lieu of sidewalk development, developers can be asked to pay into a sidewalk fund, which would facilitate the development of continuous sidewalks

Appendix A: Siletz Roadway Federal Functional Classifications Map



LEGEND

	INTERSTATE		MAJOR ARTERIAL
	MINOR ARTERIAL		COLLECTOR
	LOCAL ROAD		UNIMPROVED ROAD
	NATIONAL HIGHWAY SYSTEM ROUTE		AIRPORT
	OFF-ROAD		COMMERCIAL/INDUSTRIAL BUILDING
	UNIMPROVED ROAD		AIRPORT STOP - FUEL FACILITY
	AIRPORT STOP - PASSENGER STATION		
	AIRPORT STOP - TAXI STAND		
	AIRPORT STOP - BAGGAGE CLAIM		
	AIRPORT STOP - CUSTOMS		
	AIRPORT STOP - SECURITY		
	AIRPORT STOP - OTHER		

Published by NORTH

ODOT GIS

Prepared by ODOT GIS for the City of Siletz.

Scale: 0 300 600 1,200 1,800 Feet

Scale: 0 200 400 800 1,200 Meters

Siletz Population 1,185

T 10 S. R. 10 W. WM.

OREGON TRANSPORTATION MAP
Showing Functional Classification of Roads
City of
SILETZ

LINCOLN COUNTY
2008

Map Scale: 1:24,000

Map Date: 2008

Appendix B: Siletz Transportation System Roadway Inventory


Street Name	Classification	Jurisdiction	IRR System
US 20*	Principal Arterial	State	Yes
S Gaither Street/ OR 229*	Rural Major Collector	County	Yes
Logsdon (410)	Rural Major Collector	County	Yes
NW James Franks Ave (409)	Local Road	County	Yes
Fred Taylor Road (435)	Local Road	County	
NE Old River Road (406)	Local Road	County	Yes
W Buford Avenue	Local Road	Siletz	Yes
E Egbert Avenue	Local Road	Siletz	
SW Ferry Avenue	Local Road	Siletz	
E Metcalf Avenue	Local Road	Siletz	
E Swan Avenue	Local Road	Siletz	Yes
SW Swan Avenue	Local Road	Siletz	Yes
W Swan Avenue	Local Road	Siletz	Yes
Tolowa Court	Local Road	Siletz	Yes
NW Tenas Court	Local Road	Siletz	
Willow Court	Local Road	Siletz	
NE Mill Park Drive	Local Road	Siletz	
Government Hill Road/ Park Drive	Local Road	Siletz	Yes
Siletz River Drive	Local Road	Siletz	
Ohara Place	Local Road	Siletz	
Cemetery Road	Local Road	Siletz	Yes
A Street	Local Road	Siletz	
B Street	Local Road	Siletz	
Bagley Street	Local Road	Siletz	
NE Bagley Street	Local Road	Siletz	
SW Besnell Street	Local Road	Siletz	
C Street	Local Road	Siletz	
Emerald Street	Local Road	Siletz	
NW Grinstead Street	Local Road	Siletz	
NE Palmer Street	Local Road	Siletz	
SE Reeder Street	Local Road	Siletz	
SW Scarlet Street	Local Road	Siletz	
SW Tenas Street	Local Road	Siletz	
Cemetery Road	Local Road	Siletz	Yes
SW Darcy Avenue	Local Road	Siletz	
Molalla Street*	Local Road	CTSI	Yes
Umpqua Street*	Local Road	CTSI	Yes
Gwee Shut Road	Local Road	CTSI	Yes
Judd Road*	Local Road	CTSI	Yes
Tootootney Court*	Local Road	CTSI	Yes
Rouge River Court*	Local Road	CTSI	Yes
Shasta Court*	Local Road	CTSI	Yes
Chetco Court*	Local Road	CTSI	Yes

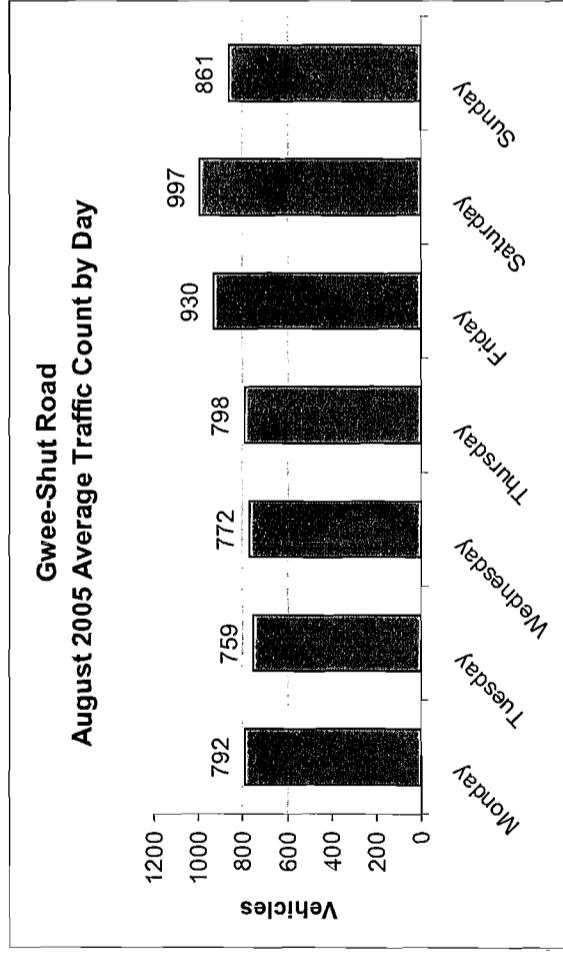
* All or part of roadway not within Siletz city limits

Appendix C: CTSI Daily Traffic Counts, August 2005

Gwee-Shut Road

Dates	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Week Average	Weekday Average	Weekend Average
8-1 to 8-7	0	0	305	792	747	637	587	3068	691	770	612
8-8 to 8-14	855	744	817	887	1456	2192	1670	8621	1232	952	1931
8-15 to 8-21	791	693	664	721	691	540	544	4644	663	712	542
8-22 to 8-28	757	841	834	793	826	618	644	5313	759	810	631
8-29 to 8-30	765	309						1074	537	537	0
Count	3168	2587	2620	3193	3720	3987	3445	22720	Monthly	Weekday	Weekend
Average	792	759	772	798	930	997	861	4544	811	764	929

☐ = no or partial data
 = Pow Wow Weekend

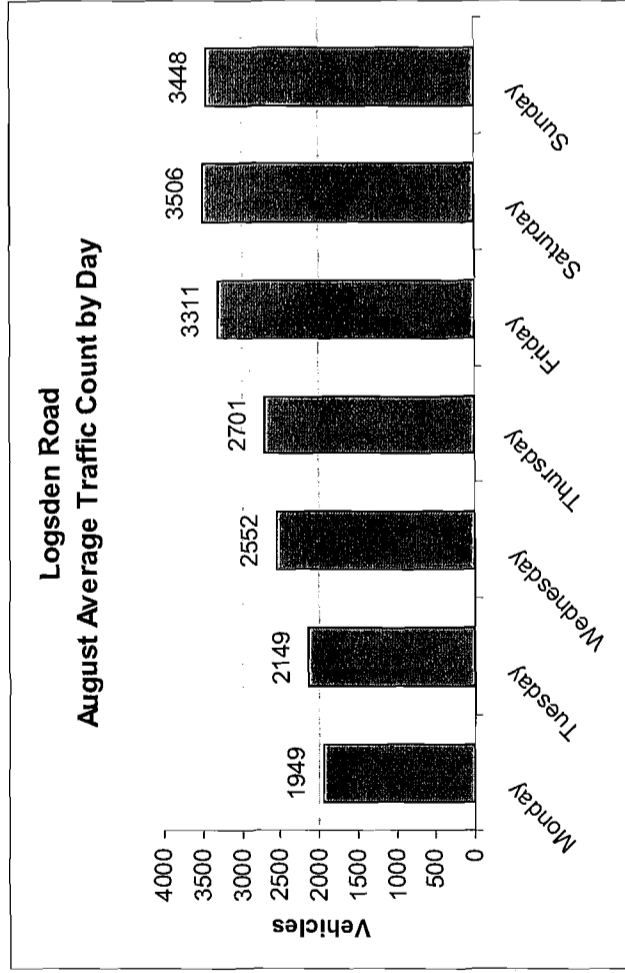


Logsdan Road

Dates	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Week Average	Weekday Average	Weekend Average
8-1 to 8-7	0	0	0	2293	2770	2971	2285	10319	2580	2532	2628
8-8 to 8-14	1200	1789	2622	3294	4613	5426	4610	23554	3365	2704	5018
8-15 to 8-21	2697	2508	2482	2517	2549	2120	812	15685	2241	2551	1466
8-22 to 8-28	0	0	0	0	0	0	0	0	0	0	0
8-29 to 8-30	0	0	0	0	0	0	0	0	0	0	0
Count	3897	4297	5104	8104	9932	10517	7707	49558	Monthly	Weekday	Weekend
Average	1949	2149	2552	2701	3311	3506	3448	16519	2728	2595	3037

☐ = no or partial data

▨ = Pow Wow Weekend



Appendix D: Traffic Volumes and Vehicle Classifications, Gaither Street*

Mile Point: 23.81
 SW Gaither St & W Buford Avenue
 AADT: 4,100

Class	1	2	3	4	5	6	7	8	9	10	11	12	13
Percent of total volume	0.56	63.31	29.85	0.10	0.96	1.98	0.05	0.61	0.41	0.20	1.62	0.10	0.25
Volume	22	2595	1223	4	39	81	2	25	16	8	66	4	10

ODOT: "OTMS Traffic Volumes and Vehicle Classification" Data effective 31 Dec 2008. Accessed 5 Aug 2009. <http://highway.odot.state.or.us/cf/highwayreports/traffic_parms.cfm>

Class Descriptions:

- Class 1: Motorcycles
- Class 2: Passenger cars
- Class 3: Other two-axle, four tire single-unit vehicles (i.e., pickups, vans, campers, ambulances, motor homes, minibuses)
- Class 4: Traditional buses (two axles and six tires or three or more axles)
- Class 5: Two-axle, six-tire, single-unit trucks
- Class 6: Three-axle, single unit trucks
- Class 7: Four or more axle single-unit trucks
- Class 8: Four or fewer single-trailer trucks
- Class 9: Five-axle single-trailer trucks
- Class 10: Six or more axle single-trailer trucks
- Class 11: Five or fewer axle multi-trailer trucks
- Class 12: Six-axle multi-trailer trucks
- Class 13: Seven or more axle multi-trailer trucks

Appendix E: Transportation System Funding Mechanisms

The City of Siletz has a variety of mechanisms through which the aforementioned transportation system improvements can be financed. These include federal, state and county funding sources, as well as funding opportunities at the local level, including through the Confederated Tribes of Siletz Indians. The following paragraphs outline potential funding sources.

Federal

As reported in the 2007 Lincoln County Transportation System Plan, federal funding sources have accounted for approximately 21% of transportation project funding within the state of Oregon in recent years. In the past, the most significant sources of federal have been the Federal Highway Trust Fund and federal forest revenues. Within the City of Siletz, the Bureau of Indian Affairs (BIA) has also provided Tribal Transportation Planning funds through the Federal Lands Highway Program.

Federal Highway Trust Fund

The Federal Highway Trust Fund redistributes revenues from motor vehicle fuel taxes, sales taxes for heavy trucks and trailers, tire taxes, and annual heavy truck use taxes. The funds are appropriated to states on an annual basis, and may be used by the state, counties, and cities along with matching state and local funds. The purpose of the Trust Fund is to support the highway, highway and motor carrier safety, intermodal and transit programs. The federal Highway Trust Fund has two accounts: highway and mass transit. Aviation, rail, waterways and other transport modes are financed through other federal taxes and fees. Funding programs under the Trust Fund include:

- Interstate Maintenance
- National Highway System
- Surface Transportation Program
- Highway Bridge Replacement and Rehabilitation Program
- Congestion Mitigation and Air Quality Improvement Program
- Highway Safety Improvement Program
- Rail-Highway Crossing
- Safe Routes to School Program
- Coordinated Border Infrastructure Program
- Recreational Trails Program
- Metropolitan Planning
- Equity Bonus

Federal Forest Revenue

Lincoln County currently receives federal funding from federal forest service revenue under the Secure Rural Schools Community Self-Determination Act. The Act was first passed in 2000 to replace funding lost from the declining sale of timber cut from federal lands, and was reestablished on October 3, 2008. This ensures funding through 2011. The State of Oregon is expected to receive over \$471 million during fiscal years 2008-2011.

Federal Office of Coastal and Ocean Resources Management

Federal funds are also provided by the Oregon Department of Land Conservation and Development's Coastal Management Program in the form of coastal planning grants. These grants are awarded in three categories, usually for one year: coastal planning, special planning and technical assistance, and stormwater and non-point pollution control. All jurisdictions are eligible for a minimum \$3,000 coastal planning grant and need only complete the standard grant agreement; a 1:1 local match is required. Special planning grants may be up to \$30,000, and a grant application is required.

U.S. Department of Homeland Security

The U.S. Department of Homeland Security (DHS) provides funding for transportation projects with a focus on reducing the nation's vulnerability to terrorism and mitigating damage from attacks that may occur. In the case of Siletz, funding may be available for projects that involve lifeline routes. DHS also focuses on projects involving military operations and port security/operations.

Bureau of Indian Affairs

Funding for the construction and maintenance of the Indian Reservation Roads (IRR) system comes from two sources: annual appropriations included in the Department of the Interior budget for the Bureau of Indian Affairs (BIA), and from the Office of Federal Lands Highway (FLH). Funding from the BIA is distributed according to priorities set by tribes, and are used for road maintenance.

FLH funds are appropriated as provided by Title 23 USC Highways, which includes TEA-21. Under this legislation, FLH funds are available for roads and bridge construction and seal coating through the IRR program and for construction through the Federal Lands Discretionary Program. The BIA is one of several agencies receiving FLH funding to maintain a coordinated program of public roads that serve the transportation needs of the Federal lands which are not a State or local government responsibility. The Bureau of Indian Affairs allows each tribe to apply for up to 2% of those funds each fiscal year for roadways in the Indian Reservation Road (IRR) system.

The Confederated Tribes of Siletz Indians (CTSI) maintains a Transportation Improvement Plan (TIP), which is submitted to the BIA in application for the aforementioned transportation funds, and inclusion in the IRR Transportation Improvement Programs (TIPs). Projects included in the IRR TIP are then forwarded to the Federal Lands Highway office and individual states for mandatory inclusion in the Statewide Transportation Improvement Program (STIP). Only projects included in the STIP are eligible for federal funds.

According to the 2003 Siletz Reservation Transportation Plan, there are 2.45 miles of IRR road within the City of Siletz and approximately 60 miles of road throughout the County. IRR roads within the City are: James Franks Ave, Buford Ave, Swan Ave, Molalla Court, Umpqua Court, Gaither Street, Old River Road, Logsdon Road, Government Hill Road, Cemetery Road, Tolowa Court, and Gwee Shut Road. IRR roads adjacent to the City also include Judd Road, Tootootney Court, Rouge River Court, Shasta Court, and Chetco Court.¹¹

¹¹ CTSI. Siletz Reservation Transportation Improvement Program. (Siletz: CTSI Planning Dept, 2003)

State

The State of Oregon has three primary sources of transportation funds: allocations from the US Department of Transportation (US DOT), revenues from state gas tax, and annual allocation from the legislature. The following are potential state funding sources for Siletz.

State Transportation Improvement Program

The STIP is the Oregon Department of Transportation's (ODOT) short term (four-year) capital improvement program, identifying transportation priorities for federal and state funding in Oregon. Projects included in the STIP generally fall into the following categories: modernization, safety, pavement preservation, bridge projects, operations projects and special programs (including bicycle and pedestrian facilities, congestion mitigation, federal lands highways, transit, railways, ports and other special projects).

State Highway Fund

The State Highway Fund is maintained by revenues from a combination of state fuel taxes, vehicle registration and title fees, and the truck weight-mile tax. Appropriations are made from the fund on an annual basis according to population for cities and registered vehicles for counties, with the State typically receiving 60% of allocations, counties receiving 24% based on vehicle registration, and cities receiving 16% based on population.

This fund may be used for construction and maintenance of state and local highways, bridges, and roadside rest areas, with a reasonable amount of the fund spent on facilities for bicyclists and pedestrians.¹²

ODOT Bicycle and Pedestrian Program

The Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every two years to Oregon cities, counties and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way, and a local match is required.

ConnectOregon Program

ConnectOregon is a lottery-bond-based initiative approved by the Oregon Legislative Assembly to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. It is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce and remove delays. ConnectOregon is the first major funding initiative targeted at multimodal or non-highway transportation in Oregon. The OTC selects the projects on the basis of grant applications.

Transportation/Growth Management Program

Oregon's Transportation and Growth Management (TGM) Program promotes urban planning and design that results in compact development and pedestrian, bicycle, and transit-friendly options

¹² State of Oregon. "Bike and Pedestrian Program, Bike Bill and Use of Highway Funds." 25 July 2009. <http://www.oregon.gov/ODOT/HWY/BIKEPED/bike_bill.shtml>

for local communities. The TGM program provides grants to local governments on an annual basis, and provides technical support, smart development code assistance, and additional educational opportunities.

Special Small City Allotment Program

The Special Small City Allotment (SCA) program provides grants to cities with populations under 5,000. On an annual basis, \$1 million in state gas taxes are distributed among these communities, with the distribution and dollar amount set through an agreement with the League of Oregon Cities. Half of the funds come from the cities' share of gas tax revenues and half comes from ODOT's share of the State Highway Fund. Cities can receive one-half the maximum \$25,000 grant amount, up front, with final payment due upon completion of the project. Payments are included in the expenditure budget for Local Government in the Highway Program. (Note: A similar program exists for small counties. However, funds are transferred directly and are not contained as a budget expenditure.)

State Highway Safety Plan Program

The mission of the Highway Safety Program at the Oregon Department of Transportation (ODOT) is to support highway safety improvement projects to achieve a significant reduction in traffic fatalities and serious injuries. The federal Highway Safety Improvement Program (HSIP) funds that comprise a majority of the funding for the ODOT Highway Safety Program come from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). HSIP funds are primarily intended for infrastructure safety improvements on the state highway system while High Risk Rural Roads (HR3) funds are primarily intended for infrastructure improvements on rural county roads.¹³

Typical safety projects include, but are not limited to, the following: signal installation or improvement, pedestrian safety improvements, channelization grade separation, curve realignment, illumination, pavement markings, delineation, guardrail or barrier, crash attenuators, slope flattening, fixed object removal, rock fall correction, corridor safety improvements, bicycle safety improvements, school zone safety improvements, road safety audits, traffic calming features, sign installation or improvement and signal preemption.

Local Highway Bridge Program

The Local Highways Bridge Program is funded through the Federal Highway Bridge Program (HBP) with the primary objective of replacing or rehabilitating structurally deficient and functionally obsolete bridges. At the state level, funds are provided in two categories: for small bridges (less than 30,000 square feet) and large bridges (over 30,000 square feet). To be eligible for these limited funds, the bridge must be listed in the National Bridge Inventory Standards (NBIS). Strong emphasis is placed on the maintenance of freight corridors.

County and City

Oregon counties and cities have the power to devise their own non-property tax and other local revenue structures without specific state enabling legislation. Although these sources are typically

¹³ ODOT. [Highway Safety Program Guide](http://www.oregon.gov/ODOT/HWY/TRAFFICROADWAY/docs/pdf/ODOT_Safety_Program_Guide_2007.pdf). http://www.oregon.gov/ODOT/HWY/TRAFFICROADWAY/docs/pdf/ODOT_Safety_Program_Guide_2007.pdf (Salem: ODOT, 2007)

implemented at the city level, some are also applicable at a regional or multijurisdictional level as well. Existing and potential local funding sources include revenue and grant obligation bonds, system development charges and developer exactions, transportation utility fees, general funds, county vehicle registration fee, road user fee, parking fee, tolling, traffic impact fees and a variety of taxes. Taxes can include a gas tax, hotel or lodging tax, payroll tax, and sales or income tax. Additional special purpose funds can include urban renewal districts or local improvement districts.

Appendix F: Definitions

Arterial - a street designed to carry traffic from one community to another, to carry traffic to and from major traffic generators and to carry through traffic.

City limits – a boundary line that identifies land within the City.

Collector - a street designed to carry traffic between minor streets and the arterial system, to function as primary traffic carriers within a neighborhood, to carry traffic to local traffic generators, and in commercial and industrial areas, provide access to commercial and industrial properties.

Comprehensive Plan – the plan for the City designed to promote the public health, safety, and general welfare and based on the following considerations, among others:

1. The characteristics of the various areas in the community;
2. The suitability of the areas for particular land uses and improvements;
3. The existing land uses and improvements;
4. The trends in land improvement;
5. The density of development (existing and desired);
6. The needs of economic enterprises in future development of the areas;
7. Needed access; and
8. The public need for healthful, safe, aesthetic surroundings and conditions.

Dead-end street- a street with only one outlet which provides a vehicular turn-around - also called a cul-de-sac.

Federal functional classification system - a system whereby public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, roadways fall into one of four broad categories— principal arterials, minor arterials, collector roads, and local roads.

Goal – is a desired condition or circumstance toward which the planning effort is directed. Goals are statements of the intended growth and development pattern of the City which in turn direct local policy decisions and reflect statewide planning goals.

Level of service (LOS) - a measure used to determine the effectiveness of elements of public infrastructure. LOS is most commonly used to analyze transportation systems, park systems, transit, and water supply.

Local streets - streets that are functionally classified as local streets to serve primarily local access to property and circulation within neighborhoods or specific areas. Local streets do not include streets functionally classified as collector or arterials.

Multi-purpose roadway – streets or roads which accommodate a variety of vehicular and non-vehicular traffic in the same travel lane.

Oregon Transportation Planning Rule (TPR) – Oregon Administrative Rule 660, Division 12 (OAR 660-012), which specifies requirements for preparing and complying with local transportation system plans (TSPs).

Policy – a decision-making guideline established to direct the City’s strategic growth according to its goals and guiding themes.

Private street - a street or road that is not a public road.

Public street – a street or road that has the meaning given that term in ORS 368.001.

Right-of-way - a strip of land within which is located a passageway, as conveyed for a specific purpose.

Rural Major Collectors - streets or roads which link county seats and communities not served by arterials but have an intra-county rather than statewide focus.

Rural Minor Arterial - streets or roads which focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts, that are not served by principal arterials.

Rural Minor Collectors – streets or roads which collect traffic from local roads and smaller communities.

Rural Principal Arterial - streets or roads which focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.

Statewide planning goals – goals that express the state’s policies on land use and related topics, such as natural resources. Local comprehensive plans must be consistent with the statewide planning goals.

Street- a public or private right-of-way for vehicular traffic. Also called a road.

Transportation improvement plan (TIP) - a short-range capital improvement program that prioritizes transportation projects in a specific area for funding.

Transportation system plan (TSP) - a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Urban growth boundary (UGB) - for each incorporated city, a boundary established to define the land area needed to accommodate 20 years of growth of the city – the location of the UGB is agreed to by the affected city and county(ies); only lands within the UGB are potentially eligible for annexation to the city.

PROPOSED AMENDMENTS TO THE SILETZ MUNICIPAL CODE

Below are the proposed amendments to the Siletz Development Code. Proposed additions are italicized and proposed deletions are noted with a strike through the text. The following is an excerpt from the 1992 Siletz Municipal Code.

Chapter 16.24 DESIGN AND CONSTRUCTION STANDARDS

16.24.010 Streets – Generally

A. Street Classification Definitions

- ~~1. Arterial Street: A major thoroughfare with the potential of servicing more than one hundred fifty units of residential development~~
- ~~2. Collector Street: a street servicing at least forty units but not more than one hundred fifty units of residential development~~
- ~~3. Local Street: a street servicing less than forty units of residential development~~
- ~~4. Industrial and Commercial Streets: streets servicing industrial and commercial development~~

1. Arterial. Routes which carry high traffic volumes on a continuous network and provide very little direct land access. Principal Arterials include the Interstate highway system and other rural highways, while Minor Arterials focus on mobility between smaller communities or major traffic generators not served by a principal arterial.
2. Collector: Roadways which provide both mobility and land access by gathering trips from local roads and localized areas and feeding them onto the arterial network.
3. Local Collector. Local streets which collect traffic from local roads and provide access to the arterial and collector system.
4. Local Street. Lower volume roadways which provide direct land access but are not designed to serve through traffic needs.

16.24.020 Street Standards revise by replacing reference to “1980 Standard Specifications and Drawings for Public Works Construction” with “*the most current Standard Specifications and Drawings for Public Works Construction*”

16.24.030 Storm Drainage revise by replacing reference to “1980 Standard Specifications and Drawings for Public Works Construction” with “*the most current Standard Specifications and Drawings for Public Works Construction*”

16.24.050 Water System revise by replacing reference to “1980 Standard Specifications and Drawings for Public Works Construction” with “*the most current Standard Specifications and Drawings for Public Works Construction*”

TABLE 16.24.020A revise to reflect change in street classification definitions and coordinate with federal functional classification system (see map included as Appendix A of the Transportation Facilities Review and suggested changes on page 9 of the same document).

Chapter 17.08 DEFINITIONS (word replacement)

17.08.430 revise by replacing all instances of the word 'mobile' with 'manufactured'

17.08.440 revise by replacing all instances of the word 'mobile' with 'manufactured'

Chapter 17.16. USE ZONES (Excerpt)

Section 17.16.010 Single Family Residential Zone, S-R.

In a S-R zone, the following regulations shall apply:

- A. Uses Permitted Outright. In an S-R zone, the following uses and their accessory uses are permitted subject to the applicable provisions of Chapters 17.20 and 17.24 of this title:
1. *One-family* dwelling;
 2. A ~~mobile~~ *manufactured* home consisting of two or more frame units having widths of no less than ten feet and meeting all provisions contained in Section 17.20.060 of this title;
 3. A travel trailer used during the construction a legal use for a period not to exceed six months;
 4. Agricultural use of the land provided that no livestock be raised or kept on the premises;
 5. *Two-family dwelling on a corner lot meeting all provisions contained in Chapter 17.16.*
- B. Conditional Uses Permitted. In an S-R zone, the following uses and their accessory uses may be permitted subject to the applicable provisions of Chapters 17.20, 17.24 and 17.28 of this title:
1. A ~~mobile~~ *manufactured* home consisting of two or more frame units having widths of no less than ten feet and not meeting all provisions contained in Section 17.20.060 of this title;
 2. *Mobile Manufactured* home trailer park;
 3. ~~Travel trailer park;~~
 4. Cemetery;
 5. Church, non-profit religious or philanthropic institution;
 6. Community Center;
 7. Day nursery, nursery school, kindergarten, or similar facility;
 8. Home occupation;
 9. ~~Hospital~~, Nursing home, retirement home or similar facility;
 10. ~~Private non-commercial recreation club such as tennis, swimming or archery club, but excluding commercial amusement or recreation enterprises;~~
 11. Public park, playground, golf course, swimming pool or similar recreation area;
 12. Public utility facility;
 13. Radio or television transmitter or tower;
 14. ~~Solid waste disposal area utilizing sanitary landfill, landfill or other method approved by the Lincoln County Health Department; solid waste disposal transfer station;~~
 15. Temporary real estate office offering residential property in the immediate vicinity for sale, rental or lease;
 16. Livestock, except pigs, swine, hogs or fowl;

17. Accessory dwelling unit meeting all provisions contained in Chapters 17.16 and 17.20;
18. Similar uses as defined in Section 17.44.060 of this title.

C. Standards.

1. Lot size and dimensions. The minimum lot size and dimensions in an S-R zone shall be as follows:
 - a. For a *one-family or two-family* dwelling:
 - i. The minimum lot area shall be seven thousand five hundred square feet when a lot is served by both a community water supply system and sewage system;
 - ii. The minimum lot area shall be ten thousand square feet when a lot is served by a community water supply system, but not by a community sewage disposal system;
 - iii. The minimum lot area per dwelling unit shall be one acre when a lot is not served by a community water supply system, unless otherwise required by the County Sanitarian or the Oregon Department of Environmental Quality.
 - b. The minimum lot width at the front of the building line shall be seventy feet for an interior lot and seventy-five feet for a corner lot when a lot is served by a public and/or community water supply system, but not by a public or community sewage disposal system;
 - c. The minimum lot width at the front building line shall be one hundred fifty feet when a lot is not served by a public or community water supply system.
 - d. The minimum lot depth shall be eighty feet;
 - e. Flag lots may be permitted only when found to be in conformance with Title 16;
 - f. Notwithstanding the provisions of subsection (C)(2) and (3) of this section, the frontage and width of the staff portion of the lot shall be no less than twenty-five feet.
2. Yards. The minimum yard requirements in the S-R zone shall be as follows:
 - a. The front yard shall be a minimum of twenty feet;
 - b. Each side yard shall be a minimum of either five feet or one foot for each three feet of building height, whichever requirement is greater;
 - c. The street side yard shall be a minimum of twenty feet from the front lot line and may be decreased at the rate of one foot per additional two feet of setback from the front yard line, except that such side yard setback shall be not less than ten feet;
 - d. The rear yard shall be a minimum of 10 feet, except that on a corner lot it shall be a minimum of either five feet or one foot for each three feet of building height, whichever is greater.
3. Building height. No building in the S-R zone shall exceed a height of thirty feet.
4. Lot Coverage. Buildings shall not occupy more than thirty percent of the total lot area. (Ord. 110 § 1 (part), 1988; Ord. 109 § 4, 1988; Ord. 106 § 3.010, 1987)
5. *Special Standards for Two-Family Dwellings. Two-family dwellings are permitted on corner lots in the S-R zone, in accordance with the following standards:*
 - a. *A maximum of two access points are permitted, provided that each access is on a different frontage;*

- b. *All buildings shall incorporate design features such as varying roof lines, offsets, balconies, projections (e.g., overhands, porches or similar features), recessed or covered entrances, window reveals, or similar elements to break up large expanses of uninterrupted building surfaces (blank walls). Along the vertical face of the structure, and on all building stories, such elements shall occur at a minimum interval or forty feet and each floor shall contain at least two of the aforementioned elements.*

17.16.020 General Residential Zone (G-R).

In a G-R zone, the following regulations shall apply:

- A. Uses Permitted Outright. In a G-R zone the following uses and their accessory uses are permitted subject to the applicable provisions of Chapters 17.20 and 17.24 of this title:
1. *One-family dwelling;*
 2. *A mobile manufactured home consisting of two or more frame units having widths of no less than ten feet and meeting all provisions contained in Section 17.20.060 of this title;*
 3. *Two-family dwelling meeting all provisions contained in Chapter 17.16;*
 4. *Multi-family dwelling meeting all provisions contained in Chapter 17.16;*
 5. *A travel trailer used during the construction a legal use for a period not to exceed six months;*
 6. *Agricultural use of the land provided that no livestock be raised or kept on the premises.*
- B. Conditional uses Permitted: In a G-R zone, the following uses and their accessory uses may be permitted subject to the applicable provisions of Chapters 17.20, 17.24 and 17.28 of this title:
1. *A mobile manufactured home consisting of two or more frame units having widths of no less than ten feet and not meeting all provisions contained in Section 17.20.060 of this title;*
 2. *Mobile-Manufactured home park;*
 3. ~~*Travel trailer park;*~~
 4. *Church, non-profit religious or philanthropic institution;*
 5. *Cemetery;*
 6. *Community Center;*
 7. *Day nursery, nursery school, kindergarten, or similar facility;*
 8. *Home occupation;*
 9. ~~*Hospital, nursing home, retirement home or similar facility;*~~
 10. ~~*Golf course or country club, but excluding golf driving range, miniature golf course, or similar facility;*~~
 11. ~~*Private non-commercial recreation club such as tennis, swimming or archery club, but excluding commercial amusement or recreation enterprises;*~~
 12. *Public park, playground, golf course, swimming pool or similar recreation area;*
 13. *Public utility facility;*
 14. *Radio or television transmitter or tower;*

- 15. ~~Solid waste disposal area utilizing sanitary landfill, landfill or other method approved by the Lincoln County Health Department; solid waste disposal transfer station;~~
- 16. Temporary real estate office offering residential property in the immediate vicinity for sale, rental or lease;
- 17. Livestock, except pigs, swine, hogs or fowl;
- 18. *Accessory dwelling unit meeting all provisions contained in Chapters 17.16 and 17.20;*
- 19. *Similar uses as defined in Section 17.44.060 of this title.*

C. Standards: Except as provided in Chapters 17.20, 17.24, 17.28 in the G-R zone, the following standards shall apply:

- 1. Lot size and dimensions. The minimum lot size and dimensions in a G-R zone shall be as follows:
 - a. For a *one-family* dwelling:
 - i. The minimum lot area shall be seven thousand five hundred square feet when a lot is served by both a community water supply system and sewage system;
 - ii. The minimum lot area shall be ten thousand square feet when a lot is served by a community water supply system, but not by a community sewage disposal system;
 - iii. The minimum lot area per dwelling unit shall be one acre when a lot is not served by a community water supply system, unless otherwise required by the County Sanitarian or the Oregon Department of Environmental Quality.
 - b. For a two-family dwelling:
 - i. The minimum lot area shall be seven thousand five hundred square feet when a lot is served by both a community water supply system and a sewage disposal system;
 - ii. The minimum lot area shall be fifteen thousand square feet when a lot is served by a community water supply system, but not by a community sewage disposal system;
 - iii. The minimum lot area per dwelling unit shall be one and one half acres when a lot is not served by a community water system, unless otherwise required by the County Sanitarian or the Oregon Department of Environmental Quality.
 - c. For a multi-family dwelling:
 - i. Multi-family dwellings may be authorized in areas of the city served by both a community water supply system and a community sewage disposal system;
 - ii. Multi-family dwellings shall have a minimum lot size of ten thousand square feet or two thousand five hundred square feet for each unit, whichever requirement is greater.
 - d. The minimum lot width at the front building line shall be seventy feet for an interior lot and seventy-five feet for a corner lot when a lot is served by a public and/or community water supply system, but not by a public or community sewage disposal system;
 - e. The minimum lot width at the front building line shall be one hundred fifty feet when a lot is not served by a public or community water supply system;
 - f. The minimum lot depth shall be eighty feet;

- g. Flag lots may be permitted only when found to be in conformance with the Title 16 of this code. Notwithstanding the provisions of subsections (C)(1)(e) and (f) of this section, the frontage and width of the staff portion of the lot shall be no less than twenty-five feet.
2. Yards. The minimum yard requirements in the G-R zone shall be as follows:
 - a. The front yard shall be a minimum of twenty feet;
 - b. Each side yard shall be a minimum of either five feet or one foot for each three feet of building height, whichever requirement is greater;
 - c. The street side yard shall be a minimum of twenty feet at a point twenty feet from the front lot line and may be decreased at the rate of one foot per additional two feet of setback from the front lot line, except that such side yard setback shall be not less than ten feet;
 - d. The rear yard shall be a minimum of ten feet, except that on a corner lot it shall be a minimum of either five feet or one foot for each three feet of building height, whichever is greater.
 3. Building Height: No building in the G-R zone shall exceed a height of thirty feet.
 4. Lot Coverage: Buildings shall not occupy more than thirty percent of the total lot area. (Ord. 110 § 1 (part), 1988; Ord. 109 § 5, 1988; Ord. 106 § 3.020, 1987)
 5. *Articulation: All buildings with two or more dwelling units shall incorporate design features to ensure compatibility with existing subdivisions. Two-family and multi-family dwellings shall incorporate design features such as varying roof lines, offsets, balconies, projections (e.g., overhangs, porches or similar features), recessed or covered entrances, window reveals, or similar elements to break up large expanses of uninterrupted building surfaces (blank walls). Along the vertical face of the structure, and on all building stories, such elements shall occur at a minimum interval of forty feet and each floor shall contain at least two of the aforementioned elements.*

17.16.030 General Commercial Zone G-C.

In a G-C zone, the following regulations shall apply:

- A. Uses Permitted Outright. In a G-C zone, the following uses and their accessory uses are permitted subject to the applicable provisions of Chapters 17.20 and 17.24 of this title:
 1. ~~Uses permitted outright in the G-C zone;~~ (sic)
 2. *Mixed-use residential uses;*
 3. Retail store or shop such as food store, drug store, apparel store, hardware and building materials store, furniture store, or similar establishment;
 4. Repair shop for the type of goods offered for sale in those retail trade establishments allowed outright in the G-C zone;

5. Personal or business service establishment such as barber or beauty shop, laundry or dry cleaning establishment;
6. Automobile service station;
7. Automobile repair provided it is conducted entirely within an enclosed building;
8. Car wash;
9. Clinic;
10. Club, lodge, or fraternal organization;
11. Contractors for plumbing, heating, electrical or paint service, including storage, repair and sales;
12. Financial institutions *and business services*;
13. Hotel, motel or resort;
14. Indoor commercial, amusement or recreation establishment such as a bowling alley, theatre, or pool hall;
15. Mortuary;
16. Newspaper office, print shop;
17. Office;
18. Private museum, art gallery or similar facility;
19. Restaurant, bar or tavern;
20. Tire sales and repair;
21. Upholstery shop provided the work is done out of view by the public;
22. Warehousing;
23. Wholesale establishment.

B. Conditional Uses Permitted. In a G-C zone, the following uses and their accessory uses may be permitted subject to the applicable provisions Chapters 17.20, 17.24 and 17.28 of this title:

1. A *non-residential* use permitted as a conditional use in the G-R zone;
2. Outdoor commercial amusement or recreation establishment such as a miniature golf course or drive-in theater, but not including uses such as race track or motored vehicle speedway;
3. Sales, service, storage rental or repair of automobiles, trucks, trailers, boats, heavy equipment, implements, or machinery;
4. *Carpentry* or other woodworking shop;
5. Kennel, animal hospital *or veterinary services*;
6. Agricultural feed and seed store;
7. Ice processing and cold storage;
8. Machine, welding, or metal working shop;
9. Outdoor storage of materials or equipment;
10. *Processing of food or beverage*, excluding those products involving ~~distillation, fermentation,~~ rendering of fats, or oils, or slaughtering;
11. Signs, advertising;
12. Tire retreading or vulcanizing;
13. Truck terminal;
14. *Forest service*;
15. *Landscaping and horticultural services*;
16. *Contractor's warehouse and shop*;

- 17. *Assembly and manufacturing;*
- 18. *Custom manufacturing of goods for retail and/or sale on the premises, including art, sculpture, pottery, etc.;*
- 19. *Similar uses as defined in Section 17.44.060 of this title.*

C. Standards. Except as provided in Chapters 17.20, 17.24 and 17.28 of this title, in a G-C zone, the following standards shall apply:

- ~~1. Residential uses shall be subject to the lot size, coverage, yard and building height standards of the G-R zone;~~
- 1. *Residential uses shall be located above or behind a primary commercial use and shall not interfere with the primary commercial use;*
- 2. ~~Uses other than residential~~ *All uses shall have yards of a minimum of ten feet when abutting a lot which is in a residential zone;*
- 3. *No structure shall be located closer than forty feet from the centerline of State Highway 229;*
- 4. *No building shall exceed a height of thirty-five feet;*
- 5. *New construction..... See Code for additional text –no further changes to this Section*

17.16.040 Special Development Standards for Accessory Dwelling Units:

Accessory dwelling units shall conform to all of the following standards:

- A. Floor Area. *Accessory dwellings shall not exceeding six hundred square feet of floor area, or forty percent of the primary unit, whichever is smaller. The unit can be a detached cottage, a unit attached to a garage, or in a portion of an existing house;*
- B. Exempt from Density. *Accessory dwellings are exempt from the housing density standards of the Residential District, due to their small size and low occupancy levels;*
- C. Oregon Structural Specialty Code. *The structure complies with the Oregon Structural Specialty Code;*
- D. Owner-Occupied. *The primary residence or accessory dwelling shall be owner-occupied.*
- E. One Unit. *A maximum of one accessory dwelling unit is allowed per lot;*
- F. Building Height. *The building height of detached accessory dwellings (i.e., separate cottages) shall not exceed thirty feet; and*
- G. Buffering. *The approval body may require a landscape hedge or fence be installed on the property line separating a detached accessory dwelling from an abutting single family dwelling, unless the applicant and the owner of the abutting single family dwelling agree in writing not to install the hedge or fence.*

Chapter 17.20 SUPPLEMENTARY REGULATIONS (Excerpt)

17.20.050 General Provisions Regarding Accessory Uses.

An accessory use shall comply with all requirements for a principal use, except as this ordinance specifically allows to the contrary, and shall comply with the following limitations:

1. An accessory structure ~~not used for human habitation~~ and separated from the main building may be located in the required rear and side yard, except in the required street side yard of a corner lot, provided it is not closer than five feet to a property line;
2. *Buffering*, such as fences, hedges and walls may be located within required yards, but shall not exceed three and one-half feet in height in any required yard which abuts a street other than an alley; (Ord. 106 § 4.050, 1987)
3. *All accessory dwelling uses shall comply with special development standards as outlined in Chapter 17.16.040 of this title.*

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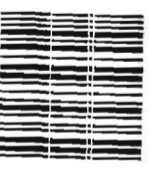
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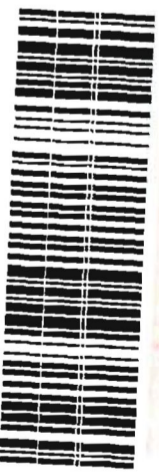
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