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Division Oak 1100
Department of Land Conservation and Development

1000 EAST STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

September 21, 1978

The Honorable Foster A. Odum
Mayor, City of Arlington
P. O. Box 68
Arlington, OR 97812

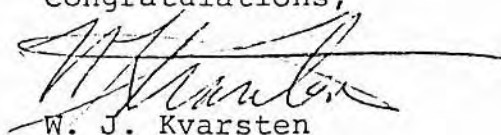
Dear Mayor Odum:

It gives me a great deal of pleasure to confirm that the Oregon Land Conservation and Development Commission, on September 15, 1978, officially acknowledged the comprehensive plan and implementing ordinances of the City of Arlington as being in compliance with ORS 197 and the Statewide Planning Goals.

The Acknowledgment signifies a historic step for the City's land use planning program. Arlington is one of the first of Oregon's cities to be in compliance with the Statewide Goals. By effectively planning ahead for the wise use of your valuable land, you have set an excellent example for others to follow.

I would like to commend the city officials, staff, and citizens of your community for their hard work and foresight in the field of land use planning.

Congratulations,


W. J. Kvarsten
Director

WJK:JBK:krm/MC

Enclosure

cc: Judge Leo Barnett
Marlene Davison, County Coordinator
Jim Kennedy, LCDC Field Representative
Wayne Schwandt, ECOAC

BEFORE THE
LAND CONSERVATION AND DEVELOPMENT COMMISSION
OF THE STATE OF OREGON

IN THE MATTER OF THE)	COMPLIANCE ACKNOWLEDGMENT
CITY OF ARLINGTON)	ORDER
)	
)	
)	

On June 2, 1978, the City of Arlington pursuant to ORS Ch. 197.251(1) (1977 replacement part) requested the Land Conservation and Development Commission to acknowledge that the comprehensive plan and implementing ordinances, consisting of the comprehensive land use plan, adopted March 8, 1978; the zoning ordinance, adopted January 13, 1960, ordinance no. 225; the subdivision ordinance, adopted June 4, 1975, ordinance no. 220; and the sewer system ordinance adopted August 6, 1975, ordinance no. 260; of the City of Arlington are in compliance with the Statewide Planning Goals.

ORS 197.251(1) requires that the Commission review and approve or deny the request within 90 days.

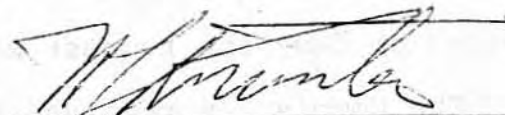
The Commission received and reviewed the written report of the staff of the Land Conservation and Development Department regarding the compliance of the aforementioned plan and ordinances with the Statewide Planning Goals. Pertinent portions of this report (Section V) are attached hereto, and constitute the findings of fact of the Commission.

Based on its review, the Commission finds that the aforementioned comprehensive plan, zoning ordinance and subdivision ordinance comply with the Statewide Planning Goals adopted by this Commission pursuant to ORS Ch. 197, as amended by 1977 Oregon Laws Ch. 664.

Now therefore be it ordered that:

The Land Conservation and Development Commission acknowledges that the aforementioned comprehensive plan, zoning ordinance, subdivision ordinance, and sewer system ordinance, of the City of Arlington are in compliance with the Statewide Planning Goals.

Dated this 21st day of Sept, 1978.



W. J. Kvarsten, Director for
LAND CONSERVATION AND
DEVELOPMENT COMMISSION

LC:krm/MC
9/5/78

LAND CONSERVATION AND DEVELOPMENT COMMISSION
ACKNOWLEDGMENT OF COMPLIANCE

JURISDICTION: Arlington

- I. REQUEST: Acknowledgment of Compliance with ORS 197 and the Statewide Planning Goals for the comprehensive plan and implementing ordinances.
- II. SUMMARY OF RECOMMENDATIONS:
 - A. Staff:
Recommends Acknowledgment of Compliance
 - B. Coordinator:
Concurs with staff recommendation.
- III. SUMMARY OF COMMISSION ACTION: (September 15, 1978)
(See page for complete action)

FIELD REPRESENTATIVE: Jim Kennedy
Phone: 963-2171 x 412

COORDINATOR: Marlene Davison
Phone: 384-4243

LEAD REVIEWER: Ronald Eber
Phone: 378-5454

IV. BACKGROUND INFORMATION:

The City of Arlington is located in Gilliam County on the banks of the Columbia River approximately 45 miles east of The Dalles, Oregon. Arlington is an agricultural service center and a shipping point for wheat. The Pebble Springs Nuclear power plants are proposed for construction just southeast of town.

GOVERNING BODY:

Mayor and six-member
City Council.

POPULATION:

1977 - 700
1976 - 600
1974 - 395
1970 - 375
1960 - 643
1950 - 686
1940 - 609

COMPLIANCE STATUS:

Conditional Extension approved until March 1, 1976.

Planning Extension and a grant of \$4,575 approved with a Compliance Date of December 1976.

Approved an amendment to the grant adding \$2,500 to the total Planning Assistance Grant for a study by the Port of Arlington.

Planning Extension continued to March 15, 1978.

V. FINDINGS OF FACTGeneral Overview:

The Arlington comprehensive plan is for the area inside their city limits. The existing population is approximately 700 and the plan is for 1250 people. The city can eventually accommodate a total of 4000 people.

It's facilities and services are adequate for the expected population of 1250.

No objections have been made to the acknowledgment for the comprehensive plan and implementing ordinances.

It is a very simple and basic plan that will enable the city to adequately manage any growth in the near future.

1. Citizen Involvement: (Goal 1)

The format for citizen involvement has been to post meeting notices of the Planning Commission meetings and work sessions in key locations around town, the County newspaper and by word-of-mouth. Since December 1976, eight major plan development meetings/hearings were held which involved public officials and interested citizens. Besides the Planning Commission and City Council members present, attendance was light.

At the time of Phased Review (February 9, 1978) the Commission placed the following condition on the City of Arlington:

"A major effort be made to inform citizens about the comprehensive plan and Port study and to solicit their review and comment prior to their plans adoption."

The County Coordinator has informed the Department that the City has met this condition. Local residents were made aware of the draft plan, many people spoke at the hearings and their concerns were taken into account.

The new comprehensive plan contains policies for the continuation of the Citizen Involvement Program, (pp. 9-10).

Conclusions:

The City complies with Goal 1; Citizen Involvement.

2. Land Use Planning: (Goal 2)

The City of Arlington has adopted a comprehensive plan to serve as the basis for all land use decisions and actions.

The plan includes factual information to support its policies and map designations. As explained under Citizen Involvement, the City provided the opportunity for citizen participation during all phases of the planning process and all plan materials were available to the public at city hall.

The City's plan took into account information made available by various state and federal agencies. There was also close coordination with Gilliam County and the Port of Arlington. No agencies have identified conflicts between their programs and the City's adopted comprehensive plan.

Zoning and subdivision ordinance have been adopted as well as ordinances related to the rules for the conduct of hearings in planning and zoning matters and the extension of city sewer services.

The plan includes a policy requiring the plan's review and adjustment annually. It further requires a "thorough evaluation and revision" at least once every five years (p. 7).

Conclusions:

The comprehensive plan and implementing ordinances comply with Goal 2; Land Use Planning.

3. Agricultural Lands: (Goal 3)

Pursuant to Commission policy, compliance with Goal 3 is not required inside city limits.

4. Forest Lands: (Goal 4)

Not applicable.

5. Open Space, Scenic and Historic and Natural Resources: (Goal 5)

The plan has identified the resources for the applicable parts of this goal and contains policies for their protection, (pp. 8-9,11 and 24-25). These are:

- open spaces;
- scenic views and sites;
- historic sites.

The Oregon Department of Transportation requests that the City include a policy in the plan when updated for the protection of any historic sites identified in the future.

Conclusions:

The plan complies with the applicable parts of Goal 5; Natural Resources.

6. Air, Water and Land Resources: (Goal 6)

The City's sewer and water systems meet applicable health and safety standards (pp. 36-39). Further, it is the City's policy to maintain its sewer system in accordance with applicable state and federal standards, (p. 37 #5). The City uses a sanitary landfill for which Gilliam County has adopted a Solid Waste Management Plan. This plan has been approved by the Department of Environmental Quality and was incorporated into the County's comprehensive plan, (County plan p. 24 #3).

The DEQ does not object to the comprehensive plan but notes that the plan contains no specific reference to air quality or noise control, two of their basic programs. However, DEQ believes these can be covered at the time of plan revision. Gilliam County's acknowledged plan notes that the county currently enjoys a high quality environment, relatively free of pollutants, (County plan p. 4 #2).

Conclusions:

Although DEQ notes some plan weaknesses in the area of air quality and noise control these can be corrected when the plan is revised. The plan complies with Goal 6; Air, Water and Land Resources Quality.

7. Natural Disasters and Hazards: (Goal 7)

Arlington has few problems with known hazardous areas. The plan identifies the east and west slopes of the City as presenting difficult development problems and recommends that development be designed to minimize the hazard.

There is no flood plain in Arlington. Flash floods can be a problem, but most water has been channeled into China Ditch by the Army Corp of Engineers. The County plan notes that there are no known land faults in the County, (County plan p. 4 #4).

Conclusions:

The plan complies with Goal 7; Natural Disasters and Hazards.

8. Recreation: (Goal 8)

The plan includes an inventory of existing parks and recreational facilities, an assessment of possible future needs and policies for meeting these needs, (pp. 8,11 and 24-25). The County plan also notes that Arlington's City parks are adequate and well used, (County plan p. 16 #8).

Conclusions:

The plan complies with Goal 8; Recreational Needs.

9. Economy of the State: (Goal 9)

The plan includes a detailed assessment of its commercial and industrial land needs and policies to meet these needs, (pp. 16-21). The plan and zone maps provide space for commercial and industrial development consistent with other plan policies, (pp. 19 and 21). The City has adopted two specific sections of the Port of Arlington's plan, (p. 20 #1). City, County and Port plans are consistent with each other.

Conclusions:

The plan complies with Goal 9; Economy of the State.

10. Housing: (Goal 10)

An inventory of existing housing has been completed, (pp. 5-6). The plan includes a determination of its housing needs, (pp. 13-14) and policies for meeting these needs, (pp. 15-16).

The plan provides for a variety of housing at various densities. Duplexes or multi-family housing are permitted outright in the City's residential zones. Mobile homes are also permitted outright in the Transient Residential Districts, (Permanent and Temporary). There are five areas in the City zoned for such use.

Conclusions:

The plan complies with Goal 10; Housing.

11. Public Facilities and Services: (Goal 11)

Inventories of existing urban facilities (sewer, water, solid waste and schools) are included in the plan, (pp. 22 and 36-40). All development will take place inside the city limits and must be connected to the City's sewer and water systems. These systems are adequate for the growth expected by the City.

The local schools are adequate at the present time and enough vacant land is available and has been designated for expansion. The School District is urged to coordinate closely with the City to assure that its needs are met, (p. 22).

Conclusions:

The Plan complies with Goal 11; Public Facilities and Services.

12. Transportation: (Goal 12)

The plan includes an inventory of all transportation modes available to the city (auto, rail, water, and air), an assessment of its future needs and policies to meet these needs, (pp. 27-34). There is a small airport inside the City which has been planned and zoned to avoid conflicting uses.

The Oregon Department of Transportation commends the City for its well written plan. In particular, they note the excellent job done on the airport segment of the plan. The Public Utility Commissioner supports the acknowledgment request, but reserves the right to review future grade crossing applications.

Conclusions:

The plan complies with Goal 12; Transportation.

13. Energy Conservation: (Goal 13)

The plan includes a policy to encourage energy conservation and allow variances in city ordinances in order to permit alternative energy sources.

Conclusions:

The plan complies with Goal 13; Energy Conservation.

14. Urbanization: (Goal 14)

The City of Arlington and Gilliam County have agreed that there is enough land within the city limits to accommodate future growth. Both jurisdictions plans designate the city limits as the urban growth boundary. The plan includes policies, consistent with Gilliam County's on annexations, and the extension of urban services outside city limits.

Some agricultural lands and undeveloped land still remains inside the city limits. These lands are available over time for development. The plan emphasizes development of those lands closest to the developed parts of the City prior to those vacant parcels farther out.

Conclusions:

The plan complies with Goal 14; Urbanization.

B. Comments Received:

1. Public Utility Commissioner of Oregon.
2. Department of Transportation.
3. Department of Environmental Quality.
4. Farmers' Home Administration, USDA.
5. Department of Economic Development.
6. Oregon Marine Board.

C. Overall Conclusions:

Based upon the above-stated findings of fact and conclusions, the City of Arlington's comprehensive plan, zoning, subdivision and other implementing ordinances comply with the Statewide Planning Goals.

VI. RECOMMENDATIONS:

A. Staff:

Recommends that the plan and implementing ordinances of the City of Arlington be granted Acknowledgment of Compliance with the State-wide Planning Goals.

B. Coordinator:

Concurs with staff recommendation.

CITY OF ARLINGTON

ARLINGTON, OREGON 97812

June 1, 1978

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

JUN 02 1978

SALEM

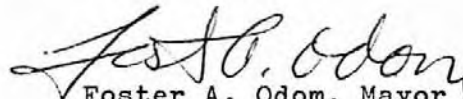
Department of Land Conservation
and Development
1175 Court St. NE
Salem, Oregon 97310

Dear Sirs:

We have submitted six copies of our Comprehensive Land Use Plan and all other requested information and ordinances to you. We now request compliance acknowledgment from the LCDC.

Please notify us if any further information is needed.

Sincerely,


Foster A. Odom, Mayor
City of Arlington

FAO:nc

JUN 02 1978

County of Gilliam
City of Arlington

Subject: Urban Growth Agreement for LCDC

SALEM

To the Commission:

Please accept this letter as the Urban Growth Agreement for Gilliam County and the City of Arlington by virtue of corresponding policies adopted in the Comprehensive Land Use Plans concerning Urban Growth Boundaries and annexation policies. (listed below)

Gilliam County Comprehensive Land Use Plan
Part I Pages 2 and 3 Policies 1, 2, 3, 4, 5, and 6

Gilliam County Zoning Ordinances Page 46 Section 4.511
Page 56 Section 4.542
Page 57 Section 4.544

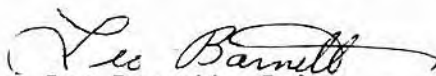
Arlington Comprehensive Land Use Plan
Page 7 Policies 1 and 2
Page 9 Policies 6 and 7
Page 36 Policies on Utilites.


The Urban Growth Boundary adopted by both the City and County is the City Limits. A separate County Planning Commission was established with three members of the City Planning Commission and three members of the County Planning Commission and one member at large. This Area of Mutual Concern Commission, administers any development to be considered in the 660 feet allowable for annexation just outside the city limits.

The city is given an irrevocable right to annex a development in the AMC when they feel that it is ready to be annexed but in the mean time they have a hand in guiding the development with their membership on the county planning commission for that Area of Mutual Concern, (AMC)

Gilliam County Subdivision Ordinance has allowed for service lines in a development to be reviewed and coordinated with the city lines, this is to allow readiness for annexation.

Respectfully,


Leo Barnett, Judge
Gilliam County Court


Foster Odom, Mayor
City of Arlington

Citizen Involvement

Gilliam County List for Agency Involvement in Comprehensive Plan Changes
DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

JUN 02 1978

SALEM

Arlington Port Commission
% G. B. Frost, Clerk
Arlington, Oregon 97812

City of Arlington
% Bud Allen, Clerk
Arlington, Oregon 97812

U. S. Department of Interior
Bureau of Land Management
185 E Forth Street
Prineville, Oregon 97754

Times Journal
% Mac Stinchfield
Condon, Oregon 97823

Army Corp of Engineers
P.O. Box 2946
Portland, Oregon 97208

City of Condon
% Joyce Bettencourt, Clerk
Condon, Oregon 97823

Dept. of Parks and Recreation
David Talbot, Supt
525 Trade Street S. E.
Salem, Oregon 97310

Olex School Board
% Garnett Bettencourt, Clerk
Olex, Oregon 97812

Dept. of Fish & Wildlife
% Glen Ward
Box 208
Heppner, Oregon

Arlington School Board
% Alene Rucker
Arlington, Oregon 97812

Division of State Lands
William Cox, Director
1445 State Street
Salem Oregon 97310

Condon School Board
Ferman Warnock, Clerk
Condon, Oregon 97823

Union Pacific Rail Road
Del D. Clifford
The Dalles, Oregon

Gilliam County IED
A. E. Starnes, Superintendent
Condon, Oregon 97823

Dept. of Transportation
Highway Division
% H. Scott Coulter, Eng
State Hwy Building
Salem Oregon 97310

Dept. of Transportation
Highway Division
George Strawn, Reg. Planning Coordinator
P. O. Box 850
La Grande, Oregon 97850

Dept. of Environmental Quality
Steve Gardells, Reg. Manager
P.O. Box 1538
424 S. W. 6th
Pendleton, Oregon 97801

Soil and Water Conservation District
Ron Wilson, Chrm.
Arlington, Oregon 97812

City of Lonerock
% Sam Nichols, Mayor
Lonerock Rt.
Condon, Oregon 97823

Portland General Electric Company
P. O. Box 40
Arlington, Oregon 97812

East Central Oregon Association of
Counties
920 S. W. Frazer,
P. O. Box 339
Pendleton, Oregon 97801

Pat Wolke, Deputy District Attorney
Condon, Oregon 97823

THE COMPREHENSIVE PLAN
Arlington, Oregon

Arlington City Planning Commission
with assistance from
J. David Rowe

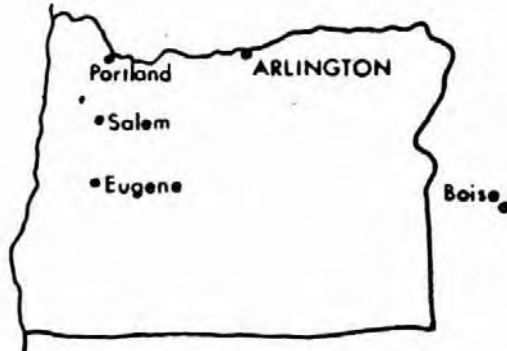
April, 1978

Codified 6/13/89 - hfw
Reviewed 10/94 hfw

Preface

Arlington, Oregon is a small, rural, incorporated city located on the Columbia River about 140 miles east of Portland. It is an unusual community in many respects, and preservation of this unique character is a principal objective of this plan.

The city always has been rather small. Historically, it has existed as a service center for surrounding agricultural lands, although in recent years, the population of the community has fluctuated somewhat as a result of heavy construction activity in the area. This relatively stable population base has afforded the community an opportunity to retain its distinctive character and sense of identity.



The city is an old city, relocated to its present site between 1962 and 1968 as a part of the construction of the John Day Dam. Much of the original community-- including all of the commercial district -- was inundated by the reservoir formed behind the new dam. As a result of this circumstance, this old, established place is served by a modern commercial center, new utility systems, municipal building and elementary school. Some residents of the "old" city built new residences in the relocated townsite while others preferred to physically move their homes to new lots on higher ground. Thus, the architecture of the city is a blend of the old and the new, and the city has avoided the sterile "project look" that often characterizes wholly new towns. Since a significant proportion of long-time residents remained in town, political and social connections with the past were preserved and the sense of community remained intact.

The location of the city in a draw, somewhat shielded from the view of motorists travelling on Interstate 80N, coupled with the absence of developable land immediately adjacent to the freeway interchanges serving the city, probably has affected the form and character of the community in a number of ways. The steep slopes that frame the central portion of the city provide shelter from the winds that blow through the Columbia River Gorge. They provide open space of considerable scenic quality. They provide definite physical barriers to east-west expansion and have more-or-less forced concentration of central community facilities in the mall area that faces the River on the north. At the same time, these topographic features probably have served to deter development of tourist- and highway-oriented business in the city, although the virtual absence of chain and franchise operations (and the more-or-less standardized architecture that fre-

quently is associated with such concerns) probably has contributed to the distinctly local character of the place.

The continued development of the community may bring with it risks to the basic qualities that have been an important part of its character. Newcomers most likely will not hold the same values as past and present residents do, and the political and social structure most probably will change significantly with growth. The purpose of this plan is therefore not only to establish policies with respect to community growth, but to record and explain the values and concerns that led to their adoption in the first instance.

PART ONE

OVERVIEW AND BASIC
PLANNING POLICY

Overview

In the past several years, the Mid-Columbia Region has experienced considerable population and economic growth. This growth is stimulated to a large degree by increased agricultural production and heavy construction activities in the area. Most projections suggest that this growth will continue, although perhaps at a lesser rate of increase. The extent to which the city of Arlington will share in this prospective regional growth will depend on a number of conditions, most of which are unknown and many of which are largely beyond the community's control. These include:

- * (1) ~~construction of the Portland General Electric Company's nuclear-fired generating plant at Pelee Springs. See 4(a) (1)~~
- (2) continued growth in agriculture and agriculturally-related industries in the area;
- (3) the number of workers in the regional economy who choose-- for one reason or another -- to live in Arlington;
- (4) the ability of Gilliam County officials to continue strict implementation of the county policy which limits urban growth to the incorporated cities of the county;
- (5) the availability of suitable housing and adequate support services in the city.

Under maximum regional growth conditions, it is possible that Arlington could become a city of 4,000 persons. This is considered an improbable -- though possible -- eventuality. * See 4(a) (2)

The capacity of existing community facilities constitute a definite constraint on population growth within the city, and the attainment of an ultimate population of 4,000 will require considerable investment in additional community facilities. Existing capacities of controlling public facilities are as follows: * See 4(a) (3)

<u>Facility</u>	<u>Capacity</u>	<u>Pop. Equivalent</u>
Elementary school	285 students	1,250
Secondary school	200 students	1,500
Water plant	1.5 MGD	3,250
Sewer plant	.125 MGD	1,000.

These public investment requirements serve to define the four principal stages through which the community will progress if it achieves a population of 4,000

* See Page 4(a)

- (1) Replace Findings No. 1, pg. 4, with the following statement:
Completion and actual planned operation of the Waste Management, Inc. Solid Waste Disposal Facility.
- (2) Amend Paragraph 2, pg.4, by adding the following statement:
Current projections are for a total City population of 1,250 by the year 2000, and even that figure may be somewhat optimistic with recent population losses.
- (3) Amend Paragraph 3, pg. 4, by adding the following statement after the word "follows": Such capacities are certainly considered adequate to serve the City's needs for the next 8-10 years.

When the population of the community reaches about 1,250 persons, it is likely that an addition to the existing elementary school will be required; shortly thereafter, an addition to the high school building also will be needed. It is entirely possible that at that time the Arlington School Board will want to consider the reorganization of the public educational system to include a junior-high or middle school. If this course is to be followed, the Board may decide to build a third structure on the schools' campus (which also most likely would involve the expansion of the existing site) and thus eliminate the need for physical expansion of both present school structures. At this point in time it is not possible to reliably predict the specific decisions of the board nor the actions of the district's voters. However, it is fairly certain that as the city's population nears 1,250, decisions of some sort will be made. It also is fairly certain that these program and pedagogical decisions will affect the physical nature of the school site and that that in turn will affect development of the city as a whole and especially the southwest portion of the city. When the alternative methods of dealing with the increased demands upon the school system are more clearly identified, this plan should be re-evaluated and modified.

Summary of Community Requirements

Existing non-residential facilities and land uses in the city of Arlington can support a community of 1,250 with only a slight expansion of land devoted to commercial use. A quantitative summary of major land uses and community services presently provided and required for a population of 1,250 is presented in the following tabulation:

<u>Feature</u>	<u>Existing provision</u>	<u>Minimum required (pop. 1,250)</u>	<u>Additional required</u>
Housing (dwelling units)	270	500	230
Commercial land (acres)	7	11	3
Industrial land (acres)	50	45	--
School sites (acres)	26	20	--
Other public lands (acres)	22	18	--
Sewer plant capacity (MGD)	.125	.125	--
Water plant capacity (MGD)	1.500	.588	--

Requirements typical of Eastern Oregon communities between 500 and 4,000 population, adjusted to reflect existing circumstances in Arlington, are presented in Table 1. ~~* At the present time, the city has a population of about 700 individuals.~~ See 5(a) (4) As the city develops, facility needs are expected to approximate those shown in Table 1. Residential development is expected to occur in accordance with densities shown on the Comprehensive Plan Map, and within the ranges suggested in Table 2 and shown on Figure 2.

* See Page 5(a) and 5(b)(5) through (8)

- (4) Amend Paragraph 3 (last Para), pg. 5, line 3 to read as follows:
At the time of the 1978 Plan adoption, the City had a population of about 700; Since that time the City has lost population, and the 1983 PSU report showed only 450. Reports indicate a recent stabilization, and there are future hopes for at least a moderate recovery.
- (5) Add the following Findings to Page 5. In addition to the required review and up-dating set forth by ORS 197.640, there may be other occurrences that will necessitate Plan Amendments; Relative thereto, specific provisions should be set forth governing the procedures by which Plan Amendments are to be processed. Such provisions are not present in the current Plan.
- (6) Add the following Findings, Page 5, to read as follows: Historically, the primary economic base and the growth of the City has been tied to agriculture. Although Agriculture remains as the primary economic base, there is a need to expand that base through diversification, both within the agricultural sector and within economic sectors outside agriculture. Particularly, even though agriculture is expected to remain the primary base and must be recognized and protected for the importance thereof, there is a distinct need and it is in the best interests of the City to diversify the economic base, particularly in relation to the need for providing for employment for City residents and to the City's potential traveler's oriented businesses.
- (7) Add the following Findings to read as follows: The City had conducted a review of all of those inventories referenced in the DLCD periodic review notice, and the following findings are relative thereto:
 - A) SCORP Report dated 1983: No new parks, or recreation facilities are planned for the City, however, there is some updated statistical data set forth in said Report which is hereby adopted by reference and is set forth as an Attachment hereto.
 - B) State Parks Inventory Update: No new State Parks are evident or planned for the City of Arlington.
 - C) Airport Inventory Updates: A review of Plans for the Arlington Airport does not reveal any conflicts with any existing Plan policies or implementing Ordinance provisions.
 - D) Highway Inventory Updates (Six-Year Highway Improvement Program dated 1986-1992): Three improvement projects are identified as applicable to Gilliam County, two are identified as affecting the City of Arlington, but not adversely; Said projects are merely improvements to existing facilities.
 - E) 1985 Atlas of Oregon Lakes: No lakes are identified in Gilliam County nor in the City of Arlington, therefore this inventory is not applicable.

- F) Annual Air Quality Reports (DEQ): Updated information from the 1984 Oregon Air Quality Annual Report by DEQ has been reviewed with the resultant finding that no significant deterioration in air quality has occurred in the City. Relative thereto, no amendments to plan policies standards, or implementing ordinances are deemed necessary.
 - G) Water Quality Reports (SWRC) (John Day River Basin Report of 1986): Said report does not reflect any significant change in water quality within the City, and no plan amendments are deemed necessary except to incorporate the applicable information from said Report as an Attachment hereto.
 - H) Hazardous Waste Disposal Sites Inventory: No sites identified in Arlington, nor are any planned. Therefore, this inventory is not applicable to the City.
 - I) 1980 Major Water Table Aquifers with Sensitive Areas Report: Not applicable to the City of Arlington.
 - J) John Day River Basin Plan of 1986 (SWR): A review of this new and recently adopted document clearly indicates that the City of Arlington is not located within an area that is subject to a critical groundwater study or designation.
 - K) Population Updates and Estimates (PSU): Such information is more current than that contained within the 1977 Plan, and is therefore necessary for incorporation into said Plan; Therefore, there is no need to further revise the plan to respond to expected population increases, either in the matter of public facilities or services, or in the case of the Urban Growth Boundary or other land use allocations.
- (8) Add the following Findings to Page 5 to read as follows: Flood Hazard regulations have been amended since the adoption of the 1978 Plan, most recently in December of 1986, and the City has no Flood Hazard regulations and needs to comply with current regulations.

Table 1

ASSUMED COMMUNITY REQUIREMENTS
At Various Population Levels
Arlington, Oregon

Population	Developed land (A)	Residential land		Commercial land (A)	Industrial land (A)	Students		School site (A)	Other public lands (A)	Sewer (MGD)	Water (MGD)
		Units	Acres			K-8	9-12				
500	116.3	270	28.6	4.8	20.6	110	65	17.0	3.0	.050	.235
750	169.9	360	42.8	7.0	29.6	165	100	18.0	5.9	.075	.353
1,000	228.4	440	56.8	9.0	37.7	220	135	20.0	11.2	.100	.470
1,250	287.9	500	70.8	11.0	44.9	275	165	20.0	18.1	.125	.588
1,500	313.3	590	84.6	12.9	51.2	325	200	21.0	23.6	.150	.705
1,750	354.0	670	98.4	14.7	56.7	380	230	22.0	28.8	.175	.823
2,000	383.0	750	112.0	16.2	61.2	435	265	23.0	33.6	.200	.940
2,250	427.8	830	125.6	17.8	65.0	490	305	23.0	39.1	.225	1.058
2,500	459.8	900	138.6	19.3	67.8	545	330	25.0	42.3	.250	1.175
2,750	488.5	970	151.8	20.4	69.6	600	360	25.0	47.1	.275	1.293
3,000	515.1	1,040	165.0	21.6	70.8	650	395	26.0	50.5	.300	1.410
3,250	538.0	1,100	178.1	22.8	72.1	705	430	27.0	53.3	.325	1.528
3,500	558.9	1,150	196.2	23.8	73.4	760	460	28.0	56.0	.350	1.645
3,750	577.7	1,210	204.0	24.4	74.7	820	500	29.0	58.4	.375	1.763
4,000	594.1	1,260	216.8	25.2	76.0	870	525	30.0	60.4	.400	1.880

Basic Planning Policies

1. The city recognizes Gilliam County's concept of an "Area of Mutual Concern" in the unincorporated area adjacent to the city, and accepts its share of responsibility for growth management in that area in accordance with policies 1, 4, 5 and 6 of Part IV of the Gilliam County comprehensive plan, as amended by the County.
- * 2. ~~The city should review and adjust policies of the comprehensive plan annually. At least once every five years a thorough evaluation and revision of the comprehensive plan should be conducted. In this manner, the community can be assured that prevailing community values are adequately reflected in the policies that comprise the plan.~~ See 7(a) (2) and (3)
3. The city recognizes that the Gilliam County Comprehensive Plan places major responsibility for the accommodation of future population growth in the county on the incorporated cities of the county. The city of Arlington supports that policy and accepts that responsibility.
4. The city will program utility improvements in such areas and at such times as to assist in the implementation of the objectives of the plan. Normally, public investment in municipal facilities will not be made if the planned level of development can be achieved without such investment. Implementation of this policy might include the institution of a system of development incentives and disincentives involving differential charges for water and sewer connections, etc. This general policy is more particularly described in Part Four of this plan document.

* 5. See 7(a) (4)

*7. See 7(b) (6)

*9. See 7(c) (8)

*11. See 7(c)(10)

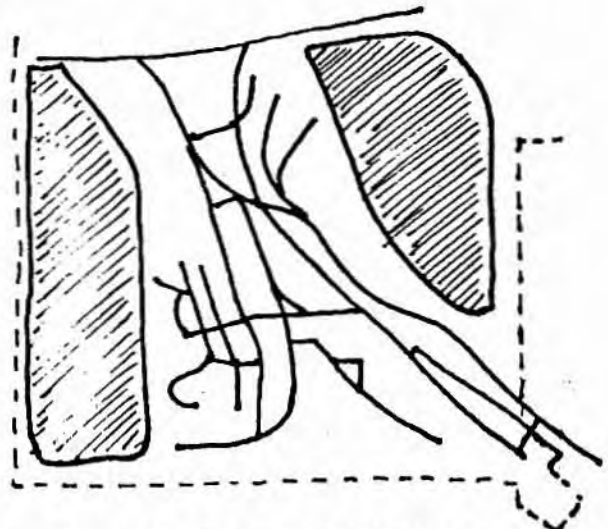
* 6. See 7(b) (5)

*8. See 7(b) (7)

*10. See 7(c) (9)

Agricultural Lands and the Urbanization Process

Two fairly extensive tracts of land within the present corporate limits of the city now are devoted to agricultural use. The western tract rises gently from the western most edge of current development to a fairly level to gently rolling plateau. The eastern tract rises fairly sharply from the China Ditch drainage to a gently rolling plateau. The slope is interrupted at irregular intervals by relatively flat spaces on which some scattered development already has taken place. The tracts are still consolidated under relatively few ownerships, and generally are considered available for development. Present owners have, in fact, expressed intentions to release them for conversion to urban use.



- (2) Amend Policy No. 2, Page 7 to read as follows: The City shall conduct a thorough review of the Plan and Implementing Ordinances at least as often as directed by the Oregon Department of Land Conservation and Development in order to satisfy the periodic review requirements of ORS 197.640.
- (3) Add the following to Policy No. 2, Page 7, as amended: In addition to the amendment requirements in the matter of periodic review, there may be other needs for provisions for Plan Amendment; Therefore, the City shall establish procedures governing the process and requirements for such Plan Amendments. In addition to those requirements for Plan Amendments set forth by the City, compliance with ORS 197.615 shall be maintained.
- (4) Add Policy No. 5, Page 7, to read as follows: An Amendment to the Comprehensive Plan or Plan Map may be initiated by the City Council, the City Planning Commission, a public agency, or a private property owner or authorized agent thereof. Such applications shall be submitted on forms to be provided by the City and shall be in strict compliance with the application requirements set forth by the City. Such applications shall be processed in accordance with the following provisions.
 - (A) Within 45 days of receipt of such application in completed form, the City Planning Commission shall conduct a public hearing on the subject application after giving notice thereof through a newspaper of general circulation in the City at least ten (10) days in advance of said hearing to affected parties and parties requesting such notice. Affected parties shall be those identified as such for a Zone change or other land use permit. Parties requesting notice, but not identified as "affected parties", shall pay for the cost of such notice.
 - (B) Copies of the proposed Amendment shall be made available for public review at least ten (10) days prior to the date of the Planning Commission hearing.
 - (C) Within ten (10) days after the close of the public hearing, the Planning Commission shall make findings of fact, conclusions, and recommend to the County Court adoption, revision or denial of the proposed Amendment.
 - (D) As deemed necessary by the Commission, a public hearing may be continued for a period not exceeding 45 days for the purpose of obtaining additional information, input and findings. In addition, the Commission may specifically request participating parties, including the applicant and opponents, to submit "Proposed" Findings and Conclusions relative to the subject application for consideration by the Commission in reaching their decision.

- (E) Upon receipt of the Planning Commission's Findings, Conclusions and Recommendations, the City Council shall set a public hearing date and give notice thereof in the same manner as required for the Commission. In addition, individual notice shall be provided to all parties participating in the Commission proceedings.
 - (F) Copies of the proposed Amendment and the Planning Commission Findings, Conclusions and Recommendations shall be available for public review not less than ten (10) days prior to the date of the City Council hearing.
 - (G) Within twenty (20) days after the close of the City Council hearing, the City Council shall make Findings and Conclusions, and shall adopt, adopt with changes, or deny the proposed amendment.
 - (H) Within five (5) days of the City Council decision, the City shall initiate action to comply with the provisions of ORS 197.615 in the matter of notification of the subject Amendment to LCDC and those persons requiring notice as set forth by said ORS.
 - (I) An application for a Plan Amendment initiated by any Party other than the City, including other public agencies, shall be accompanied by a filing fee in the amount set forth by the City's Planning Application and Permit Fee Ordinance, City Ordinance No. _____ as may be amended.
- (5) Add Policy No. 6, Pg. 7, to read as follows: As provided for in ORD 227.175, the City shall establish a consolidated procedure by which an applicant may apply at one time for all permits or zone changes needed for a development project.
- (6) Add Policy No. 7, Pg. 7, to read as follows: As required by ORS 227.178, the City shall establish provisions requiring final action on a permit or zone change application within 120-days after the application is deemed complete, with those exceptions set forth by said ORS.
- (7) Add Policy No. 8, Pg. 7, to read as follows: As required by ORS 227.170, the City shall adopt procedures for the conduct of public hearings in land use matters.

(8) Add Policy No. 9, Pg. 7, to read as follows: The City recognizes and supports State and Federal Legislative and regulatory efforts directed towards the preservation and improvement of the environment; Relative thereto, the following policies are set forth:

- A) The City shall continue to require compliance with State and Federal regulations, as applicable, for land use activities involving sewage disposal treatment and disposal, solid waste disposal, and air, water and noise pollution.
- B) The City shall continue to support local, regional, state and federal activities and programs directed at the maintenance and improvement of water quality.
- C) The City shall continue to be supportive of local, regional state and federal programs directed at the minimization of erosion hazards and adverse impacts, both water and air generated.
- D) It shall be the policy of the City to rely on such environmentally related regulations and programs in the review of development permits concerning land use activities related thereto, rather than attempting to develop local regulations concerning such matters. Such reliance shall continue until such time as it is proven that said State and Federal regulations are inadequate.

(9) Add the following Policy No. 10 Pg. 7: Flood Hazard regulations shall be adopted to comply with current FEMA regulations, and shall be updated as needed to maintain such compliance.

(10) Add Policy No. 11 to Pg 7 to read as follows: Because of the vital importance of the railroad facilities from Arlington to Condon for the needs of agriculture, and it is the policy of the City to oppose plans of abandonment of said facility, and it is further the policy of the City to support and utilize every effort possible to retain such facility in support of agriculture and the City, and to encourage usage thereof in lieu of highway transport.

Basic Policy Objectives

The eventual use of these lands for non-agricultural purposes is a fundamental precept in the city's comprehensive plan. The question is not whether they should be developed for urban use, but when and under what circumstances and conditions that conversion should take place.

On the one hand, these lands will be required to provide sites for additional housing in the community as that becomes necessary. On the other hand, residential development of some portions of these tracts might conflict with other developmental objectives of the community. These would include preserving open space and scenic views, providing recreation facilities, avoiding activation of natural hazards and regularizing requirements for additional public investment in major streets, sewers and water facilities.

Lands within the city presently used for agricultural purposes are available for conversion to non-agricultural uses in accordance with the city's comprehensive plan.

Policies

1. There are no significant agricultural lands within the area of the presently developed city. Platted lots being used for agricultural purposes on an interim basis should be developed in accordance with existing regulatory provisions. Conversion of agricultural lands within the city should be limited to residential development immediately west of the western edge of the city's existing development, and to very low density residential development on the eastern slope.
2. A proposal for conversion of agricultural lands to urban use should be accompanied by an application for subdivision or planned development, as provided by ordinances of the city in effect at the time the proposal is filed. Evaluation of such proposals will include consideration of development policies related to the following:
 - a. Housing, and especially with regard to density;
 - b. Recreation and open space, and especially with regard to parks;
 - c. Transportation, and especially with regard to major streets;
 - d. Water and sewer facilities.
3. Under ideal circumstances, proposals for conversion of those lands lying closest to the developed portion of the city will be approved prior to proposals which involve conversion of lands further out. Such a development sequence will more positively assure orderly installation of support facilities such as streets, sewer and water lines. However, should the reverse be the case, the city will:

- a. require the proponent to satisfactorily demonstrate that the public interest will not be jeopardized by acceptance of the proposal; and
- b. receive adequate assurance that sewer and water lines and street rights-of-way will be developed to serve the area. Such assurance should include conveyance to the city by dedication or deed, such lands as the city deems will be required for rights-of-way and water lines adequate to serve the land to be converted and the land lying between that tract and the developed portion of the city.

4. Developers of land within the city will be required to install the streets, sewers and water lines needed to serve the tract being developed. In order to assure adequate service to adjacent, yet undeveloped lands, the design capacity of streets, sewers or water lines may need to be greater than required for service to the tract being developed. In such cases, the city may require the installation of over-sized facilities, and:

- a. if the tract to be developed is located adjacent to an already developed portion of the community, the city will finance the excess capacity required to accommodate the needs of subsequent development;
- b. if the tract to be developed is separated from the developed portion of the city by undeveloped land, the city may arrange with the developer for refund of that portion of the street and utility costs attributable to the installation of oversized facilities, as the undeveloped adjacent properties are developed.

5. Conversion of agricultural lands on the east slope should be permitted only for residential purposes, with special consideration given to density control vis-a-vis costs of utility installation.

* 6. Annexation of lands to the city of Arlington will be limited to lands lying within the Area of Mutual Concern as established by Policy 1 of Part I of the Gilliam County Comprehensive Plan. *See 9(a) (1)

~~** 7. In the stage of community development covered by this plan (to a population level of 1,250 persons), annexations will be limited to lands lying within Sections 28 and 29, T 3 N, R 21 EWM which are immediately adjacent to the existing corporate limits, and to lands lying within Sections 27 and 34, T 3 N, R 21 EWM which are adjacent to the John Day Highway.~~

7. All meetings pertaining to and discussion of land use development problems will be held in public sessions and notices of these sessions will be posted in at least two public places in Arlington.

8. Except in those instances where legal considerations dictate otherwise, and subject to adopted and commonly understood rules of order, citizens attending any meeting of

*See Page 9(a)

**Deleted

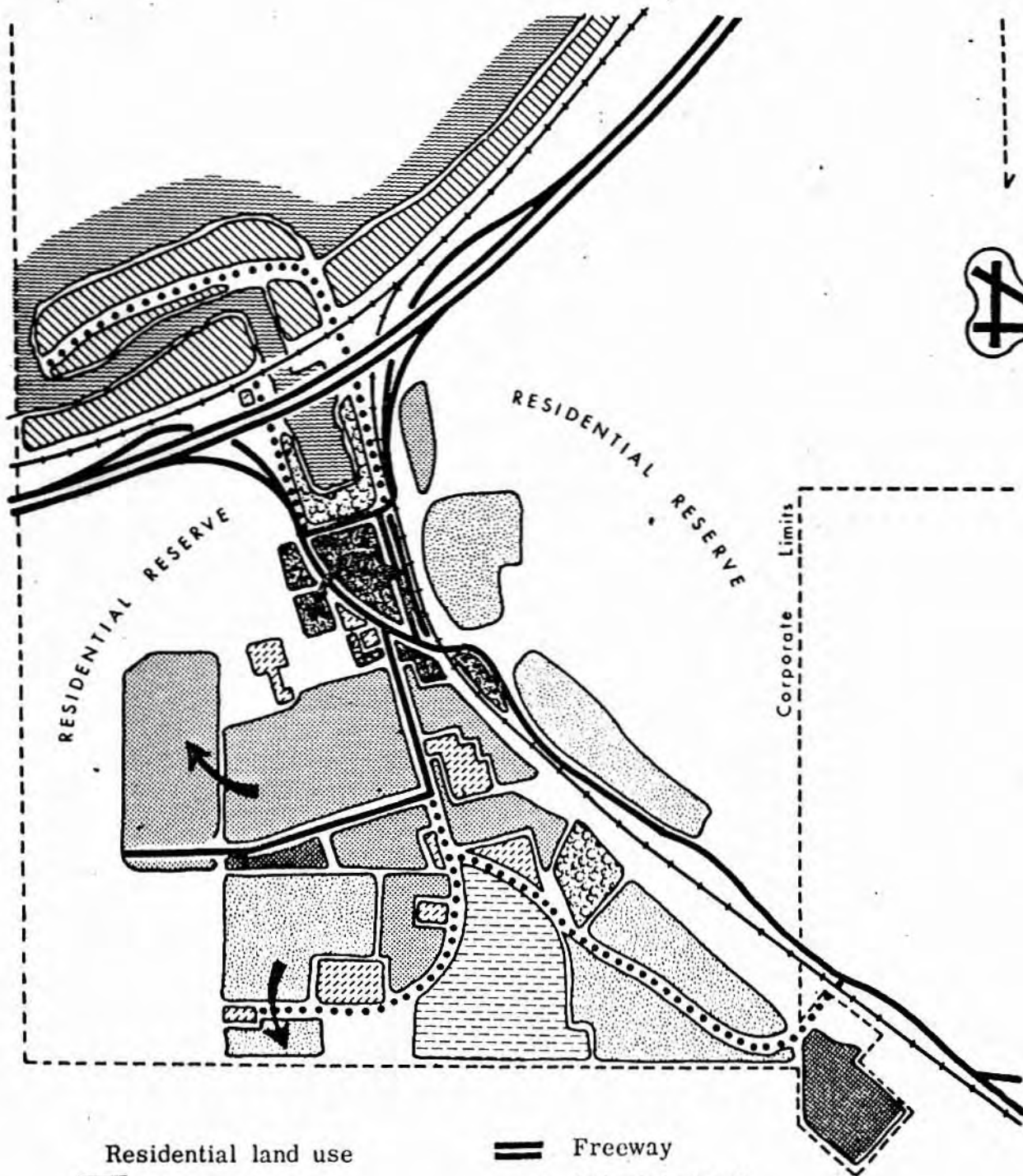
-
- (1) Add the following to Policy No. 6, Pg. 9: However, annexation and/or urban services shall not be extended to residents located in the Areas of Mutual Concern unless an Exception is taken for said Area to be incorporated into the City's Urban Growth Boundary.

the city planning commission shall have all rights of access to agenda and supporting materials and to discussions of issues as if they were members of the commission.

~~**10. Non member citizens attending planning commission meetings will be asked to sit with the commission rather than to remain as "observers" or "audience."~~

~~**11. The commission will notify landholders who own more than 25 acres within the city limits of planning meetings via mail.~~

9 . All citizen inputs shall be considered by the commission. If there are differences which cannot be resolved, then the citizen input will be reported to the city council for a response.



- Residential land use
 - Low density
 - Moderate density
 - High density
- Commercial land use
- Industrial land use
- Public, semi-public land use
 - Schools
 - Parks, open space
 - Other public, semi-public

- Freeway
- Arterial street
- Collector street
- Railroad
- Airport

FIGURE 1
**COMPREHENSIVE
PLAN MAP**

PART TWO

HOUSING AND LAND USE
POLICIES

Housing

Background and Rationale

An additional 230 dwelling units will have to be constructed in Arlington in order to provide housing for a population of 1,250 persons. Much of the demand can be satisfied by the infilling of presently platted lots to within 80 per cent of maximum capacity and the platting and development of some presently unplatted areas to the same extent. New subdivisions containing lots for about 70 dwelling units also will be required. Although these new subdivisions could occur most any place, they probably will be on lands west of existing development and south of Main Street. Areas most suitable for residential development, suggested densities and probable dwelling unit yield are presented in Table 2 and Figure 2.

Table 2

SUGGESTED RESIDENTIAL DENSITIES Arlington, Oregon

Area	Net acres ^a	Suggested lot size per dwelling unit			Dwelling unit yield at target lot size ^b
		Range		Target	
		Low	High		
A	18.1	7,500 sf	10,000 sf	8,000 sf	80
B	2.5	2,000	6,000	2,250	50
C	4.6	12,000	18,000	15,000	10
D	4.6	7,500	10,000	8,000	20
E	8.1	12,000	18,000	15,000	20
F	5.6	6,000	10,000	7,500	25
G	4.2	12,000	18,000	15,000	10
H	6.2	7,500	10,000	8,000	30
I	4.3	7,500	10,000	8,000	20
J	12.7	8,000	12,000	10,000	45
K	12.1	12,000	18,000	15,000	30
L	8.6	2,000	6,000	3,500	85
M	1.8	6,000	10,000	7,000	10
N	4.4	10,000	15,000	12,000	10
O	3.4	8,000	12,000	10,000	10
P	14.2	15,000	25,000	20,000	25
Q	15.9	8,000	12,000	10,000	55
R	4.0	10,000	15,000	12,000	15
S	--	6,000	8,000	7,500	--
T	--	2.5 A	5.0 A	2.5 A	--
U	19.3	11,000	14,000	12,350 (av.)	195

a. Includes allowance for street development.

b. Includes allowances for non-residential development and for vacancy.

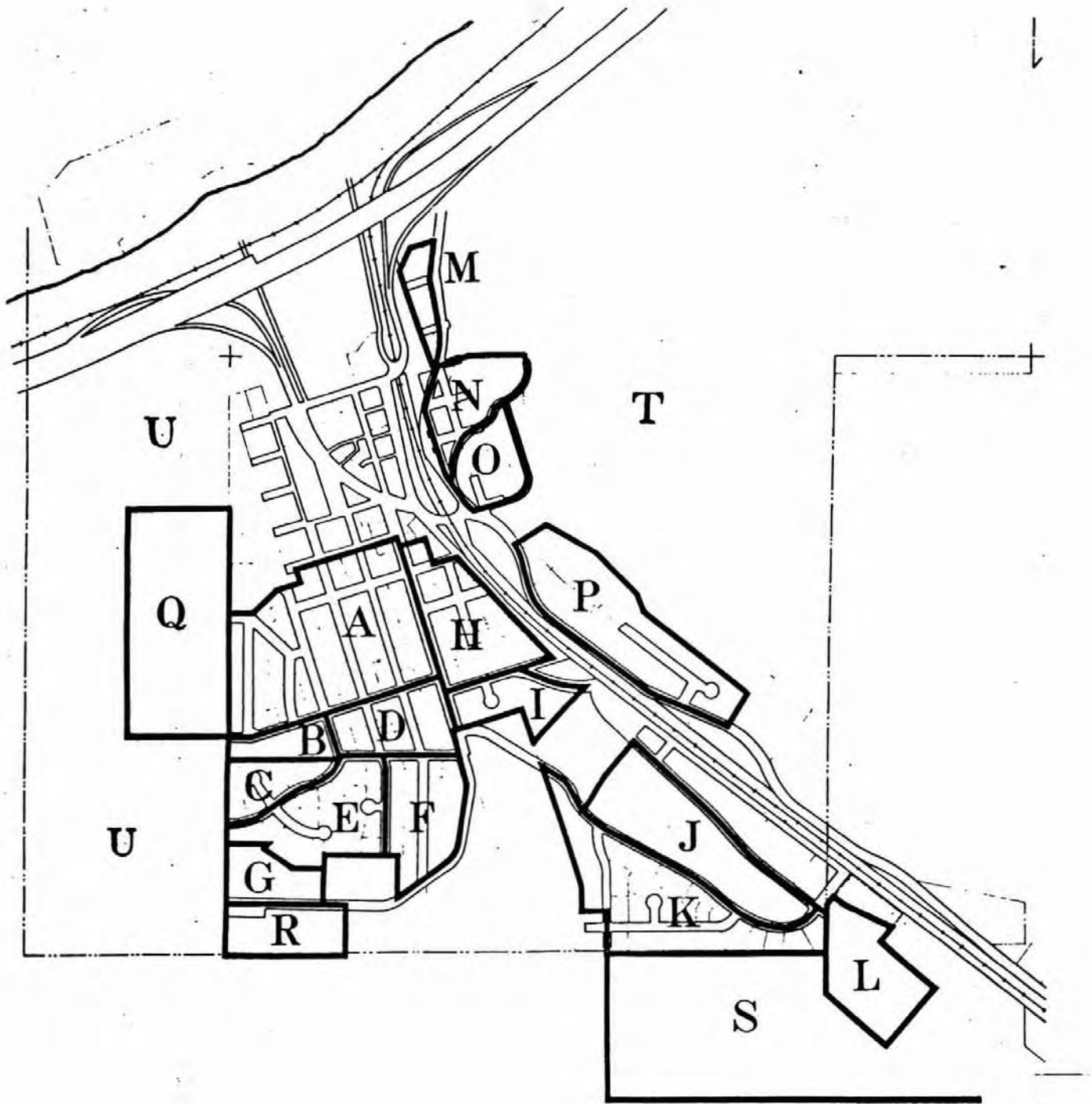


FIGURE 2
RESIDENTIAL AREAS

The data shown in Table 2 and Figure 2 are not intended to prescribe conditions for the platting and/or development of residential lots. Rather, they are intended to be used as a method of assuring that the city's housing needs are properly accounted for as development occurs over time. Under-realization of dwelling unit yield in one area should be compensated for by increased yields in another area subsequently developed. Similarly, development of a greater number of dwelling units than anticipated in one area means that densities can be lowered somewhere else. At the same time, substantial deviation from the general density range should be avoided unless it can be demonstrated that this deviation will not materially affect the integrity of investment in fixed municipal facilities (principally sewer and water lines and streets) originally designed to serve a significantly different population level.

As the City continues to develop, the demand for manufactured housing, both in rental and permanent sites will emerge as it has throughout the national housing market. Relative to such need and emerging legislation regarding such housing, the City needs to provide equitable provisions for the accommodation thereof.

Foregoing findings clearly indicate that there is sufficient land area available for development to accommodate the projected needs through a total population of at least 1,250, and that existing City services and facilities are adequate for at least an 8-10 year period.

Basic Policy Objectives

The principal objectives of the housing policies contained in the city's comprehensive plan are:

- a. to allow for the development of an adequate number of dwelling units to accommodate a population of 1,250 persons without foreclosing on opportunities to develop an adequate number of housing units to accommodate an ultimate population of 4,000 persons within the city and its immediate environs; and
- b. to provide for accommodation of a reasonable variety of housing types (ie., single-family [including manufactured housing], two-family and multiple-family conventional structures and relocatable housing units) without damaging the character of the total community or of any of its neighborhoods.

Policies

1. The city will encourage residential development at densities suggested in Table 2 and Figure 2.
2. ~~Except as outlined in housing policy statement 3~~ All residential development served by the city will occur within the present city limits, in accordance with the city's basic planning policies.

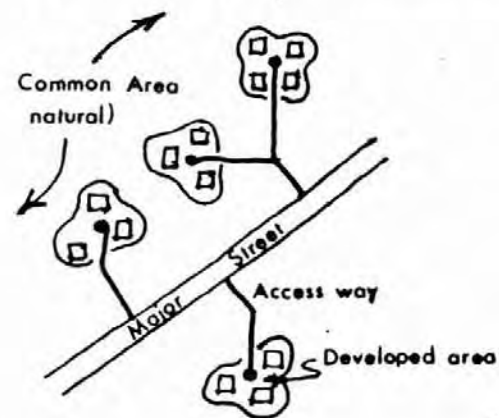
3. Should the need for housing exceed the capacity of the existing City Urban Growth Area (i.e. the City Limits), or occur under one or more of the conditions described below, the City and County shall jointly initiate action to amend said Urban Growth Area in accordance with the applicable provisions of Statewide Planning Goals and LCDC Administrative Rules.

- a. there is a demonstrated need for housing in the city and this need can be satisfied by development of the area to be annexed; and
- b. the number of housing sites needed cannot be accommodated within the existing city limits without causing substantial damage to the character of the city;

or

the need for housing is of such duration or character as to not warrant a similar development in a more central location within the city.

4. If housing development on the east side of the city (Area T in Figure 2) occurs, the city will encourage that development to be designed in a way that minimizes the cost of utility and street installation and maintenance. A "cluster" concept such as illustrated in the inset is an example of such a design. The city will work closely with qualified design and engineering personnel to develop a mutually acceptable plan for the development of that area.



Commercial Land Use

Background and Rationale

The existing mall area and areas immediately adjacent to it probably will be able to accommodate most of the need for commercial expansion in the city. Some commercial activities can occur south of the mall area, most easily between the John Day Highway and China Ditch.

The mall has been generally organized to conveniently serve two distinctly different groups of purchasers: facilities and shops oriented toward serving travelers or short-term visitors to the community are generally located in the northern portion of the area, and those which principally serve the business needs of residents are situated on the south end of the district. The basic concept of the central mall was

(and remains) to provide a compact and efficient grouping of intensive shopping and business activities. Heavy commercial activities -- those requiring large storage areas or involving outdoor sales areas -- were (and are) intended to be located outside the central area.

The present central business district was designed with a number of opportunities for shopping and business area expansion in mind. These include:

- (1) bridging sections of China Ditch;
- (2) development of the east and west sides of the inner harbor (especially for motels and commercial recreation developments); and
- (3) properties adjacent to the existing central area development.

Preservation of the vitality of the mall area will depend on maintaining an attractive and functional environment in the area and upon avoiding scattering commercial activities about the area. The present attractiveness of the central area results from a careful balance of open space, parking and building bulk. Some improvements -- including additional landscaping and perhaps some artwork (possibly involving water) -- might appropriately be introduced into the area. Some two story structures could be developed to maximize land utilization in the area.

Heavy commercial enterprises might be best located between the John Day Highway and China Ditch, or alternatively in the outer harbor area, depending upon their nature and sales orientation. Conversion of residential uses south of the existing central business district affords another means of commercial expansion, although care must be exercised to avoid disrupting established residential areas and elongating the commercial area. This alternative should be utilized only after the existing mall is completely developed and other alternatives have been thoroughly examined.

* See Page 17(a)

Basic Policy Objectives

The principal objectives of the commercial land use policies contained in the city's comprehensive plan are to provide for the needs for commercial activities required to serve the community, to protect the public and private investment in the city's established commercial center and to protect adjacent non-commercial uses from the adverse effects of commercial development. The following policies are to be interpreted in consideration of these objectives.

Policies

1. Retail, business and service establishments will be encouraged to locate in the mall area as long as reasonable opportunities exist for them to so locate. Proposals for such commercial development outside the mall area will be entertained only if it can be demonstrated that reasonable opportunities for locating in the mall area have been fully explored.

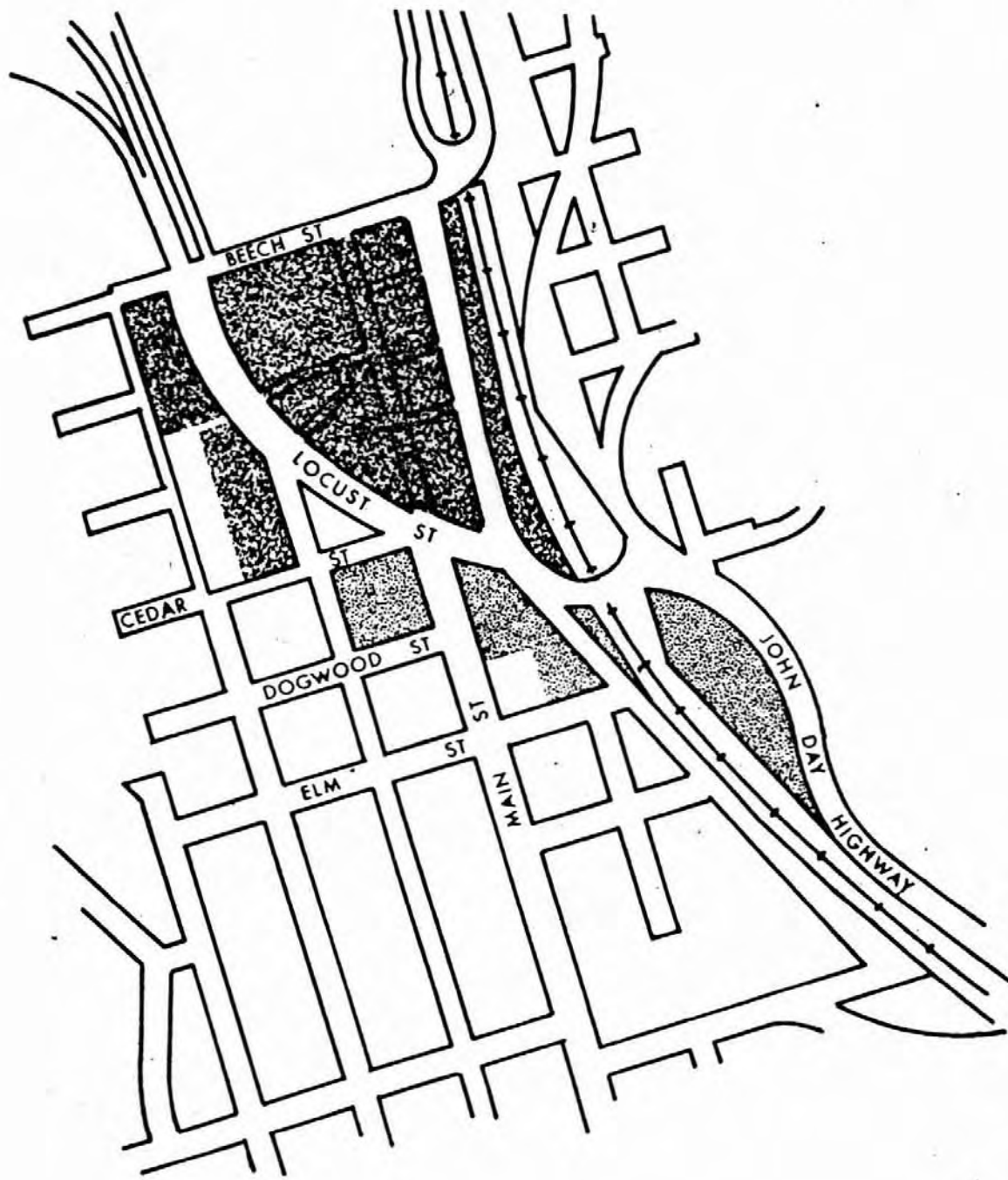
Commercial development since the existing Plan adoption in 1978 has been insignificant and there is no evidence that existing designated commercial areas are not adequate to meet projected needs. The City has, however, recently received approval for an OCD TA Grant to do an economic development plan for the City; Said planning effort is to include a detailed analysis of commercial-industrial development needs and potentials and the results thereof will be incorporated herein at the time of completion in late 1987.

2. Proposals for intensive retail, service and business commercial development outside the mall area will be approved only if they are for development of lands within the area designated in Figure 3 for mall expansion, or lands reasonably proximate to the existing mall area.
3. Except in unusual circumstances, commercial lands closest to the freeway should be reserved for facilities primarily oriented to serving the travelling public; commercial lands further south should be reserved for activities and facilities primarily oriented to serving needs of city and local area residents.
4. At such time as it appears to the city planning commission that additional commercial areas are required to accommodate known or reasonably anticipated commercial needs, the commission will initiate studies and hearings related to mall expansion. Following such study and hearings, the planning commission will recommend to the city council an appropriate course of action. Among options for expansion that will be reported upon are:
 - a. expansion of the mall by bridging all or portions of China Ditch;
 - b. expansion of available square footage of retail space in the mall by developing second stories on existing buildings (where practicable) and/or by building retail space over some existing parking lots;
 - c. rezoning of adjacent properties to accommodate needs of commercial expansion.
 - d. All findings resulting from the City's 1987 OCT TA Economic Development Plan.
5. Proposals for extensive commercial land uses (such as automobile and equipment sales, lumber and building materials sales, etc.) will be encouraged to locate in areas designated on Figure 3 for "other commercial" uses. These proposals will not be entertained except outside the mall area and outside the areas designated for mall expansion.
6. Proposals for commercial activities of any sort that require conditional use or rezoning will be evaluated on the basis of demonstrated need and upon the effect they will have on surrounding non-commercial uses. The city may require structural and site design approval, including provisions for vision and noise screening, restricted access or other restrictions as may be necessary to assure minimum conflict between the proposed commercial use and adjacent non-commercial activities.

Industrial Land Uses

Background and Rationale

The Port of Arlington recently has prepared a plan for ultimate development of Port-owned properties. The Port's plan suggests that of the 51 acres of land it owns within the city, about half are suitable for industrial development. Additional industrial land is situated outside the city, and some of it -- especially that to the south --





-  Mall area and expansion
-  Other commercial areas

FIGURE 3

COMMERCIAL LAND USES

should be considered as part of the municipality's industrial base. This plan suggests that the riverfront area be reserved for industrial uses where sufficient site area exists to accommodate such developments. A potential location for certain industrial uses also exists east of Cottonwood. The Port of Arlington is organized and equipped to provide for the industrial land needs of the community, and the city should look to the Port Commission for leadership in this regard.

Lands surrounding the municipal airport also are suitable for some selective industrial development, although facilities located there should be limited to those types of industrial enterprise for which a location proximate to an airfield is an important operational consideration. Policies related to development in the airport area are more particularly described in Air Transportation policy No. 3.

Basic Policy Objective

The principal objective of the industrial land use policies in the city's comprehensive plan is to encourage the development of a sound industrial base in the city, consistent with the other objectives of community development policy. The following policies are to be interpreted in view of that objective.

Policies

1. The city adopts as a part of this plan Part III, "Port Development Sites" and Appendix A, "Strategies for Continued Economic Development," of the report prepared for the Port of Arlington Commission by Dielschneider Associates, and dated March 30, 1977.

2. Industrial uses in the city will be encouraged to locate in areas designated in Figure 4 for such purposes.

3. In addition to areas designated on Figure 4, the city has identified certain lands outside the City which are considered potential industrial lands. However, prior to the actual designation and conversion of such lands for such use, the City and County would need to jointly complete those actions necessary to include such lands within the City's UGB and nonresource designation. Such action is not deemed necessary to accommodate projected industrial needs at the present time.

4. Prior to approving proposals for industrial development on lands other than those designated for industrial use in Figure 4, the city shall consult with the Port Commission to determine availability of other sites for the use proposed. Availability of reasonable alternative locations may be sufficient grounds for denial of the proposal for expansion.

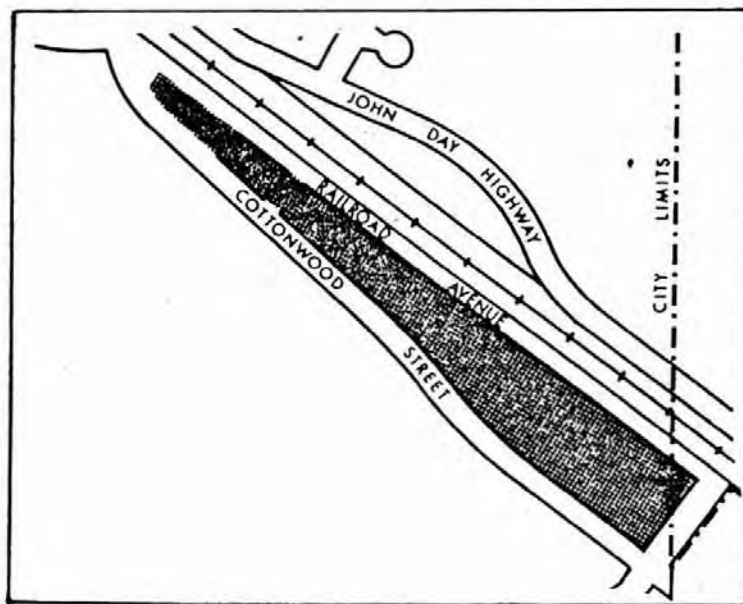
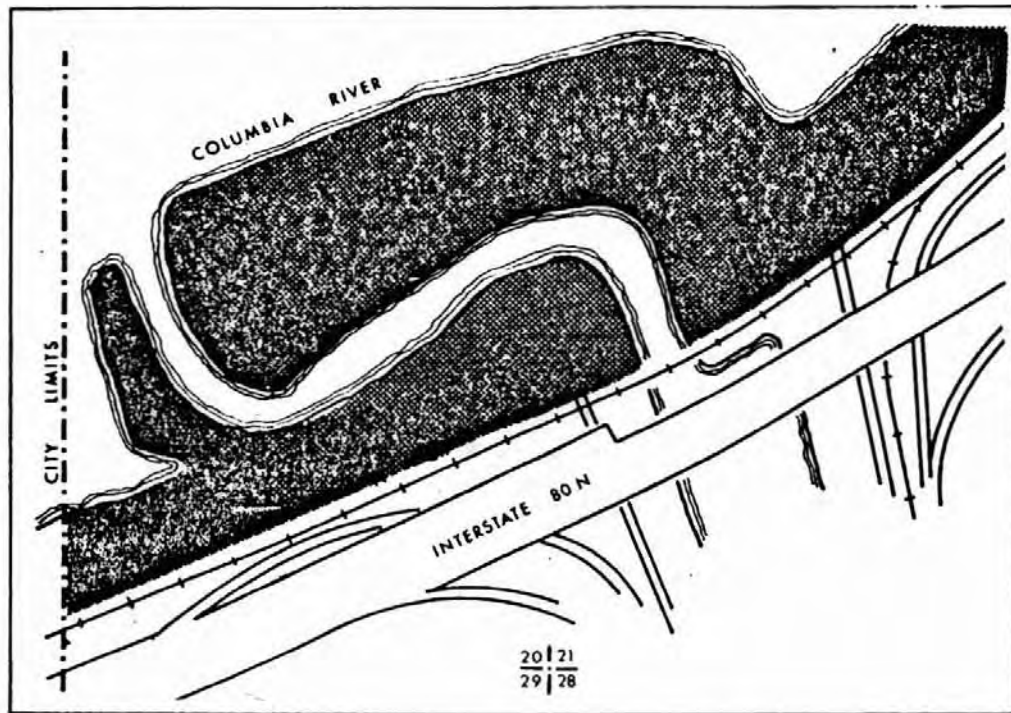


FIGURE 4
INDUSTRIAL LAND USES

School Lands

Background and Rationale

The Arlington Elementary and High School buildings are located on a 26-acre tract in the southern part of the city. This site is adequate to the needs of these two buildings, although expansion will be required under conditions described in the overview of this plan.

Site expansion can occur in at least three directions: acquisition of the old gun range to the west; acquisition of residential lots to the east; or acquisition of open land (presently outside the city limits) to the south. The evaluation of proposals for other development in the area should consider the ultimate needs of the schools, and the school board should be encouraged to begin discussions of the issue well in advance of actual need.

Basic Policy Objective

The primary objective of the city's policy related to school location is to assure the availability of adequate siting for the city's public schools. The following policies are to be interpreted in view of that primary objective.

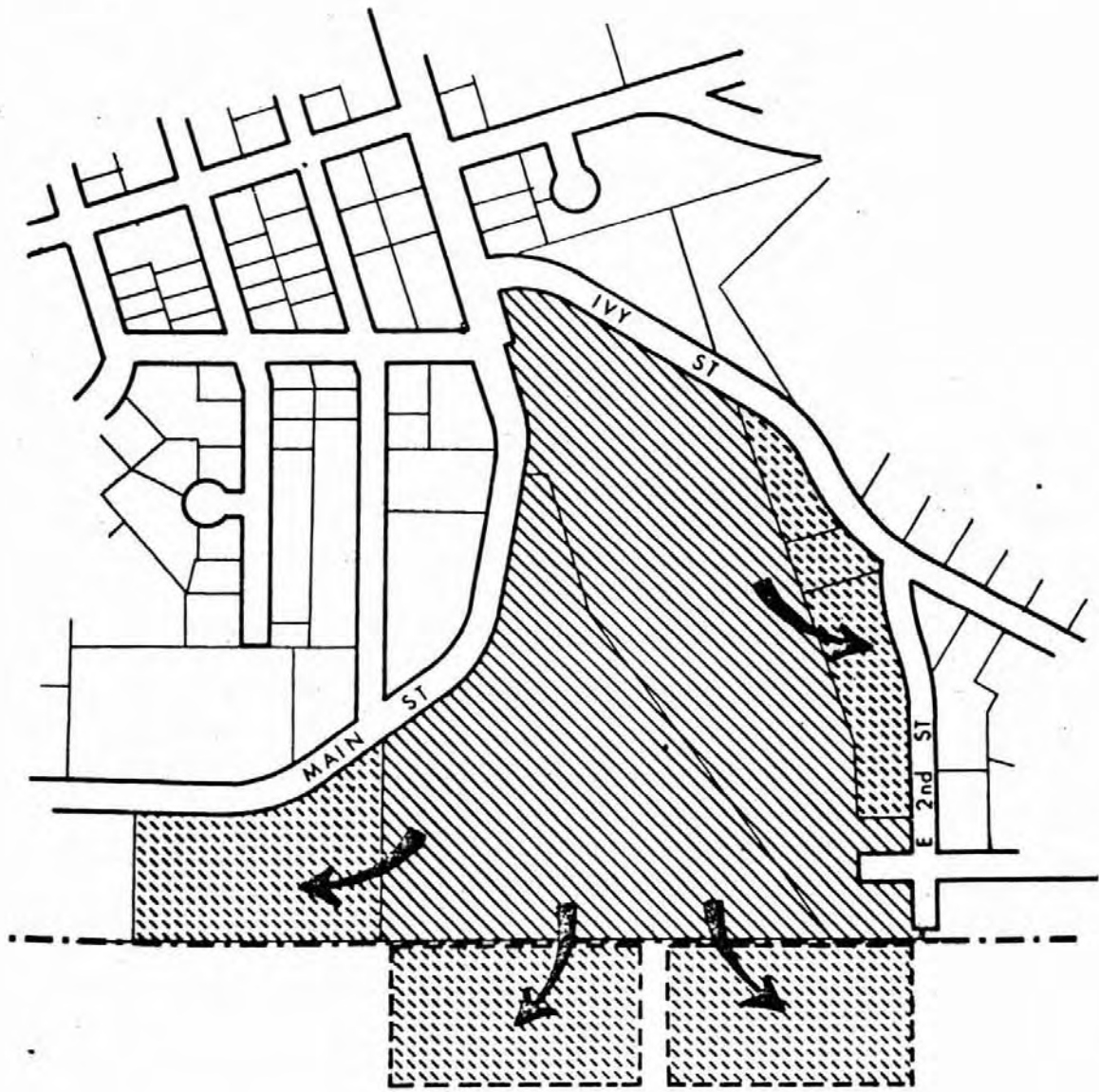
Policies

1. The city encourages the school district to begin discussion of ultimate site requirements as soon as possible. In these discussions, the city encourages the school board to consider the possible savings in developing a consolidated site as opposed to the development of separate sites for the various school buildings that may be required by the district's program.
2. Prior to approving proposals for development in the areas noted in Figure 5, the city will consult with the School District. The district should be advised, however, that unless it takes definite and appropriate steps to acquire land needed for site expansion, the city has no basis for refusing appropriate proposals for alternative development of these properties. This applies especially to the property presently inside the city limits. Annexation of lands to accommodate school expansion shall occur in accordance with annexation policies established in Part One of this plan.

Other Public and Semi Public Uses

Background and Rationale

This group of land uses includes parks, municipal buildings and other public use facilities, churches, lodges and related activities. No expansion of existing





-  Existing school site
-  Site expansion alternatives

FIGURE 5
SCHOOL LANDS



public and semi-public uses is specifically contemplated by this plan, although the need for such land -- especially those not operated by a governmental jurisdiction -- is very difficult to anticipate in the absence of a specific proposal.

The need for park facilities can be more accurately determined. The National Recreation Association has established some standards for the provision of recreation facilities that can serve as a rough measure of the adequacy of such facilities. These standards are as follows:

<u>Facility type</u>	<u>Ages served</u>	<u>Minimum size</u>	<u>Service radius</u>	<u>One acre serves</u>
Play lot	preschool	1/8 acre	1 block	---
Playground	5 - 14	3 acres	1/2 mile	800 pop.
Neighborhood park	all ages	2 acres	1/2 mile	1,000 pop.
Playfield	teenage, up	12 acres	1 mile	800 pop.
Community park	all ages	30 acres	city	250 pop.
Recreation center	all ages	---	city	---

Obviously, not all of these standards could be meaningfully applied to Arlington. However, they do suggest that the city might attempt to provide about 12.5 acres of park land by the time the community reaches a population of 1,250 persons. Properly arranged and administered, the school grounds could serve the need for playfields, although the development of playlots -- especially in the western part of the city -- is an expressed need that is recognized in this plan.

A large rock, believed to be a mortar used by Indians for grinding corn, is located in the Arlington City Beach Park. This artifact is the only known item of archaeological significance in the city.

*See Page 24(a)

Basic Policy Objective:

The primary objective of plan policies related to public and semi-public uses is to provide adequate opportunities for development of parks and open spaces, municipal facilities, churches, lodges and related uses required to serve the needs of the city's population. The following policies are to be interpreted in consideration of this objective.

Policies

1. Proposals for public and semi-public uses will be entertained on any parcel appropriately zoned for such use, but special conditions may be attached to such

- (1) Add the following Findings to Page 24: All active aggregate sources in the County has been inventoried and no such sites are identified within the City of Arlington.
- (2) Add the following to Pg. 24 to read as follows: In the matter of fishery resources none are reported within the incorporated limits of Arlington except on the adjoining Columbia River.
- (3) Add the following to Pg. 24 to read as follows: A number of potential reservoir sites are identified in the County but none within the City of Arlington.
- (4) Add the following Finding to Pg. 24 to read as follows: As reported by the Nature Conservancy under the Oregon Natural Heritage Program, there are none of the following Natural Areas or Resources evident in the City of Arlington Research Natural Areas, Wilderness Areas, Natural Landmarks, Special Interest Areas, Outstanding Natural Areas, National Parks/Monuments, Natural Area Preserves, Primary Resources, Protection Areas, Scientific & Educational Preserves, Scenic & Protective Conservancy Areas, Areas of State Concern, Natural Conservancy Preserves, nor any natural Resources Sites of any significance.
- (5) Add the following to Pg. 24 to read as follows: In the matter of Historic Resources, neither the City, the County nor the State Historic Preservation Office has completed an Historic Resource Inventory for the City. Because of the known need for such an inventory relative to compliance with Statewide Planning Goal 5, the County has applied for and received approval for a Historic Inventory Grant from SHPO; Work on said Project is scheduled to begin in May of 1987, and is estimated to be completed in not more than nine (9) months and includes the City of Arlington.

approval in order to protect adjacent or surrounding properties from any adverse effects of such a development.

2. The city will endeavor to achieve and maintain the standards established by the National Recreation Association for playlots and playgrounds.

3. The city may require developers of residential subdivisions or apartment complexes to provide outdoor recreation facilities of a type and in an amount appropriate to the size and expected occupancy characteristics of the development proposed.

4. In presently developed areas, the city will encourage and assist in the development of areas suitable for childrens' unorganized play.

5. The city recognizes the importance of the scenic quality of the east and west slopes, and will require that development occurring on those slopes be designed in such a way as to not detract from that quality.

6. The city encourages the school district to enter into discussions relative to making available on a regular basis the existing recreational facilities at the school grounds. It is recognized that this discussion must include consideration of methods for assuming liability in connection with such use.

7. Special attention should be given to continued development of water-related recreation, especially on the northern edges of the inlet. The area below the freeway bridge, unsuitable for most activities, could provide for boat trailer parking if the Port's marina facilities are expanded to encourage the sport fishery. The city will cooperate with the Port Commission in exploring such possibilities for increased water-oriented recreation activities.

*8. See Page 25(a) (1)

Opportunity Area

The plan also identifies an opportunity area on the west slope of the city, adjacent to the northernmost reservoir.

The west slope presents a difficult problem in development, and the city should remain receptive to suggestions as to how that land might be improved. In this area, the type of development is not as important to the city as the way in which it is developed. Proposals for development should take into account the limited access to the area as well as the steepness of the slope.

In the absence of any proposal for private development of this area, the city may wish to consider acquiring the property (or at least its development rights) and maintaining it in the open space reserve. Some limited trails, picnic facilities and viewpoints could be developed as part of this area. In any event, it is important to protect the scenic quality of the hillside, and development of it should be as unobtrusive as possible.

** See Page 25(a) (2)

(1)

* 8. In the interim period during which the County is completing an Historic Resource Inventory for the County and the City, base guidelines shall be set forth for the review of all development proposals to insure that no potentially designated Historic Resource is adversely affected prior to the completion of said inventory and the adoption of more absolute protection measures.

(2)

**The City shall consider special combining zone provisions for this area, either Open Space, Geological (SLOPE) Hazard or Significant Resource, or combinations thereof.

PART THREE
TRANSPORTATION POLICIES

Streets

Background and Rationale

For purposes of the city's comprehensive plan, streets in the city are classified into four categories:

- a. Limited Access Freeways
- b. Arterial Streets
- c. Collector Streets
- d. Minor Streets

The first three of these classifications collectively are known as "major streets."

Limited access freeways are intended to provide for movement of high volumes of traffic into, out of and through the community at relatively fast speeds. No direct access to abutting properties is permitted from these roads, and intersections are grade-separated. Usually these streets provide more than one traffic lane in each direction and opposing traffic movement is separated by a median strip (often landscaped) or a divider wall. The primary function of arterial streets also is to provide for the movement of vehicular traffic, but they do provide for grade level intersections and some access to adjacent properties. Collector streets serve to channel traffic between arterial streets and minor streets. They also commonly provide for pedestrian movement and for access to abutting properties. Minor streets primarily serve to provide access to property and generally accommodate pedestrian traffic. All streets, and especially minor and collector streets, also provide for the siting of utilities (sewer, water, storm drainage and often electric power, gas and telephone lines). It is important that the relationship between the city's street system and the land use pattern be considered in effecting changes in either of these fundamental components of community development.

As the community grows, new streets will be developed and some of the existing streets will undergo a change in purpose. The functions expected of these streets needs to be accounted for in the comprehensive plan, and improvement of rights-of way need to be designed accordingly.

Basic Policy Objective

The primary objective of the comprehensive plan policies related to streets is to assure that the city's street system is adequate to the needs of the community, but that streets do not unnecessarily dominate the city's landscape. The following policies are to be interpreted in consideration of this basic objective.

Policies

1. The streets listed in Table 3 are classified as major streets; all other streets are considered minor streets. However, it should be noted that the development of the east slope will require additional access. The two points of access to this area which are shown in Figure 6 will need further study, and should be considered only as possible routes to be refined on the basis of further analysis of development opportunities of that area.

2. Major streets specified in this plan should be improved to standards as follows:

- a. The city of Arlington will not develop streets to freeway standards.
- b. Arterial streets should be developed to the following standards, depending upon traffic volumes and requirements for on-street parking and sidewalks:

<u>Right of way width</u>	<u>Pavement width</u>	<u>Travel lanes</u>	<u>Parking lanes</u>	<u>Planting, Utility and sidewalks (each side)</u>
60'	44'	2 - 12'	2 - 10'	8' (no walk)
70'	44'	2 - 12'	2 - 10'	13'
80'	56' ^a	4 - 11'	none	12'
80'	56'	4 - 11'	1 - 12'	12'

a. Includes 12' divider for left-turn refuge lane

- c. Collector streets should be developed to the following standards, depending upon the requirement for sidewalks:

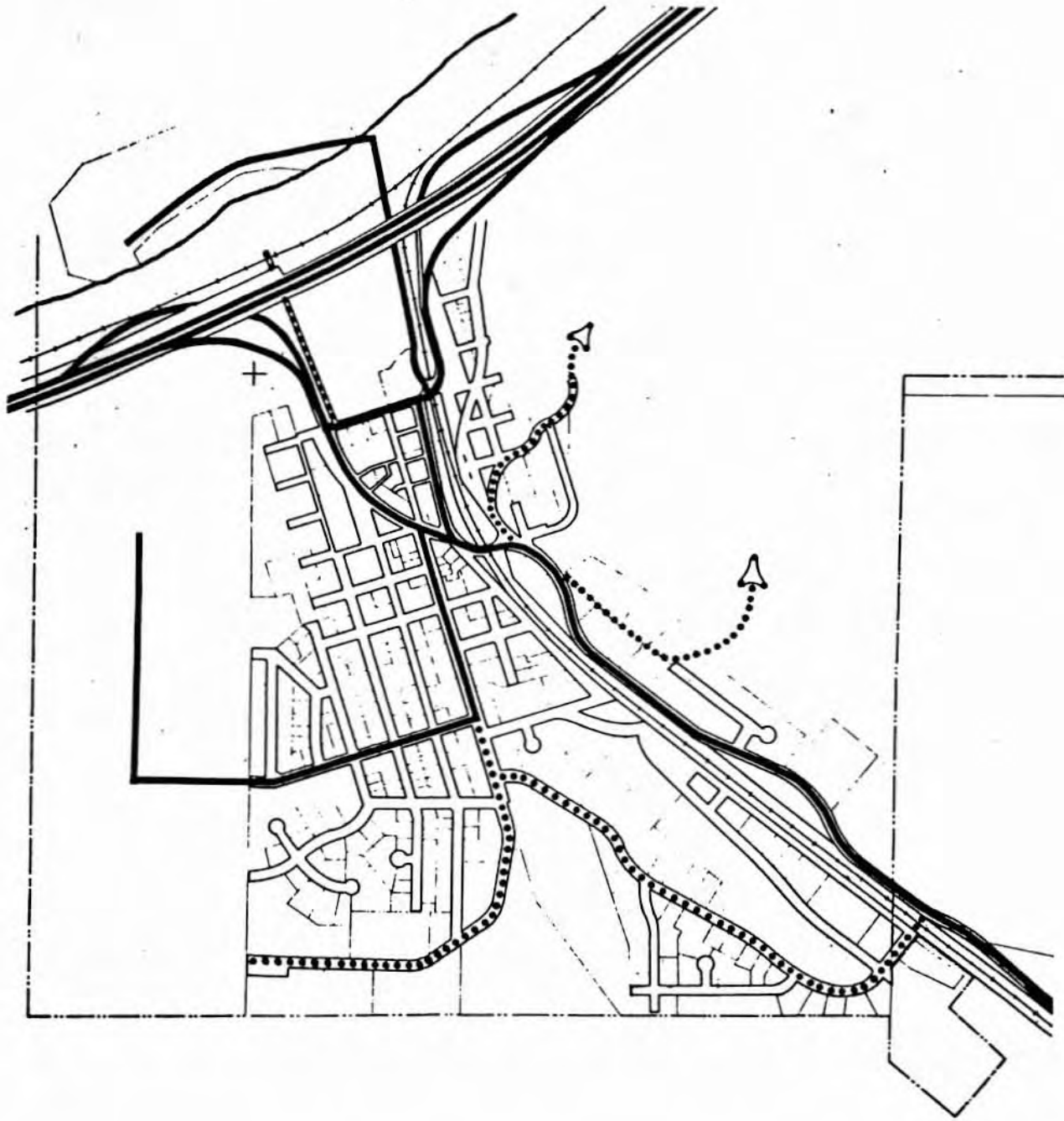
<u>Right of way width</u>	<u>Pavement width</u>	<u>Travel lanes</u>	<u>Parking lanes</u>	<u>Planting, Utility and sidewalks (each side)</u>
60'	44'	2 - 12'	2 - 10'	8' (no walk)
70'	44'	2 - 12'	2 - 10'	13'

3. Major streets in presently undeveloped areas shall be developed in conformity with the above requirements. The city may require additional setbacks for new developments on existing major streets in order to secure the additional right-of way required by these standards.

4. Minor streets, especially on hillsides and in planned unit developments, may not require more than a 50' right-of-way or a 24 foot roadway. However, the development served by these strictly local streets would have to be designed to accommodate the parking demand often met by on-street parking, since parking on such streets would be strictly prohibited. Off-street parking, equal to three spaces per dwelling unit (or two spaces per 22 lineal feet of roadway), in addition

Table 3
MAJOR STREETS
 Arlington, Oregon

	E. city limits to w. city limits	Freeway	To connect city with region; to serve through traffic.
I-80 N	E. city limits to w. city limits	Freeway	To connect city with region; to serve through traffic.
Locust, } Birch }	I-80N to Beech	Arterial	To provide access to I-80N.
Beech	Locust to Birch	Arterial	To provide access to I-80N; provide access to mall.
John Day } Highway }	Locust to s. city limits	Arterial	To provide access between area south of city, city and I-80N
Main	Locust to Hemlock	Arterial	To provide access to city center from south part of city.
Hemlock	Main to w. 5th	Arterial	To provide access to city center from west hills area.
Hemlock } extended }	W. 5th, west and north to } approx. W 8th and "D" }	Arterial	As above, for new development on west hill.
Cottonwood	Beech to Island area	Arterial	Industrial traffic to Island and riverfront.
Main	Hemlock to reservoir site	Collector	Secondary access to schools; serve southwest area of city.
Ivy/Shane	Main to John Day Highway	Collector	Channel traffic from southeast portion of city to either arterial.
Plant Rd.	Beech to Sewage Treatment Plant	Collector	Serve park area and sewage treatment plant.



- ==** Freeway
- Arterial street
-** Collector street

FIGURE 6
MAJOR STREETS

to off-street parking required by the city's zoning ordinance, would be an appropriate requirement in lieu of a roadway width which would allow for on-street parking.

Rail Transportation

Background and Rationale

The city of Arlington is served by the Union Pacific Railroad, whose east-west main line runs approximately parallel to the Columbia River shoreline. This line serves the needs of the city's industrial lands located on the waterfront. The Union Pacific also operates a rail line between Arlington and Condon which primarily serves to move farm products and agricultural supplies between the southern part of Gilliam and Morrow Counties and the major markets and manufacturing centers outside the area. Rail passenger service is not available in the city.

Basic Policy Objective

The primary objective of the comprehensive plan policy related to rail transportation is to assure that the city is served by a well-balanced and adequate transportation system.

Policy

The rail line between Arlington and Condon provides a necessary connection between the city and agricultural land in the south part of Gilliam County. The city will join Gilliam County in resisting attempts to abandon freight service on that line, and if abandonment occurs, the city will join with the county in securing from appropriate state and federal agencies help for immediate highway improvements so that farm products can continue to move to market in an efficient manner. The rail line from Arlington to Condon is identified as "vital" and the City shall support and investigate all alternatives which may provide the basis for the retention of this important transportation facility.

Water Transportation

Background and Rationale

A number of companies provide water transportation on the Columbia River. The Port of Arlington's island terminal is provided with regular barge service, and the Port provides storage and loading facilities. The Port-owned elevator in 1976 processed a total throughput of about three million bushels of grain. These facilities are important to the city's industrial growth potential.

Basic Policy Objective

The primary objective of the comprehensive plan policies related to water transportation is to assure continued availability of water-borne transportation to and from Arlington as an essential element of the city's existing industrial base and as an important incentive to future industrial development in the area.

Policies

1. The city will encourage the Port to reserve its industrial lands most directly accessible to water-borne transportation facilities for industrial uses which are most likely to require and use such facilities.
2. The city will cooperate in any reasonable way with the Port of Arlington Commission in the development of water transportation facilities in the city. The Port District, however, must assume leadership in determining the extent and timing of such needs.

Air Transportation

Background and Rationale

The city is served by a municipally-owned airport located on the east hill. The airport is equipped with a 5,000 foot runway, a beacon and runway lights. The parcel upon which the airport is located was recently annexed into the city. The facility has been recognized by the state for some time, and recently, an application was filed to gain federal recognition.

Basic Policy Objective

The objective of the comprehensive plan policies related to air transportation is to assure that the Arlington municipal airport can develop to its full potential and that this development will not conflict with other opportunities for community improvement.

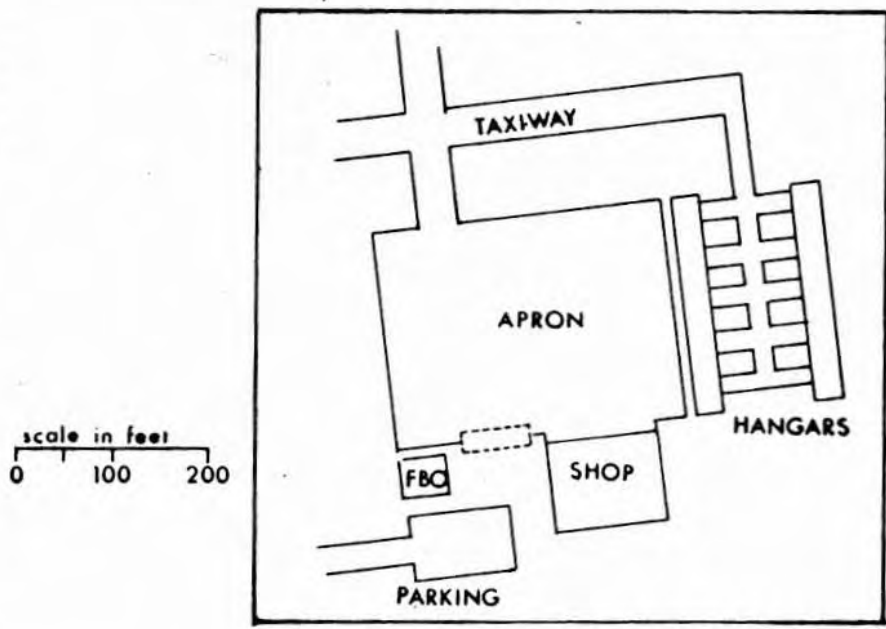
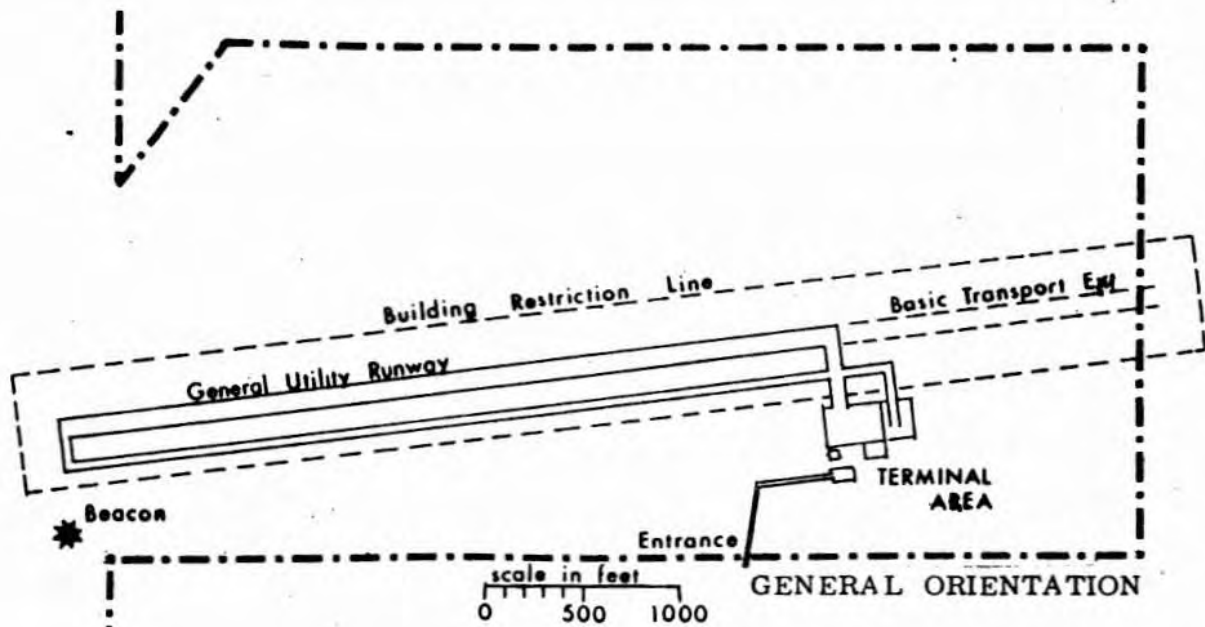
Policies

1. As resources become available, the city will effect improvements at the airport as shown in Figure 7.
2. Approach zones to the Arlington airport are to be kept free of obstructions to safe flight and navigation. Proposals for development in the area proximate to the airport, but not in the defined approach zone may be rejected if they are likely to interfere with safe operation of the airport. Emission of dust, smoke or electronic signals in such a way as to possibly result in visual or instrumental interference

will be considered grounds for rejection of such a proposal. Very low density residential development, such as suggested in the land use policies of this comprehensive plan, is appropriate in the area around the airport property.

3. The city's airport can serve as a location for commercial and/or industrial operations, provided that such uses can be demonstrated to have a direct and substantial relationship to the airport. Generally, uses that could be satisfactorily located elsewhere will not be permitted to locate in the airport area.

4. As the airport develops and as the area surrounding it becomes more urbanized, additional or improved highway access might be appropriate. To the extent possible, this access should be designed so as to discourage airport-oriented automobile and truck traffic from using residentially oriented minor streets that may be developed in the area.



ENLARGEMENT OF TERMINAL AREA

FIGURE 7
AIRPORT IMPROVEMENTS

PART FOUR
UTILITY FACILITIES POLICIES

Utilities

The public sewer and water systems that serve the city also serve to establish the magnitude and direction of its growth. The effective capacities of the treatment plant facilities provide basic limitations on the size of the community. The location and size of lines and related facilities are major determinants of the land use pattern that emerges as the community develops. In these ways, decisions related to public investment in sewer and water facilities are among the most fundamental land use decisions made by the community, and their impact on street and traffic patterns and the overall character and quality of the community should not be underestimated.

The city of Arlington's comprehensive plan policies related to domestic water service, sanitary sewer service and solid waste are formulated in consideration of the urbanization and public service policies established in the Gilliam County comprehensive plan.

One fundamental precept of the county's comprehensive plan is that non-farm development is to be concentrated in and near the incorporated cities, "where the urban services provided by cities can be extended economically." The county's development policy also provides that at the present time, the cities in the county "will limit the extension of urban services to lands within their corporate limits."

The city takes special note of the county's expressed concern that any "improvements . . . in the community sewer and water systems made necessary by construction activities in the area might result in an over-improvement in terms of long-range needs." The county suggests that the city examine alternatives to permanent improvement before effecting improvements of a permanent nature.

The city accepts the responsibilities that these and other county development policies place upon it, and one of the purposes of the policies in this plan is to give local effect to the basic development framework established in the county's comprehensive plan.

* See Page 36(a)

Sanitary Sewer Service

Background and Rationale

When the city was relocated in connection with the construction of the John Day Lock and Dam, its sewage treatment plant was built to a design capacity of 1,000 population, and provided primary treatment. In 1973, the city constructed a new sewage treatment plant to replace the plant built at the time of relocation. This facility provides secondary treatment of sanitary wastes for a population equivalent of 2,000 persons.

*A comparison of the City's projected population and the rated capacities of sewer and water systems indicates that said City services are adequate to accommodate projected growth for at least 8-10 years.

With only few exceptions, all platted lots within the city have access to community sewer facilities. The developable but unplatted lands in the westernmost portion of the city also can be served by extension of the existing system of laterals and mains. On the east side, and especially in the area of the municipal airport, sewer extension will be more difficult and expensive, but can be accomplished as need for these facilities in that area arises.

The timing and direction of sewer line extension is one of the most effective means available to the city for guiding the nature and amount of its growth during the initial phase of development. It is to this end that the comprehensive plan for this period is directed. In subsequent stages of community growth, the city will be forced to deal with issues related to sewage treatment plant expansion.

Basic Policy Objectives

The principal objective of the city's comprehensive plan policies related to sanitary sewage service is to assure that desired community development will not be thwarted by inadequate sewage facilities. A corollary objective is to assure that the timing and direction of improvements in the city's sanitary sewer facilities provides appropriate direction to overall community development patterns.

Policies

1. All development in the city shall be connected to a public sewer, in accordance with policies and design specifications established by the city. It is noted that sewer service is not presently available at the municipal airport. Uses located at the airport in accordance with Air Transportation policy number 3 may be exempted from this requirement by specific action of the city council.
2. Except as provided by other policies of this plan (and especially policy number three related to industrial land uses south of the city), extension of municipal sewer lines shall be limited to areas presently within the city.
3. As a condition of receiving sewer service from the city of Arlington, parcels in unincorporated areas must annex to the city or provide the city with an irrevocable consent to annexation.
4. Sewer lines extended into presently undeveloped areas shall be of sufficient size to satisfactorily serve uses expected to be developed in the area to be served. In the case of residential areas, consideration shall be given to the data presented in Table 2 in establishing service requirements. Annexation shall occur in accordance with annexation policies established in Part One of this plan.
5. The city will continue to provide at least secondary treatment of sanitary wastes in accordance with applicable state and federal standards. As the existing sewage treatment plant nears its design capacity (not expected in the community development stage covered by this plan), the city will initiate studies related to its expansion.

Water Service

Background and Rationale

The city's water system is relatively new, since major portions of it were reconstructed when the city was relocated. The city's primary source of domestic water is a deep well with a 600-gallon per minute capacity. The city also has an 8.16 cfs (3,672 gallons per minute) water right on Columbia River flows for municipal use. In addition, the city is in the process of negotiating a lease on a well owned by the U.S. Army Corps of Engineers. This well has a capacity of 150 gallons per minute. The city maintains two reservoirs, a 400,000 gallon concrete structure (located at about Cedar and West 3rd) and a 300,000 gallon steel tank (located at the end of Main Street in the southwest corner of the city).

In summer months, daily water consumption averages about 600 gallons per capita. Peak month daily usage often reaches over 1,000 gallons per capita. Low month water consumption (usually in January or February) amounts to about 100 gallons per capita per day. Annually, daily water consumption in the city averages about 450 - 500 gallons per capita. At a population level of 1,250, total daily water consumption can be expected to approximate 590,000 gallons. The city's engineer has recommended that the city maintain a storage capacity equal to three days average consumption. At present consumption rates, the existing storage capacity is sufficient for a population of about 500 persons. Thus, although the existing sources of supply are adequate to the city's needs for the period of time embraced by this plan, the reservoir system needs to be expanded if the community grows.

Population levels that can be expected to be served by various capacity improvements to the city's water storage facilities are as shown in the tabulation below:

<u>Popu- lation</u>	<u>Estimated daily consumption</u>	<u>Storage requirement</u>	<u>Additional capacity required</u>
500	235,000	705,000	---
750	355,000	1,065,000	365,000
1000	470,000	1,410,000	710,000
1250	590,000	1,770,000	1,070,000

Basic Policy Objectives

The principal objectives of the city's comprehensive plan policies related to domestic water supply facilities are:

- a. to assure that the city's water system will be adequate to the demands placed upon it;
- b. to assure that improvements in the system are designed and located in such a way as to maximize the effectiveness of the investment required; and
- c. to assure that the development of community water facilities is coordinated with other elements of community growth and development.

Policies

1. The city will provide an adequate supply of potable domestic water to every water user in the city. At the same time, it is the city's policy to encourage conservation and wise use of the domestic water resource by all consumers in the city.
2. The city already has begun the analysis of water storage alternatives. During the early period of community development covered by this comprehensive plan, city officials will determine which if any of the identified alternatives will be implemented. It is the policy of the city to encourage public discussion and debate of the issues during this evaluative and decision-making period.
3. It is likely that each of the identified water storage facility alternatives will result in a different land use pattern, at least during the early stages of community development. The city will consider these consequences in its deliberations leading to the development of additional water storage facilities.
4. All development in the city shall be connected to the public water supply system, in accordance with policies and design specifications established by the city.
5. Except as provided by other policies of this plan (and especially those related to commercial and industrial land uses south of the city), extension of the municipal water distribution system shall be limited to areas presently within the city.
6. As a condition of receiving municipal water service, parcels in unincorporated areas must annex to the city, provide the city with an irrevocable consent to annexation, or be included in an organized water district which receives water from the city on a contractual basis.
7. Water lines extended into presently undeveloped areas shall be of sufficient size to satisfactorily serve uses expected to be developed in the area to be served. In the case of residential areas, consideration shall be given to the data presented in Table 2 in establishing service requirements.

Solid Waste

Background and Rationale

Gilliam County has prepared and adopted a plan for the management of solid waste in the county. This plan was incorporated into and made a part of the county's comprehensive plan.

The solid waste management plan is based in part upon the continued use of the existing sanitary landfill east of the city. The land is in private ownership and is leased to the county for operation by the city as a sanitary landfill.

The solid waste plan report indicates that approximately 100,800 cubic yards of cover material is available on the site. A community of 1,250 persons could be expected to generate about 1600 cubic yards (compacted) of solid waste per year. Thus, it is fairly evident that this existing site is capable of serving the city and surrounding environs for a considerable period of time. The existing facility is well-located, and should be considered as a more-or-less permanent feature of the city's environment. However, such shall not preclude the consideration of other alternatives for solid waste management and disposal for the City.

Basic Policy Objective

Since the county government has assumed responsibility for leadership in providing for the management of solid wastes in the area, and since there is no reason to expect that the function will be relocated, the city's comprehensive plan is mainly concerned with protecting the site and its vicinity from intrusion by uses which might be expected to interfere with its continued operation as a sanitary landfill.

Policies

1. The city recognizes that the primary responsibility for solid waste planning and management in Gilliam County rests with the county government. The city's role is that of active cooperation.
2. The city will maintain and operate the existing sanitary landfill in a way and to such standards that will minimize adverse impacts upon adjacent uses.
3. Proposals for development of lands that might be affected by the presence of the landfill will be expected to adequately identify and satisfactorily account for potential conflicts arising from the juxtaposition of these uses.

Energy Conservation

Policy

1. In the interest of energy conservation and in cooperation with Gilliam County, the City of Arlington will encourage energy conservation. When alternative energy sources are designed a minimum variance will be considered to achieve the intent of this energy policy within limits of city ordinances. Concentration of development and growth in the city in connection with policies in the Gilliam County Comprehensive Plan that have been adopted by the city also serve to address the issues related to energy conservation.

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