

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

M E M O R A N D U M

March 21, 1979

TO: State and Federal Agencies, Special Districts,
Other Local Reviewers and Citizens

FROM: W. J. Kvarsten, Director

SUBJECT: REQUEST FOR ACKNOWLEDGMENT OF COMPLIANCE

Cities of Pilot Rock, Echo and Ukiah Comprehensive
Plans and Ordinances

Comments Due: May 7, 1979

Tentative Date for
Commission Action: June 8, 1979 in Portland
Field Representative: Jim Kennedy
Lead Reviewer: Claire Puchy

The Oregon Land Conservation and Development Commission has received requests from the Cities of Pilot Rock, Echo and Ukiah in Umatilla County asking that their comprehensive plans and ordinances be acknowledged to be in compliance with ORS 197 and the Statewide Planning Goals.

This notice is to afford your agency a review opportunity before the Commission's action to make sure the comprehensive plans and ordinances have been properly coordinated with your plans and projects for this area.

If you respond to this notice, please distinguish clearly between information or a comment presented for the Commission's consideration as opposed to an objection to the Commission's acknowledgment of the comprehensive plans or ordinances. If the Commission does not receive an objection from a notified agency, it will conclude that the agency will follow the comprehensive plans and ordinances. Comments and objections should be sent to the department's central office in Salem.

3/21/79

Complete copies of the comprehensive plans and ordinances
are available for review in the following locations:

LCDC Central Office
1175 Court Street NE
Salem, OR 97310
Contact: Claire Puchy
Phone: 378-4926

LCDC Portland Office
320 SW Stark, Rm. 530
Portland, OR 97204
Contact: Linda Macphers
Phone: 229-6068

LCDC La Grande Office
Rm. 135, Classroom Bldg.
Eastern Oregon State College
La Grande, OR 97850
Contact: Jim Kennedy
Phone: 963-2171 x 412

East Central Oregon
Association of Counties
920 S.W. Frazer
Pendleton, OR 97801
Contacts: Jeri Cohen
(Pilot Rock)
Henry Markus
(Ukiah and Echo)
Phone: 276-6732

Pilot Rock City Hall
Pilot Rock, OR 97868
Contact: Duane Cole
Phone: 443-2811

Echo City Hall
Echo, OR 97826

Ukiah City Hall
Ukiah, OR 97880

NOTE: Please note that copies of this notice have also
been sent to local offices of state and federal
agencies identified by the jurisdictions.

WJK:CP:mh/MC

ATTACHMENT A
LAND CONSERVATION AND DEVELOPMENT COMMISSION
ACKNOWLEDGMENT OF COMPLIANCE REPORT

City of Pilot Rock

DATE RECEIVED: March 12, 1979 DATE OF COMMISSION ACTION: June 7, 1979.

- I. REQUEST: Acknowledgment of Compliance with the Statewide Planning Goals for the comprehensive plan and implementing measures.
- II. SUMMARY OF RECOMMENDATIONS:

A. Staff:

Recommends the City of Pilot Rock's acknowledgment request be denied and that the jurisdiction be granted a planning extension to September 15, 1979 to complete revisions to its comprehensive plan and implementing measures for Statewide Planning Goals 10 and 14.

B. Local Coordination Body:

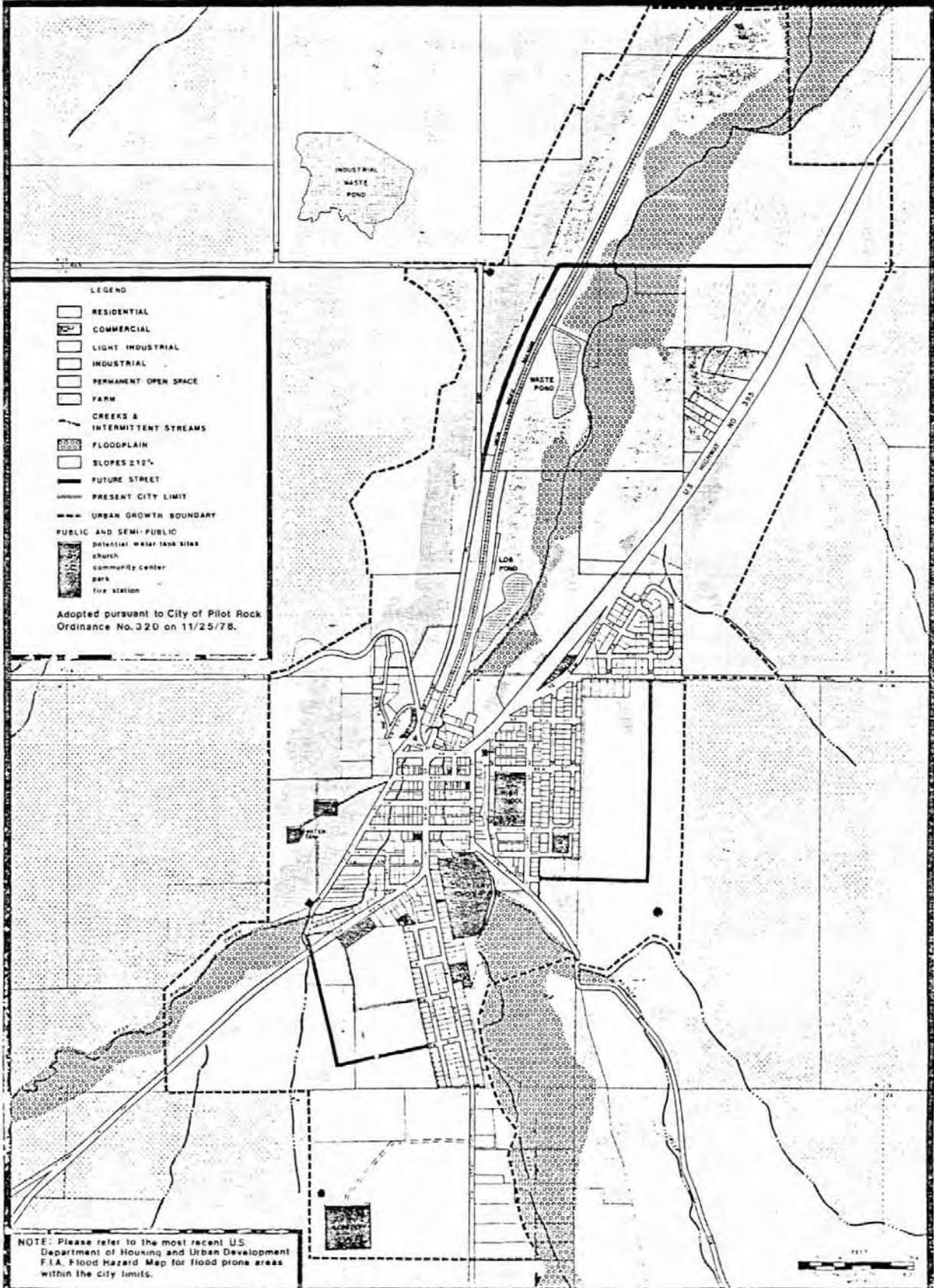
- Recommends the Commission acknowledge the City of Pilot Rock's comprehensive plan and implementing measures to be in compliance with the Statewide Planning Goals.

FIELD REPRESENTATIVE: Jim Kennedy
Phone: 963-2918

COORDINATOR: Jeri Cohen
Phone: 276-6732

LEAD REVIEWER: Claire Puchy
Phone: 378-5455

Date of Report: May 24, 1979



LEGEND

- RESIDENTIAL
- COMMERCIAL
- LIGHT INDUSTRIAL
- INDUSTRIAL
- PERMANENT OPEN SPACE
- FARM
- CREEKS & INTERMITTENT STREAMS
- FLOODPLAIN
- SLOPES 2:12"
- FUTURE STREET
- PRESENT CITY LIMIT
- URBAN GROWTH BOUNDARY

PUBLIC AND SEMI-PUBLIC

- potential water tank sites
- church
- community center
- park
- fire station

Adopted pursuant to City of Pilot Rock Ordinance No. 320 on 11/25/78.

NOTE: Please refer to the most recent US Department of Housing and Urban Development F.I.A. Flood Hazard Map for flood prone areas within the city limits.



COMPREHENSIVE PLAN CITY OF PILOT ROCK, OREGON



III. BACKGROUND INFORMATION:

A. GEOGRAPHY:

The City of Pilot Rock is located in the central sector of Umatilla County, approximately 15 miles south of Pendleton. Its economy centers around agriculture and lumber.

B. GOVERNING BODY:

Mayor and a six-member City Council.

C. POPULATION:

1977 - 1,750
1976 - 1,715
1975 - 1,715
1974 - 1,645
1960 - 1,695
1950 - 847
1940 - 358

D. PLAN AND IMPLEMENTING MEASURES:

Comprehensive Plan:	Adopted November 25, 1978
Zoning Ordinance:	Adopted November 25, 1978
Subdivision Ordinance:	Adopted November 11, 1978
Mobile Home Park Ordinance:	Adopted November 11, 1978
Urban Growth Area Joint Management Agreement:	Adopted November 25, 1978

E. CITIZEN INVOLVEMENT INFORMATION:

Planning Commission approved as the Committee for Citizen Involvement January 23, 1976. Subsequently, an Independent Committee for Citizen Involvement was established in March 1976. A Citizen Involvement Program was approved June 18, 1976.

F. COMPLIANCE STATUS:

Planning Assistance Grant approved June 18, 1976.

Planning Assistance Grant approved May 6, 1977 with a compliance date of July 1, 1978.

Compliance date was extended to September 1, 1978.

Total amount received was \$9,200 plus a portion of a joint grant awarded to East Central Oregon Association of Counties (ECOAC).

IV. FINDINGS:

A. General Overview:

Pilot Rock began in 1867 as a trading post for settlers and people involved in the mining, livestock, grain and lumber industries. Incorporated in 1903, the City's economy has always been influenced by these industries which depend on natural resources of the region. Currently, over half of Pilot Rock's labor force is employed in the lumber and wood products industry.

Pilot Rock's urban growth boundary encompasses a 1,671 acre area, 328 acres of which are within the city limits. Currently, most land in the City is in residential, commercial, industrial and public use. Some vacant land exists which is mostly in the floodplain or on steep slopes. About 28 acres are in farm use and are suitable for development. Most of the land within the UGB is presently in agricultural or industrial use.

Pilot Rock's current population of 1,750 is expected to reach a maximum of between 3,285 and 4,145 by 1995. This projection is predicated on the City's desire to attract industry, stimulate economic growth and provide land for residential development.

The comprehensive plan, which was prepared by the East Central Oregon Association of Counties (ECOAC), is a well-organized, easily understood document. It should serve as a useful guide to citizens and decision-makers in achieving the City's goals and carrying out its policies.

The City of Pilot Rock does not comply with Goals 10 (Housing) and 14 (Urbanization). Basic deficiencies are summarized as follows:

Goal 10: The Zoning Ordinance contains unclear and discretionary conditional use approval standards and multifamily units are not allowed outright in any zone.

Goal 14: The urban growth boundary is not supported by findings relative to all factors in Goal 14. Specifically, the City has not demonstrated a need for all residential land included within the UGB.

Goals 3 (Agricultural Lands), 4 (Forest Lands), 15 (Willamette Greenway), and 16-19 (Coastal Goals) are not applicable to the City of Pilot Rock.

B. Applicable Goals:1. Citizen Involvement: (Goal 1)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-1-2, IV

Plan Policies: Citizen Involvement Policies, p. 2

Implementing Measures: Zoning Ordinance (No. 318), Article 12 (Administrative Provisions); Subdivision Ordinance (No. 316), Section 2 (Subdivision and Partition Procedure and Approval); Mobile Home Park Ordinance (No. 317), Section 2 (Procedure for Mobile Home Park Plan Approval)

The Pilot Rock Planning Commission functions as the approved Committee for Citizen Involvement. The City's approved Citizen Involvement Program included public meetings of the City Planning Commission and the City Council, numerous public hearings, and a community attitude survey (pp. IV-1-2; Community Attitude Survey).

Pilot Rock is committed to citizen involvement in all future planning efforts (Citizen Involvement Policies, p. 2), and shall conduct periodic public opinion surveys, establish advisory committees and hold public meetings and hearings. Changing needs of residents within the UGB are grounds for review and amendment of the comprehensive plan and ordinances (p. 9).

The plan includes procedures for holding public hearings and notifying citizens of such hearings (pp. 9-10).

Conclusion: The City of Pilot Rock complies with Goal 1.

2. Land Use Planning: (Goal 2)

The City of Pilot Rock has adopted a comprehensive plan to serve as the basis for all land use decisions and actions (Ordinance No. 320). The plan includes inventories and other factual information, as well as identification of problems and alternative courses of action. All applicable Statewide Planning Goals have been addressed. Pilot Rock has adopted policies (Ordinance No. 320) and has made land use designations within the UGB (Comprehensive Plan Map), consistent with the factual base.

Implementing Measures, including zoning, subdivision, and mobile home park ordinances, have been adopted by Pilot Rock (No. 318, 316 and 317, respectively) to carry out the plan and policies.

Land within the City has been zoned, consistent with plan map designations and provisions of the Zoning Ordinance.

Preparation of the comprehensive plan and implementing measures was coordinated with state and federal agencies, special districts and Umatilla County. None of these has identified any conflicts between its programs and the City's adopted plan and ordinances. Umatilla County has amended its comprehensive plan (Ordinance No. 79-12), consistent with Pilot Rock's comprehensive plan for

that area outside the city limits, but within the UGB, and will amend its ordinances according to provisions of the Urban Growth Area Joint Management Agreement (see the Goal 14 section of this report for details).

Pilot Rock will review its plan and implementing measures at least annually and amend these documents if necessary. Procedures for review and amendment are included in Ordinance No. 320 (Sections 6 and 7).

Conclusion: The City of Pilot Rock complies with Goal 2.

3. Open Spaces, Scenic and Historic Areas, and Natural Resources: (Goal 5)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. II-1, III-3, VII-4, VII-11-12, VII-14, VIII-17

Plan Policies: Open Spaces, Scenic and Historic Areas, and Natural Resources Policies, p. 3; Public Facilities and Services Policy 11, p. 7; Comprehensive Plan Map

Implementing Measures: Zoning Ordinance (No. 318), Articles 3.70 (POS), 5.20 (Conditional Uses--Placing Conditions on a Permit); Subdivision Ordinance (No. 316), Section 4 (Requirements for Improvements, Preservation and Design)

Pilot Rock has described all applicable Goal 5 topics, including open space, mineral and aggregate resources, energy sources, fish and wildlife habitats, outstanding views, water areas, groundwater resources and historic sites (pp. VII-4, VII-11-12, VII-14, VIII-17, VIII-22-23, Community Attitude Survey). Urban development, agriculture, grazing and timber harvesting are recognized as having potential negative impacts on these resources (p. VII-11). The City points out (p. VII-11) the importance of protecting open spaces, floodplains and minimum streamflows; concentrating growth within the UGB; and carefully managing agricultural and forest lands.

Pilot Rock has adopted a number of policies (pp. 3, 7) which reflect its concern for the protection of identified natural resources. To carry out these policies, the City has designated (Comprehensive Plan Map) and zoned (Zoning Map) 302 acres (18.1 percent) of land within the UGB as permanent open space. In addition, Article 5.20 of the Zoning Ordinance allows the City Council to place conditions on conditional use permits to protect "existing trees, vegetation, water resources, wildlife habitat or another significant natural resource."

No archaeological or historic sites or buildings have been identified in Pilot Rock by the local Museum of Natural History or the State Historic Preservation Office (p. VIII-17). Several sites and buildings were identified in a community attitude survey (p. 5) as having possible historical significance. It is the City's policy (Open Spaces, Scenic and Historic Areas, and Natural Resources Policy 7, p. 3) to "preserve archaeological and historic sites, structures, and artifacts." According to Section 4.9 of the City's Subdivision Ordinance, these shall be preserved in the design of subdivisions and land partitions. The City recognizes (p. II-1) the need for an historic and archaeological survey and literature search, and will incorporate such information into the plan at plan update.

Conclusion: The City of Pilot Rock complies with Goal 5.

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

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-3, VII-7-10, VII-13-14, VII-17, VII-21-24, Soils Map

Plan Policies: Air, Water and Land Resources Quality Policies, p. 3; Economic Development Policies 2 and 3, p. 5; Public Facilities and Services Policies, pp. 6-7; Transportation Policy 2, p. 7

Implementation Measures: Zoning Ordinance (No. 318), Articles 3.50 (M-1), 3.60 (M-2), 3.82 (Additional Requirements--Ground Cover Requirements), 5.20 (Conditional Uses--Placing Conditions on a Permit); Subdivision Ordinance (No. 316), Section 4 (Requirements for Improvements, Preservation and Design)

Dust from agricultural operations, odors from industries and sewage treatment facilities, lack of a storm drainage system, and noise from truck traffic and industry cause periodic air and water quality problems (pp. VII-13, VIII-24). None of these problems are serious enough to violate state or federal environmental standards (pp. VII-13, VIII-21).

The Department of Environmental Quality has commented (see letter attached) that, "About 85% of the sewage seeps into the ground," and "The treatment system is not adequate and is assuredly discharging contaminants to the groundwater and probably indirectly to Birch Creek." However, DEQ states that, "Because the leaking lagoons were isolated and Pilot Rock has been in a very low growth situation, the state Sanitary Authority and the DEQ have never pressed the issue of the unsealed lagoons. Now the City wants to actively grow. They rightly believe that their sewage treatment system is adequate, since they have never been told otherwise."

DEQ has also pointed out that the proposed residential area along the east side of U.S. Highway 395 is downwind of existing industries and proposed industrial areas. This will require these industries to be "as clean and noise and nuisance free as possible."

It is the City's policy (p. 3) to maintain and improve the quality of air, land and water by (1) limiting all discharges from existing and future development to meet state and federal environmental standards, and (2) encouraging clean industry to locate in Pilot Rock.

The City is developing a capital improvement program for expansion of the existing sewer system and construction of a storm drainage system (Draft Preliminary Capital Improvement Program). In addition, Pilot Rock's Subdivision Ordinance contains requirements regarding the provision of storm drainage and sewerage facilities as well as tree maintenance in areas of new development (Sections 4.3, 4.5 and 4.9, respectively) (see the Goal 11 section of this report for more details).

No industry which will create a public nuisance because of noise, smoke, odor, dust or heavy truck traffic is allowed in the City's industrial zones (M-1, M-2) (Zoning Ordinance, Articles 3.50 and 3.60). In the M-2 zone, "measures necessary to satisfy all applicable state or federal requirements shall be required as a condition of approval by the City." Article 3.82 of the Zoning Ordinance requires residential and commercially zoned land to be planted with ground cover, trees and bushes to prevent dust blowing.

Conclusion: The City of Pilot Rock complies with Goal 6.

Suggestion for Plan and Implementing Measures Improvement:

The City of Pilot Rock should coordinate with the Department of Environmental Quality to establish a procedure for correcting the City's sewage treatment seepage problem.

5. Areas Subject to Natural Disasters and Hazards: (Goal 7)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. II-1, III-3, III-4, VII-4-10, Comprehensive Plan Map, Natural Hazards Map, Soils Map; U.S. Department of Housing and Urban Development F.I.A. Flood Hazards Map

Plan Policies: Areas Subject to Natural Disasters and Hazards Policies, p. 4; Comprehensive Plan Map

Implementing Measures: Zoning Ordinance (No. 318), Articles 3.70 (POS), 3.83 (Additional Requirements--Hazard Areas), 7.20 (Mobile Home Regulations--Installation Requirements); Subdivision Ordinance (No. 316), Section 4 (Requirements for Improvements, Preservation and Design); Mobile Home Park Ordinance (No. 317), Sections 3 (Requirements for Improvements, Preservation and Design) and 4 (Siting and Installation of Mobile Homes in Mobile Home Parks)

Pilot Rock has identified three types of hazards within the planning area--flash flooding, steep slopes (greater than 12 percent), and soil limitations (pp. III-3, VII-4-10). The locations of these are mapped (Natural Hazards Map, Soils Map).

Pilot Rock faces a special flood hazard problem in that its downtown is in the floodplain. However, the City is participating in the National Flood Insurance Program and has a policy (Areas Subject to Natural Disasters and Hazards Policy 3, p. 4) to, "investigate alternative ways to reduce the flood hazard within the city limits." The City recognizes (p. II-1) the need for further study of flood hazards, and will update the plan and ordinances as such information becomes available (p. VII-7).

Pilot Rock has a policy (Areas Subject to Natural Disasters and Hazards Policy 2, p. 4) to "limit the use of land in the floodplain within the urban growth area to open space, recreation or other appropriate uses which minimize the potential loss to life or property and which comply with federal and state regulations." To carry out this policy, the flood hazard area as well as most of the steep slope areas have been designated (Comprehensive Plan Map) and zoned Permanent Open Space (POS) (Zoning Ordinance, Article 3.70). No permanent structures are allowed in this zone.

If a structure is proposed in any identified hazard area in the UGB, Article 3.83 of the Zoning Ordinance requires the developer to demonstrate an awareness of the hazard and to incorporate necessary safeguards into site and building plans before the City can approve the building permit. Similar provisions are included in the Subdivision Ordinance (Sections 4.1(4), 4.3(1), 4.3(2)(f), and 5.2(1)(e)) and the Mobile Home Park Ordinance (Section 3.2).

Conclusion: The City of Pilot Rock complies with Goal 7.

6. Recreational Needs: (Goal 8)

The acknowledgement request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-3-4, VIII-17, Existing Land Use Map, Community Attitude Survey

Plan Policies: Open Spaces, Scenic and Historic Areas, and Natural Resources Policy 1, p. 3; Recreational Needs Policies, p. 4; Transportation Policy 4, p. 7; Comprehensive Plan Map

Implementing Measures: Zoning Ordinance (No. 318), Articles 3.10 (R-1), 3.20 (R-2), 3.30 (R-3), 3.40 (C-1), 3.50 (M-1), 3.70 (POS); Subdivision Ordinance (No. 316), Section 4.8(1) (Parks, Playgrounds and Recreation Areas)

The comprehensive plan describes existing recreational facilities in Pilot Rock (pp. III-3-4, VIII-17, Community Attitude Survey) and determines future recreational needs, based on a community attitude survey. The results of this survey have been translated into a number of policies (Open Spaces, Scenic and Historic Areas, and Natural Resources Policy 2, p. 3; Recreational Needs Policies, p. 4; Transportation Policy 4, p. 7). Land has been designated for parks and open space uses on the plan map, consistent with these policies.

Parks and other similar public uses are allowed outright in the R-1 and POS zones, and conditionally in the R-2, R-3, C-1, and M-1 zones. In addition, the Subdivision Ordinance (Section 4.8(1)) requires and provides standards for parks, playgrounds and recreation areas development in all future subdivisions and land partitions.

Conclusion: The City of Pilot Rock complies with Goal 8.

7. Economy of the State: (Goal 9)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. II-1-2, III-4, VIII-1-13, VIII-18, Existing Land Use Map

Plan Policies: Land Use Planning Policies, p. 2; Agricultural Lands Policies, pp. 2-3; Air, Water and Land Resources Quality Policy 2, p. 3; Economic Development Policies, pp. 4-5; Comprehensive Plan Map

Implementing Measures: Zoning Ordinance (No. 318), Articles 3.30 (R-3), 3.40 (C-1), 3.50 (M-1), 3.60 (M-2), 3.70 (POS); Preliminary Capital Improvement Program

Lumber and wood products industries employ 53 percent of Pilot Rock's labor force, indicating the City's dependence on the region's natural resource base (pp. VIII-5-6). This dependence, coupled with fluctuations in the national housing market itself, causes seasonal fluctuations in employment (p. VIII-6). The City has adopted a number of policies (Economic Development Policies, pp. 4-5) which express its intent to diversify the local economy, preserve land for new commercial and industrial development, provide necessary facilities to attract and serve such development, minimize the environmental impact of industrial growth, expand job opportunity and training programs, and develop a downtown improvement plan.

The City acknowledges (p. II-1) the need for an industrial park plan and a downtown improvement plan and intends to incorporate these into the comprehensive plan at plan update. In addition, the Umatilla County Economic Element (completed in February 1979), the Umatilla County Comprehensive Plan and Technical Report (to be completed by December 1979), and the Umatilla National Forest unit plans (to be completed in the future) "should be evaluated...with regard to potential economic development and population growth based on commercial timber production and other forest uses" (p. II-1). The results of this evaluation will be incorporated into Pilot Rock's plan at the next update (p. II-1).

Agricultural and vacant land north of the City within the UGB has been designated and zoned for future commercial and industrial use (Comprehensive Plan Map), taking advantage of nearby rail and highway transportation routes and potential public facilities extensions. This land is important for future industrial growth because most land within the City zoned for commercial or industrial use is currently supporting a timber-related activity or another preexisting use (p. VIII-6).

The City has two industrial zones (M-1 and M-2) and a commercial zone (C-1) which have been applied to 89 acres, 285 acres, and 44 acres, respectively, within the UGB.

Conclusion: The City of Pilot Rock complies with Goal 9.

8. Housing: (Goal 10):

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. II-1-2, III-4, VIII-8-11, VIII-13-16, VIII-18-20, IX-1-5, Existing Land Use Map, Natural Hazards Map, Soils Map, Community Attitude Survey

Plan Policies: Housing Policies, pp. 5-6; Comprehensive Plan Map

Implementing Measures: Zoning Ordinance (No. 318), Articles 3.10 (R-1), 3.20 (R-2), 3.30 (R-3); Subdivision Ordinance (No. 316); Mobile Home Park Ordinance (No. 317)

Buildable Lands Inventory

Goal 10 defines buildable lands as "...lands in urban and urbanizable areas that are suitable, available and necessary for residential use" (emphasis added).

A. Lands Suitable and Available for Residential Use

Pilot Rock has inventoried land within its planning area in terms of suitability and availability for residential development (pp. II-2, VII-4-10, VIII-13-14, Natural Hazards Map, Soils

Map). Major limitations are flood hazards, soil conditions and steep slopes (see the Goal 7 section of this report for more details). Other factors considered included proximity to transportation routes, land ownership patterns and the City's ability to provide public facilities and services (p. III-5).

"Most of the land within the proposed urban growth area is presently in agricultural use. The major exception is the industrial area just north of the City. Some parcels are in residential use or vacant" (p. VIII-13). Within the city limits, 28.4 acres (one parcel) are in agricultural use, and 43.6 acres (three parcels) are vacant (p. VIII-14). The agricultural land is suitable for development but its availability is uncertain (p. VIII-13). Two of the vacant parcels are undevelopable because of natural hazards; the third has been subdivided for homesites (p. VIII-13).

There are about 20 landowners within the UGB outside the city limits (p. IX-5). The availability of their lands is uncertain (p. II-2).

B. Lands Necessary for Residential Use

An inventory of existing housing (by type and condition) is included in the plan (pp. VIII-14-16). A community attitude survey indicates there is a need for "additional homes to buy or rent and apartments" (p. III-4). No other housing needs by type have been identified in the plan.

Based on 1970 Census data, 25 percent of Pilot Rock's population earns less than \$5,000 annually and 53 percent earn over \$8,000 (p. VIII-8). These percentages are lower than both Umatilla County and the State of Oregon averages for those income ranges (p. VIII-8).

Based on population projections of 3,285 to 4,145 people at various densities, the plan indicates that 464 to 728 acres of land will be needed for residential use by 1995 (pp. II-2, IX-1). This was calculated in the following manner (p. IX-1):

<u>Percent of Population</u>	<u>Dwelling Unit/Acre</u>	<u>People per Unit</u>	<u>Acres Needed</u>	
			<u>(3,285 projection)</u>	<u>(4,145 projection)</u>
40	1	4	328	514
40	4	3	109	171
20	12	2	27	43
			464	728

Formula:

$$\frac{(\text{ \% })(\text{ population projection })}{(\text{ dwelling unit/acre })(\text{ people per unit })} = \text{ acres needed}$$

No justification for the percent of population (i.e., 40-40-20 split) at various densities used in these calculations is given in the plan. However, the Principal Comprehensive Planner has indicated that the figures were arrived at by the ECOAC planning staff and the City Planning Commission after an analysis of state, regional and local housing mix and density trends (personal communication, May 7, 1979).

The number of housing units needed by type are not identified in the plan. However, based on the above data, DLCD staff calculates that the City will need the following number of units:

	Number of Units	
	<u>(3,285 projection)</u>	<u>(4,145 projection)</u>
1 unit/acre @		
4 people/unit	328	514
4 units/acre @		
3 people/unit	436	684
12 units/acre @		
2 people/unit	324	516

Housing Policies

Pilot Rock has a number of housing policies (pp. 5-6) which reflect its commitment to providing adequate housing for its citizens. Several of these policies (Housing Policies 2-4, 6-8) express the intent to provide a variety of housing types at various densities and price ranges.

Within the UGB, 908 acres have been designated for residential use (pp. II-2, IV-3, Comprehensive Plan Map).

Implementing Measures

Three residential zones are established by the City's Zoning Ordinance--General Residential (R-1), Limited Residential (R-2) and Farm Residential (R-3)--which allow for a variety of housing types and residential densities. Single family dwellings are allowed outright in all three zones. Mobile homes are allowed outright in the R-1 and R-3 zones and two family dwellings on corner lots are allowed outright in the R-1 zone. Multifamily and two family units area allowed conditionally in both the R-1 and R-2 zones. Mobile home parks are conditional uses in the R-1 zone and are subject to provisions of the City Mobile Home Park Ordinance (No. 317).

Article 5 of the City's Zoning Ordinance contains the following approval standards for conditional uses:

1. The use will be consistent with the comprehensive plan and the objectives of the zoning ordinance and other applicable policies of the City.
2. Taking into account location, size, design, and operating characteristics, the use will have minimal adverse impact on the (a) livability, (b) value and (c) appropriate development of the abutting properties and the surrounding area compared to the impact of development that is permitted outright.
3. The location and design of the site and structures for the use will be as attractive as the nature of the use and its setting warrants.
4. The design will preserve environmental assets of particular interest to the community.
5. The applicant has a bona fide intent and capability to develop and use the land as proposed and has some appropriate purpose for submitting the proposal and is not motivated solely by such purposes as the alteration of property values for speculative purposes.

1000 Friends of Oregon has objected to Pilot Rock's acknowledgment request in part because these criteria, "are wholly discretionary and encompass broad and generalized standards" (see letter attached).

Conclusion: The City of Pilot Rock does not comply with Goal 10.

Pilot Rock has made a determination of existing housing, income levels, and land suitability and availability. Housing needs have been identified as homes to buy and rent and apartments. Needed acreage has been calculated on the basis of density but not by number of units per housing type.

However, it can be assumed that one unit per acre and four units per acre densities will provide predominantly single family housing, and that 12 units per acre densities will provide predominantly multifamily housing. Based on these assumptions, the City of Pilot Rock will need 764 to 1,198 single family units and 324 to 516 multifamily units by 1995. Land has been designated and zoned for these residential uses (see the Goal 14 section of this report for details).

Conditional use approval standards 2, 3, 4 and 5 in the Zoning Ordinance are unclear and discretionary and could result in the exclusion of a needed housing type. This is especially important in light of the following:

1. A significant amount of land designated for residential use has been zoned R-2 in which single family dwellings are the only outright permitted use.
2. Multifamily units are only allowed conditionally in the R-1 and R-2 zones.
3. Income levels of many Pilot Rock residents are relatively low and therefore purchase of a home will be difficult.

Although mobile homes are allowed outright in the R-1 and R-3 zones and duplexes on corner lots are allowed outright in the R-1 zone, under current zoning, the City cannot carry out its policy (Housing Policy 7, p. 6) of providing "a diversity of housing types and a range in prices" unless unclear and discretionary conditional use standards are eliminated and/or other low-cost housing types (e.g., multifamily units) are allowed outright in at least one zone.

In order to comply with Goal 10, the City of Pilot Rock must:

1. Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance, or
 2. Allow multifamily units or other low-cost housing types outright in at least one zone, which contains sufficient buildable lands to accommodate identified needs;
 3. Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed;
 4. Amend the plan to include a determination of the number of units needed by housing type.
9. Public Facilities and Services: (Goal 11)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-3, III-4-5, VIII-17-24, Existing Land Use Map, Water System Map, Sewer System Map, Natural Gas Lines Map, School District Boundaries Map, Oregon State Highway Division Map of Pilot Rock, Community Attitude Survey

Plan Policies: Land Use Planning Policy 5, p. 2; Recreational Needs Policies, p. 4; Housing Policy 9, p. 6; Public Facilities and Services Policies, pp. 6-7; Urbanization Policy 3, p. 8; Comprehensive Plan Map; Urban Growth Area Joint Management Agreement

Implementing Measures: Subdivision Ordinance (No. 316), Section 4 (Requirements for Improvements, Preservation and Design); Mobile Home Park Ordinance (No. 317), Section 3 (Requirements for Improvements, Preservation, and Design); Urban Growth Area Joint Management Agreement; Proposed Capital Improvement Program

The comprehensive plan includes an inventory of public facilities and services, including schools, police, fire, water, sewer, solid waste, libraries, communication and medical services (pp. VIII-17-18, VIII-21-24, Existing Land Use Map, Water System Map, Natural Gas Line Map, School District Boundary Map, Oregon State Highway Division Map of Pilot Rock). All are adequate to meet current needs within the city limits (pp. VIII-17-18, VIII-21-24). However, the City intends to develop a storm drainage system and additional health services as well as expand police, fire, water and sewer systems as population grows (Public Facilities and Services Policies 6 and 7, p. 6). This will be done through development of a capital improvement program (Public Facilities and Services Policy 9, p. 7). A preliminary CIP will be completed in April 1979 (p. II-2).

Pilot Rock has a policy (Public Facilities and Services Policy 10, p. 7; Urban Growth Area Joint Management Agreement, V) to provide city water and sewer services only within the UGB and only after annexation. Subdivisions and other new developments are required to have public facilities (Public Facilities and Services Policies 13 and 14, p. 7; Subdivision Ordinance, Sections 4.3, 4.4, 4.5, 4.7, 4.10; Mobile Home Park Ordinance, Section 3.5). However, new wells within the UGB will be discouraged if they will (either individually or collectively) substantially reduce the City's ability to provide a dependable source of water (Public Facilities and Services Policy 11, p. 7).

Pilot Rock's Housing Policy 9 (p. 6) requires low density residential areas to be laid out so that they can be further subdivided or partitioned at a later time to insure provision of needed public facilities. Subareas having 12 percent slopes or greater are excepted. This policy is carried out by Section 4.1(5) of the City Subdivision Ordinance.

Conclusion: The City of Pilot Rock complies with Goal 11.

10. Transportation: (Goal 12)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-5, VIII-24-25; Pilot Rock Urban Growth Area Joint Management Agreement, Attachments D-1 (List of County Roads Within the City Urban Growth Boundary) and D-2 (Map of Existing County Roads Within the City Urban Growth Boundary)

Plan Policies: Housing Policy 6, p. 5; Public Facilities and Services Policy 12, p. 7; Transportation Policies, p. 7; Comprehensive Plan Map; Urban Growth Area Joint Management Agreement

Implementing Measures: Subdivision Ordinance (No. 316), Section 4. (Requirements for Improvements, Preservation and Design); Urban Growth Area Joint Management Agreement

The plan includes an inventory of all transportation modes available to the City (auto, rail, air, bus, bicycle) and an assessment of future needs (pp. III-5, VIII-24-25). Policies to meet these needs have been adopted (Transportation Policies, p. 7). A highway collector plan to expedite traffic flow has been proposed and is shown on the plan map. The City intends to work with the Oregon Department of Transportation to minimize traffic problems along U.S. 395 (Transportation Policy 3, p. 7). Pilot Rock and Umatilla County have agreed to cooperatively develop an implementation policy regarding development and maintenance of streets and roads within the UGB, consistent with the comprehensive plan (Urban Growth Area Joint Management Agreement, VII).

Conclusion: The City of Pilot Rock complies with Goal 12.

11. Energy Conservation: (Goal 13)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-5, VII-14

Plan Policies: Housing Policies 6 and 8, pp. 5-6; Public Facilities and Services Policy 10, p. 7; Transportation Policy 2, p. 7; Energy Conservation Policies, p. 8; Urbanization Policy 3, p. 8

Implementing Measures: Zoning Ordinance (No. 318); Subdivision Ordinance (No. 316), Section 4.9 (Preservation of Natural Features and Amenities); Urban Growth Area Joint Management Agreement

Pilot Rock recognizes (p. VIII-14) the potential of solar energy for water and space heating, wind for pumping or generation of electricity and solid waste for the generation of electricity and steam by either an industrial or municipal cogeneration facility. Five policies (p. 8) have been adopted which call for (1) revision of the Zoning Ordinance to protect solar access, (2) design of new streets and buildings to allow for utilization of solar energy and landscaping to reduce summer cooling needs, (3) energy efficient extension and upgrading of water and sewer lines, (4) protection of trees, and (5) insulation of buildings.

The City Zoning Ordinance (Article 5.20) allows the City Council to impose conditions on conditional use permits, including limitations on the height, size or location of a building or structure, and preservation of existing trees. The Subdivision Ordinance (Section 4.9) requires preservation of existing trees and the planting of trees as a condition for subdivision or partition approval.

Through its Urban Growth Area Joint Management Agreement with Umatilla County, the City has carried out its Urbanization Policy (3, p. 8) of controlling outward growth by phasing the extension of public facilities.

Conclusion: The City of Pilot Rock complies with Goal 13.

12. Urbanization: (Goal 14)

The acknowledgment request includes the following to comply with this Goal:

Factual Information: Plan, pp. III-2-3, III-5, VIII-13-14, VIII-18-19, VIII-21-24, Existing Land Use Map, IX-1-9; Urban Growth Area Joint Management Analysis

Plan Policies: Land Use Planning Policy 6, p. 2; Agricultural Lands Policies, pp. 2-3; Urbanization Policies, p. 8; Comprehensive Plan Map; Urban Growth Area Joint Management Agreement

Implementing Measures: Urban Growth Area Joint Management Agreement; City Ordinance No. 320 (Adopting the Comprehensive Plan); County Ordinance No. 79-12 (Adopting Pilot Rock's Comprehensive Plan)

Urban Growth Boundary

Pilot Rock and Umatilla County have mutually adopted (Urban Growth Area Joint Management Agreement) a site specific urban growth boundary encompassing 1,671 acres, 320 of which are within the city limits (pp. VIII-14, IX-3). The boundary was established to separate urbanizable land from rural land (Urbanization Policy 1, p. 8; Urban Area Joint Management Agreement, II.B.).

Umatilla County has made preliminary population projections which estimate Pilot Rock's 1995 population to be between 2,300 and 2,600 (pp. VIII-18-19). This projection based upon the assumption that the City will continue to have 3.4 percent of the County population.

However, the City expects its present population of 1,750 to reach between 3,285 and 4,145 by 1995 (pp. VIII-18-20, IX-1-3). This is predicated on the assumption that 10 percent of new county residents will decide to live in Pilot Rock. "Whether or not this projection is realistic depends on a number of factors including land availability

and the desirability of Pilot Rock for industrial development" (p. VIII-18). Pilot Rock intends to "encourage a moderate rate of growth" (Housing Policy 1, p. 5) and believes (pp. II-2, VIII-18) that if land were made available for development some people who now work in Pilot Rock but live in Pendleton would move to Pilot Rock.

1000 Friends of Oregon has objected to Pilot Rock's acknowledgment request in part because of the discrepancy between County and City population projections which has resulted in "an unduly expansive UGB" (see letter attached). "There is no suggestion that the '10%' figures has been coordinated with the County planning staff or with other municipalities." However, Umatilla County adopted Pilot Rock's comprehensive plan (Ordinance No. 79-12).

Based on its own population projections, the City predicts it will need from 464 to 728 acres of residential land (see the Goal 10 section of this report for details) and 763 acres of commercial, industrial, public and permanent open space land (p. II-2). Actual land use designations within the UGB (including the city limits) are as follows (p. IX-3):

<u>Type</u>	<u>Acres</u>	<u>Percentage</u>
Residential	908	54.3
Commercial	44	2.6
Light Industrial	89	5.3
Industrial	285	17.1
Permanent Open Space	302	18.1
Public and Semipublic	<u>43</u>	<u>2.6</u>
TOTAL	1,671	100.0

The urban growth boundary includes 908 acres of residentially designated land--180 to 444 acres beyond the projected need of 464 to 728 acres. "All of this land will almost certainly not be needed through 1995" (p. II-2). The additional acreage was included in the UGB in order to compensate for those areas within the urban area whose availability for development is uncertain (pp. II-2, IX-1-4), but the plan does not indicate how that specific figure--908 acres--was derived. Goal 14 requires that establishment of the urban growth boundary be based upon "demonstrated need to accommodate long-range urban population growth requirements" (emphasis added).

Transition from Urbanizable Land to Urban Uses

Umatilla County has adopted Pilot Rock's comprehensive plan, including land use designations, for that portion of the UGB outside the city limits (i.e., the urban growth area) (Ordinance No. 79-12). In addition, the County has adopted the substantive provisions of the

City's implementing ordinances for all lands within the urban growth area except those zoned for Exclusive Farm Use (Ordinance No. 79-12) and has rezoned the non-EFU lands consistent with the City Zoning Map. The Urban Growth Area Joint Management Agreement (Sections II and III) specifies that land zoned for Exclusive Farm Use shall remain in that use until rezoning is requested. Such rezoning shall be consistent with the City's plan and shall require adequate findings for the need to rezone. The Urban Growth Area Joint Management Agreement also states that the City Zoning Map shall apply to land within the urban growth area upon annexation to the City.

The City estimates that between 328 and 514 acres of land in the UGB are needed for residences at a density of one dwelling unit per acre (p. IX-1). "The low density residential designation is meant to discourage rural residential development outside the urban growth boundary by allowing similar development within the planning area as an interim use" (p. II-2). 1000 Friends of Oregon objects to Pilot Rock's acknowledgment request, in part, because, "Low density residential development is permitted on agricultural land that should be protected by EFU zoning" (see letter attached). 1000 Friends states that the City's policy of retaining land within the urban growth area in Exclusive Farm Use zoning until rezoning is requested "is totally ineffectual since the comprehensive plan allows the landowner, at his whim, to request that EFU land within the UGB be rezoned to 'R-3, Farm Residential'." However, as indicated above, the Urban Growth Area Joint Management Agreement specifies that adequate findings for need must be made to justify such rezoning.

1000 Friends is also concerned that permitting EFU land to be rezoned upon request will likely result in "scattered, uncoordinated, and inefficient development." However, Section 4.1(5) of the Subdivision Ordinance requires that low density residential areas which are subdivided or partitioned, be laid out so that such areas may be further subdivided or partitioned at a later time while still insuring that necessary public facilities can be developed. This carries out Housing Policy 9 (p. 6). City water and sewer services will be provided only after annexation (Public Facilities and Services Policy 10, p. 7; Urban Growth Area Joint Management Agreement V), and new wells will be discouraged if they will either individually or collectively substantially reduce the City's ability to provide a dependable source of water (Public Facilities and Services Policy 11, p. 7).

The Urban Growth Area Joint Management Agreement of these jurisdictions includes provisions for review and amendment of the comprehensive plan, UGB and ordinances.

Conclusion: The City of Pilot Rock does not comply with Goal 14.

Pilot Rock and Umatilla County have mutually adopted a site specific urban growth boundary and a joint management agreement for the lands within that area.

Pilot Rock would like to grow and believes it can accommodate ten percent (10%) of the County's new growth by 1995 if sufficient land is made available for development. Although the City has a projected need of 464 to 728 acres of residential land, 908 acres have been designated for residential use. No justification for the additional 180 to 444 acres is given except the uncertainty in the availability of land within the UGB. The plan states that "all of this land will almost certainly not be needed through 1995" (emphasis added). If some of this land will not be needed to accommodate growth, it should not be included within the UGB. If, at a later date, such land is needed, the boundary can be amended, as provided for in the Urban Growth Area Joint Management Agreement.

In order to comply with Goal 14, the City must either:

1. Provide the findings based upon factors 1 and 2 of Goal 14 which justify the designation of an additional 180 to 444 acres of residential land beyond the projected need of 464 to 728 acres; or
2. Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more than the acreage needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly factor 6 (retention of agricultural land).

C. Comments Received:

The following have submitted statements on the acknowledgment request:

<u>Agency or Party</u>	<u>Position</u>
Port of Umatilla	Acknowledge
Oregon Department of Transportation	Acknowledge
Oregon Department of Economic Development	Comments*
Oregon Department of Environmental Quality	Comments*
1000 Friends of Oregon	Objects to Acknowledgment*
Oregon Business Planning Council	Comments*
Public Utility Commissioner of Oregon	Comments+
Umatilla County Board of Commissioners	Acknowledge+*

*Statement attached.

+Received after deadline.

D. Overall Conclusions:

The City of Pilot Rock has done a good job in developing a comprehensive plan and implementing measures which comply with most of the Statewide Planning Goals. The plan includes inventories and other factual information, policies and means of carrying out most policies. However, there are several deficiencies regarding Goal 10 (Housing) and Goal 14 (Urbanization) which must be corrected prior to acknowledgment (see Sections IV.B.8. and IV.B.12. of this report for details).

V. RECOMMENDATIONS:

A. Staff:

Recommends that the City of Pilot Rock's acknowledgment request be denied and that the jurisdiction be granted a planning extension to September 15, 1979 to make revisions to its comprehensive plan and implementing measures for Statewide Planning Goals 10 and 14.

In order to comply, the City of Pilot Rock must:

Goal 10

1. Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance, or
2. Allow multifamily units or other low-cost housing types outright in at least one zone which contains sufficient buildable lands to accommodate identified needs;
3. Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed;
4. Amend the plan to include a determination of the number of units needed by housing type.

Goal 14Either:

1. Provide the findings based upon factors 1 and 2 of Goal 14 which justify the designation of an additional 180 to 444 acres of residential land beyond the projected need of 464 to 726 acres; or

2. Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more than the acreage needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly factor 6 (retention of agricultural land).

B. Local Coordination Body:

Recommends the Commission acknowledge the City of Pilot Rock's comprehensive plan and implementing measures to be in compliance with the Statewide Planning Goals.

CP:mh/MC
6/11/79
094061/094634

DEPARTMENT OF
LAND CONSERVATION
AND FORESTRY

MAY 1 1979

SALEM

Department of Economic Development

921 S.W. WASHINGTON STREET, PORTLAND, OREGON 97205 PHONE (503) 229-5535

May 2, 1979

Ms. Claire Puchy
Plan Review Specialist
Main Office
1175 Court Street N.E.
Salem, Oregon 97310

Dear Ms. Puchy:

I have reviewed the Comprehensive Plan of the City of Pilot Rock in light of the policies and concerns of this Department and have the following comments.

The plan contains a good assessment of the economic situation in Pilot Rock and the goals and policies indicate that the people of Pilot Rock desire a more diversified economy and an increase in both industrial and non-industrial employment opportunities.

The Plan does not, however, stipulate how the City intends to go about encouraging such diversification and resultant job creation.

This Departments policy is to encourage cities to work toward achievement of their economic goals by the design and adoption of a development strategy and work program appropriate to their area and conditions. We would hope that Pilot Rock could prepare such a strategy and work program by the time of the first periodic review and update of their Comprehensive Plan and include it at that time.

This Department has completed a draft working manual "How to do Economic Development Planning" for the use of local jurisdictions in Oregon. Chapters 4, 5 and 6 would, I believe, be especially useful to Pilot Rock at this time and in the near future, since they deal with the design and evaluation of an economic development work program.

The Department has retained two consultants to help cities and counties in Oregon in their economic planning efforts. Should Pilot Rock feel they might be of help now or in the future, they would contact:

Local Planning/Community Development Division
Department of Economic Development
Suite 425
921 S. W. Washington Street
Portland, Oregon 97205
Telephone: 229-5535

Sincerely,



William T. Rankin
Economic Development Specialist

WTR:nb

cc: Duane Cole,
City Administrator



MAY 4 1979

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

MEMORANDUM

May 4, 1979

TO: Claire Puchy, DLCD Lead Reviewer

FROM: Bob Jackman

SUBJECT: DEQ Review and Comment on Compliance Acknowledgment Request - Pilot Rock

Comments

Steve Gardels, DEQ Eastern Region Manager, Pendleton, comments on sewage and water quality, air quality, solid waste and noise in the attached memo.

Harold Sawyer, DEQ Water Quality Division, Portland adds, "we consider the city's facilities adequate until evidence suggests otherwise. Any EPA grant for facility planning will depend on prioritization of all documented water quality problems and sufficient funds to address all needs on the priority list above the level where Pilot Rock would fall."

DEQ's Noise Control Section and Air Quality and Solid Waste Divisions have nothing to add.

If the matters noted above are dealt with during Comprehensive Plan maintenance and update, it appears to DEQ that no substantive conflicts will exist between the Pilot Rock Comprehensive Plan and DEQ plans and programs.

No Objection

The Department does not object to LCDC Acknowledgment of the Pilot Rock Comprehensive Plan. However, we request that LCDC authorize and encourage Pilot Rock to develop and include in their Plan the needed improvements identified above as soon as possible.

RDJ:jo

Attachment

cc: Pilot Rock

Jim Kennedy, DLCD Field Representative
Jeri Cohen, Local Coordinator
Jim Claypool, DLCD
William H. Young, Director, DEQ
Mike Downs, Management Services, DEQ
Jack Weathersbee, Air Quality Division, DEQ
Mike Ziolkko, Air Quality Division, DEQ
Hal Sawyer, Water Quality Division, DEQ
Ernie Schmidt/Bob Brown, Solid Waste Division, DEQ
John Hector/Jerry Jensen, Noise Control Section, DEQ
Steve Gardels, Eastern Region, DEQ
Fred Bolton, Regional Operations Division, DEQ

DEQ - ERO

276-4063

DEPT.

TELEPHONE

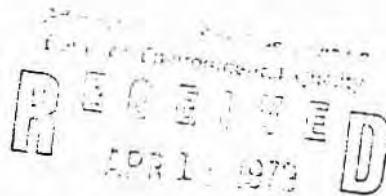
TO: Bob Jackman, IC

DATE: April 16, 1979

FROM: Steve Gardels, ERO

Gardels

SUBJECT: Review of Pilot Rock Comp Plan



A central part of Pilot Rock's Plan is their understanding that the sewage treatment lagoons can handle 2500 people--or 30% more than the present 1750 people.

Their system consists of the collection sewers, lift pumps, a long interseptor line, two-cell lagoon with an overflow structure to Birch Creek. The system was completed in early 1959.

Average flow into the lagoons is about 0.25 MGD, which is about 30% higher than expected, due to infiltration. The lagoons were never sealed as per Clark and Groff engineers construction specifications.

Since they were not sealed, a direct discharge to Birch Creek has never happened. Because of the non-discharge situation, disinfection facilities were not needed or installed like the rest of the discharging treatment plants.

By 1966 the first cell had sealed enough to cause an overflow to cell 2. The overflow is intermittent. The sewage that enters the second cell disappears into the ground to the shallow groundwater. Water does cover about one acre in the second pond.

Attachment I is an annual water balance for the lagoon. About 85% of the sewage seeps into the ground. The seepage would probably contain organics (BOD), nitrates, and fecal and pathogenic bacteria. The treatment system is not adequate, and is assuredly discharging contaminants to the groundwater and probably indirectly to Birch Creek. I must state that some treatment would be taking place in the first lagoon and in the soils below them.

The lagoons set between Birch Creek and the railroad right-of-way. There is steep terrain beyond the RR right-of-way.

North of the lagoons there is a narrow stretch of private land that is also between the creek and the RR tracks. The lagoons and the private land are, therefore, isolated.

Agricultural zoning, the railroad and the creek have prevented land and shallow well development near and down-gradient from the lagoons.

Because the leaking lagoons were isolated and Pilot Rock has been in a very low growth situation, the State Sanitary Authority and the DEQ have never pressed the issue of the unsealed lagoons.

Now, the city wants to actively grow. They rightly believe that their sewage

treatment system is adequate, since they have never been told otherwise. Their comp plan should be acknowledged.

There should be a statement in the plan that both the DEQ and the city should jointly analyze the lagoons. Also, that DEQ should recommend that a Step I facilities planning grant be given to Pilot Rock. The grant could determine alternatives--especially agricultural use of treated wastewater.

In general, the plan is well prepared and is good.

My (other) comments are as follows:

1. Air, Water and Land Resources Quality:

A. Sewage treatment adequacy--should be analyzed as per above.

Industrial wastes should not be allowed into the city's lagoons. We have had a few complaints of odors from the city's lagoons--usually in the spring.

B. Solid Waste Service and Disposal. The old solid waste site is closed, but is burning underground. It was not managed correctly. The site was owned and operated privately. Hopefully, the site will burn itself out and only minor land reclamation will be needed. It is too dangerous to contour the site now, since cave-ins have happened.

The new site has had similar mismanagement problems. Large fires have burned for days, since the waste (which contains large amounts of industrial waste fiberboard) was not covered and compacted properly.

The Operator stopped using the site for about four months and hauled waste to Pendleton. He re-worked the new site and is now operating it properly. With good operation, the site is good and could last 6 to 10 years.

Therefore, solid waste disposal for Pilot Rock is dependent on operation, and is not site-limiting for years.

C. Air Quality is generally good. The local industries on the north end of Pilot Rock are on air permits and are in compliance for the most part. Small, short-term upsets have been observed. They were of little consequence.

The U.S. Gypsum Plant is on a variance for opacity emissions from their bake ovens. Bake oven (tempering) emissions are tough to control. The variance was granted because prevailing winds carry the emissions away from populated areas. Future growth could change this.

Also, U.S. Gypsum's industrial waste holding ponds have caused some odors, but, again, the prevailing winds take the odors away from populated areas. Mother nature is the controlling factor with these odors. Adverse weather conditions have brought the odors all the way to Pendleton for very short periods.

2. The location of the city's lagoons should be shown on a map. Zoning around the lagoons should, of course, remain low density.

3. The proposed residential area along the east side of 395 north of town will require existing and future industries to be as clean and noise and nuisance free as possible. The proposed residential area is downwind of the industries.
4. The recommendation on page VIII-22 to complete a wastewater facilities plan is good, especially since the city wants to grow and the adequacy of the treatment system is in question.

SFG:jlj

cc: FMBolton, RO
cc: City Manager, City of Pilot Rock
cc: Henry Marcus, ECOAC

*Note
(Attachment I)*

Attachment 1

1

Pilot Rock Lagoon
WATER BALANCE

DISCHARGE TO STREAM - $\boxed{0}$
INFLUENT

AVG of 0.25 MGD (ACTUAL)

$\times 365 \text{ DAYS} = \boxed{91.25 \text{ MILLION GALS}}$

~~91.25 x 3 ft~~

$91.25 \text{ MG} \times \frac{3 \text{ AC ft}}{\text{MG}} = \boxed{273.75 \text{ AC}}$

EVAPORATION LOSS

assume net loss to evaporation
per year is 3 ft per year.

Primary Pond (only Primary has water
in it) is 14.1 ACRES

$14.1 \text{ AC} \times 3' = \boxed{42.3 \text{ AC ft/yr}}$

SEEPAGE (S) LOSS

SEEPAGE = INFLUENT - STREAM DISC
- EVAPORATION LOSS

$S = 273.75 - 0 - 42.3 = \boxed{231.45}$

$S = \boxed{77.15 \text{ M}}$

84.5% seepage loss.

1000 FRIENDS OF OREGON

DEPARTMENT OF
LAND CONSERVATION

May 4, 1979

SALEM

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Portland

Mr. W. J. Kvarsten, Director
Department of Land Conservation
and Development
1175 Court St. N.E.
Salem, Oregon 97310

Subject: Objection to Request for Acknowledgment
of Compliance from the City of Pilot Rock

Dear Mr. Kvarsten:

1000 Friends of Oregon objects to LCDC acknowledgment of compliance of the City of Pilot Rock's comprehensive plan and ordinances.

1. The Pilot Rock UGB is Excessively Expansive and Based on an Inflated Population Projection

The size of Pilot Rock's urban growth boundary ("UGB") is based on an extremely high projected population growth rate that is unrealistic and unsupported by reasonable evidence. The present population of Pilot Rock is 1,750 (comprehensive plan, p. VIII-18). The East Central Oregon Association of Counties 1977 "Preliminary Population Forecast" for Pilot Rock in 1995 is 2,150-2,200 (p. VIII-19). This population projection roughly extrapolates Pilot Rock's current 3.4% share of the present Umatilla County population to a proportionate share of the¹ projected 1995 population (p. VIII-19, Table 15).

To the contrary, the Pilot Rock Comprehensive Plan states:

"The Pilot Rock City Council and Planning Commission have decided to encourage economic development and population growth. If 10% of new county residents decide to live in Pilot Rock between 1978 and 1995, then based on county projections 3,285 to 4,145 people would

¹The design capacity of the present sewer system will serve 2500 people (p. III-4).

Henry R. Richmond
Executive Director

Mr. W. J. Kvarsten, Director
May 4, 1979
Page Two

live in Pilot Rock in 1995. Whether or not this projection is realistic depends on a number of factors including land availability and the desirability of Pilot Rock for industrial development. (P. VIII-18)

The comprehensive plan offers no substantial factual support for Pilot Rock's presumed increased share of Umatilla County's population. There is no suggestion that the "10%" figure has been coordinated with the county planning staff or with other municipalities. In fact, several Umatilla County cities are contending in their comprehensive plans that their proportionate shares of the county's population will drastically increase (e.g., see City of Echo Comprehensive Plan, p. VIII-18).

No city, however, is voluntarily assuming a reduction in its share of future county growth. Furthermore, Umatilla County has failed to discharge its responsibilities as the coordinating body by attempting to allocate projected population growth among the cities -- in approving the comprehensive plans for the cities of Pilot Rock, Echo, and Umatilla, Umatilla County has not relied upon the projections and allocations described in the East Central Oregon Association of Counties 1977 "Preliminary Population Forecast". Coordination of these plans is essential to prevent a series of unnecessarily large UGBs that will promote sprawled residential development on agricultural lands in Umatilla County. (Predominantly Class III soil, p. VII-16, Soils Map)

This inflated population projection for Pilot Rock is unwarranted and little more than an excuse upon which to base an unduly expansive UGB. Pilot Rock relies on this supposed population growth to claim that 464-728 additional acres will be needed for residential use in 1995 (p. IX-1). The UGB is drawn in accordance with these inflated vacant land needs.

The minutes of a discussion between Henry Markus, Principal Comprehensive Planner for the East Central Oregon Association of Counties, and the Umatilla County Planning Commission (County Review of Comprehensive Plan and Technical Report, August 9, 1978) offer an apparent rationale for the large UGB:

Mr. W. J. Kvarsten, Director
May 4, 1979
Page Three

"(Pilot Rock) should plan for maximum reasonable growth that can be expected. A small Urban Growth Boundary would present problems...in that Pilot Rock has no planning staff.

"Commissioner Harstad asked Markus if the annexation process would solve most problems the City would have if they adopted a considerably smaller Urban Growth Boundary. Markus responded, stating that first the Urban Growth Boundary would have to be amended and elaborated on what a long, tedious process that would be followed."
(p. IX-4,5)

This rationale of administrative expedience is no justification for the unduly large UGB. The "long, tedious process" which the minutes report Mr. Markus to have described is, of course, the demonstration that there is a need for the land to be included within the UGB. Meeting this requirement of Goal 14 is "tedious" only when the evidence to support it is lacking. The Pilot Rock UGB is unjustifiably expansive and, therefore, in violation of LCDC Goal 14 (Urbanization).

2. Excess Agricultural Land Is Unnecessarily Included Within the UGB

There are three zoning designations within the UGB:

- a. General Residential (R-1): permits outright: single family dwellings, mobile homes, and two-family dwellings on corner lots; conditional uses: two-family dwelling, multifamily dwelling, mobile home park, public or semi-public use; 6,000 sq. ft. minimum lots [Ordinance No. 318, § 3.10].
- b. Limited Residential (R-2): permits outright: single family dwellings; conditional uses; two-family dwelling, multifamily dwelling, public

Mr. W. J. Kvarsten, Director
May 4, 1979
Page Four

or semi-public use; 7,500 sq. ft. minimum lots. [Ordinance No. 318, § 3.20]

- c. Farm Residential (R-3): permits outright: single family dwellings and mobile homes, allows farming; conditional use: public or semi-public use; one-acre minimum lots. [Ordinance No. 318, § 3.30]. (p. VI-5, 6, 7)

Approximately one-half of the residential land within the UGB is zoned R-3 -- one-acre minimum lot size. If outside the UGB, this land (predominantly Class III soil, p. VII-16, Soils Map) would be zoned for exclusive farm use, F-1. The apparent rationale for including this agricultural land within the UGB is:

"To establish low density residential areas within the UGB rather than rural residential areas adjacent to, but outside the UGB."
.. [Ordinance No. 320, § 5, I.8.] (p. V-6)

This justification is dubious and in contradiction to LCDC Goal 2 (Land Use Planning), Goal 3 (Agricultural Lands), and Goal 14 (Urbanization). By permitting single family residential development on one-acre lots, Pilot Rock's plan allows land to be taken out of agricultural production regardless of whether the land is inside or outside the UGB. This agricultural land should be protected for agricultural production by appropriate EFU zoning and exclusion from the UGB. Its inclusion within the UGB should only be permitted to the extent that land is needed to meet reasonable residential needs based on realistic population projections. In any case, residential development should be more efficient than permitted by one-acre lot zoning so as to decrease the amount of land taken out of agricultural production.

The comprehensive plan attempts to meet these concerns with a policy "to retain land within the urban growth area presently zoned for Exclusive Farm Use for farming until rezoning is requested." [Ordinance No. 320, § 5, C.4.] (p. V-3) This policy is totally ineffectual since the comprehensive plan allows the landowner, at his whim, to request that EFU land within the UGB be rezoned to "R-3, Farm Residential." The residential development permitted by this rezoning may substantially interfere with farming operations that remain under EFU zoning within the UGB. Additionally, by permitting landowners to be rezoned upon request, the likely result will be scattered, uncoordinated, and inefficient development. Land that is presently zoned EFU and not shown to be legitimately needed, should be retained in EFU zoning outside the UGB.

3. Pilot Rock Fails to Permit Lower Cost Multifamily Residential Development

Goal 10 (Housing) requires each municipality to encourage the availability of "affordable" housing and "allow for flexibility of housing location, type and density." Furthermore, the municipality must identify and quantify the need (or lack) for multifamily dwellings.

In denying the City of St. Helens' request for acknowledgment of its comprehensive plan and zoning ordinances, LCDC held that Goal 10 requires that lower cost multifamily dwellings must be outright permitted uses in at least some zoning areas. This requirement is now being refined by LCDC in the draft "Clarification of St. Helens Housing Policy". In short, the draft "clarification" is that Goal 10 can be met by limiting multifamily dwelling to conditional use status if the conditions are approval standards that are "...clear and objective; 2) ...reasonable in terms of their cost impact; and 3) ...not have the cumulative impact of discouraging a needed housing type." Where the conditional use approval standards are "discretionary and dependent upon vague criteria," Goal 10 will be violated.

The Pilot Rock comprehensive plan does little to identify and quantify the need for multifamily housing (p. IX-1). The zoning ordinances only permit multifamily dwellings as conditional uses in the R-1 and R-2 zones (p. VI-5, 6) subject to extremely discretionary standards. [Ordinance No. 318 § 5.10-5.20] (p. VI-12, 13).

The set of approval criteria are wholly discretionary and encompass broad and generalized standards. These provisions will give the City Council virtually unreviewable discretion to deny permits for multifamily dwellings based on the objections of neighbors who simply dislike such residential uses. Pilot Rock's applicable approval criteria must be far more precise in order to satisfy the St. Helens standard for Goal 10.

* * *

In summary, 1000 Friends objects to acknowledgment of compliance of the Pilot Rock Comprehensive Plan for the following reasons:

1. The UGB is excessively expansive. (Goal 14 violation)
2. Low-density residential development is permitted on agricultural land that should be protected by EFU zoning. (Goals 2, 3 and 14 violation)

Mr. W. J. Kvarsten, Director
May 4, 1979
Page Six

3. Lower cost multifamily dwellings are not "available" in any zoning area. (Goal 10 violation)

Respectfully submitted,

HL/RES

Howard Learner
Legal Intern

Robert Stacey

Robert E. Stacey, Jr.
Staff Attorney

HL:ms

MAY 7 1979

OREGON BUSINESS PLANNING COUNCIL

CP

1178 CHEMEKETA, N.E.

SALEM, OREGON 97301

PHONE (503) 370-8112

STAFF:
KATHERINE KEENE
Planning Director

May 7, 1979

DAVID S. HILL
Natural Resources
Director

Mr. Wes Kvarsten, Director
Department of Land Conservation
and Development
1175 Court N. E.
Salem, Oregon 97310

ATTENTION: Claire Puchy

Dear Mr. Kvarsten:

The Oregon Business Planning Council has reviewed the Comprehensive Land Use Plan and implementing ordinances for the city of Pilot Rock. We have reviewed the documents in terms of the city's current and projected population, location, and potential for growth. We have found the documents to be good for an initial planning effort.

BACKGROUND DATA

There is no inventory of mineral and aggregate resources. A Department of Geology and Mineral Industries publication is referenced, but there is no indication if any aggregate resources are located in the city or urban growth area. This may violate Goal 5.

There is no mention of the history of flooding in the "Natural Environment" section. What is the recurrence interval for floods in Pilot Rock? This omission may violate Goal 7.

PLAN GOALS AND POLICIES

- A. Citizen Involvement. See below.
- B. Land Use Planning. See below.
- C. Agricultural Lands

The plan goal and policies conflict. The goal says to "preserve and maintain," but the policies say "to identify," and "to encourage ... development." The Comp Plan Map designates no agricultural uses within the city limits or urban growth boundary. The goal as written, apparently does not apply to lands within the city or UGB.

The conflicting nature of the goal and policy statements may be in violation of Goal 1 and 2. The plan is not understandable when internal conflicts exist.

D. Open Spaces, Scenic and Historic Areas, and Natural Resources.

The goal and policies conflict. The goal says to "conserve" whereas several of the policies say to "preserve." Definition of the words as contained in the Goals and Guidelines indicate there is a substantial difference between the two terms.

Policy 3 has two different ideas expressed. The first deals with city budget matters in acquiring open space. The second deals with encouraging open space in private developments. The second idea may not be justified. The city has designated many acres for permanent open space. Currently, 9.5% of the city's land is Public and Semi-Public, Table 12, p. VIII-14. Table 17, p. IX-3 shows that 302 acres or 18.1% will be permanent open space in the future.

E. Air, Water and Land Resources Quality.

Policy 1 commits the city to a function that is a D. E. Q. function.

F. Areas Subject to Natural Disasters and Hazards.

The Plan Goal is "To protect life and property from natural disasters and hazards," yet the Plan Map shows commercial and residential designations in flood prone areas, especially downtown. Policy 2 goes on by saying, "To limit the use of land in the floodplain ... to open space, recreation"

The flood hazard is very difficult to deal with in the Plan because the downtown area is in a flood hazard area. The dilemma involves suffering a flood sooner or later or addressing the question of moving the downtown area to another part of town. There are potential violations of LCDC Goals, but they must be balanced against the magnitude of the flood threat and cost of relocating a major portion of the community.

G. Recreational Needs.

Policy 5. This policy is not in consonance with Goal D, Policy 3. Policy 3 says the city will acquire suitable land

for open space using public funds and that the city will encourage provision for open space in private developments (emphasis added). Goal G, Policy 5 requires the dedication of park land or a fee in lieu of (emphasis added). What is the city's policy: To encourage or to require? The former is much different than the latter. Again, internal plan inconsistencies reduce the effectiveness of the plan document and may violate statewide goals.

The City (pop. 1,750) currently has a 1 acre park next to the elementary school. Table 12, p. VIII - 14 shows the city has 31.3 acres (9.5%) of public and semi-public land 28.4 acres (8.7%) of agricultural land and 43.6 acres (13.3%) of vacant land. Furthermore, Table 17, p. IX-3, indicates that future land use within the UGB will have 302 acres (18.1%) of permanent open space. Goal D. Policy 3 says that public funds will be used to acquire open space.

There does not seem to be adequate justification for requiring developers to dedicate land to the city for parks, given the city's policy of acquiring land for parks and the 302 acres of permanent open space.

H. Economic Development

Policy 2 refers to "non-polluting" when the city's intent is probably "low polluting."

I. Housing

Policy 6. This policy commits the city to "locate high density residential development near the central business district." The central business district is in the flood-plain, thus, implementation of Policy 6 may be difficult. Another problem is there is no multi-family zone. High density residential is allowed only as a conditional use in the General Residential, R-1 and Limited Residential, R-2 zones. There is no analysis of future needs for multi-family areas. There may be violations of goals 7 and 10 which will need to be reconciled.

J. Public Facilities and Services.

The goal and policies indicate the desires of the community.

but are not tied to the population estimates (3,200 - 4,100 in 1995). The capacity of the sewer system is 2,500 and the water system 2,300 people. The expected growth will exceed the capacity of the sewer and water systems during the planning period.

Knowing that the sewer and water systems must be expanded in the planning period, the plan should address the situation. The Comp Plan Map shows potential water tank storage sites. This is partially tied to Policy 12 which says "to identify approximate locations of future streets, water tank sites and other public facilities."

ZONING ORDINANCE

Multi-family uses are not a permitted use in any zone. Conditional uses can be granted for multi-family, but it may be difficult to get approval. There are several undefined conditions that must be met prior to receiving an approval for a conditional use. For example, Article 5, Conditional Uses, 5.10, Authorization. 2, says:

Taking into account location, size, design, and operating characteristics, the use will have minimal adverse impact on the (a) livability, (b) value, and (c) appropriate development of the abutting properties and the surrounding area compared to the impact of development that is permitted outright.

Subparagraphs (a) and (b) are not defined, nor are there standards established for them. Subparagraph (c) is not understandable, but seemingly it requires an analysis and a comparison which could only be adequately addressed in a lengthy research project.

This appears to be a violation of Goal 10.

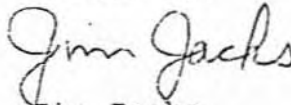
In summary, the plan for Pilot Rock is a good document for the city's first plan. However, compliance with the Statewide Goals may require more than is contained in the Plan. There are many internal inconsistencies that mask the city's desires. The flood hazard as it relates to the downtown may take several years to adequately reconcile.

Wes Kvarsten
May 7, 1979

City of Pilot Rock
Page 5

Before the plan becomes a truly workable document that provides effective guidance for municipal decision makers, it needs additional refinements. These may be made as a condition to compliance or during plan maintenance after compliance. Thank you for the opportunity to comment.

Sincerely,

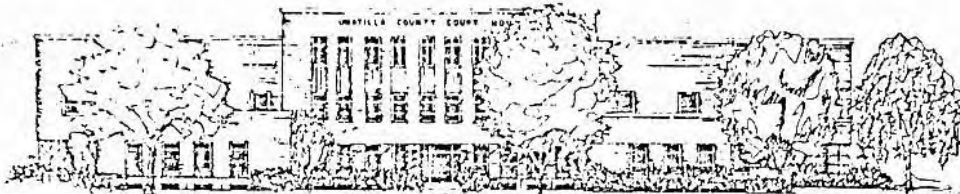


Jim Jacks,
Associate Planning Director

JJ:paw

cc: City of Pilot Rock
Jim Kennedy
ECOAC

UMATILLA COUNTY BOARD OF COMMISSIONERS



COMMISSIONERS

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A. L. "Bud" Draper
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DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

May 9, 1979

MAY 17 1979

SALEM

Mr. Wes Kvarsten, Director
Land Conservation and Development Commission
1175 Court Street, N.E.
Salem, Oregon 97310

Dear Mr. Kvarsten:

We are writing in response to your notice that the Cities of Echo, Pilot Rock, and Ukiah have requested acknowledgement of their comprehensive plans.

The County has, of course, reviewed and accepted the cities' plans and is satisfied that state-wide goals have been complied with in a manner acceptable and suitable to the cities.

At our hearings, the urban growth boundaries of the cities received special consideration because of citizen questions. However, the County accepted the cities' urban growth boundaries since the cities justified them by recognizing citizen concerns. The City of Echo especially is to be commended for holding several special meetings with property owners after city adoption to assure that all citizen concerns were answered.

In light of the above, the Board would encourage LCDC to acknowledge the Comprehensive plans of Echo, Pilot Rock, and Ukiah.

Respectfully submitted,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. Starrett

F. K. Starrett, Chairman

A. L. Draper

A. L. Draper

Ford Robertson

Ford Robertson

BCC:mv

cc: Mr. Jim Kennedy
Ms. Jeri Cohen
Cities of Echo, Pilot Rock,
& Ukiah
Mr. Henry Markus

Henry S. Markus
5025 SW Corbett Ave. #15
Portland, Oregon 97201
227-4804 (home)
248-4545 (day, message)

October 1, 1979

Pilot Rock City Council
P.O. Box 130
Pilot Rock, Oregon 97868

Subject: Review of DLCD Staff Report on Pilot Rock Plan

Dear Members of the Council:

I have reviewed the DLCD staff report (dated 9-27-79) on Pilot Rock's request for acknowledgement of compliance. Assuming that LCDC agrees with the staff report, the only problem to be resolved is a misunderstanding about the new zoning map. (See last two paragraphs of page 6 of the staff report.)

Pilot Rock needs 336 acres of low density residential land (page IX-2 of the amended plan technical report). The zoning map does not show 336 acres of farm residential. Therefor, according to the DLCD staff, either the zoning map or the needs table is incorrect.

The problem as I see it is that the DLCD staff have failed to interpret the zoning map in terms of the text of the zoning ordinance and the urban growth area joint management agreement.

Please consider that:

1. Any land outside the city limits and presently zoned EFU by Umatilla County is not affected by Pilot Rock's zoning map.
2. If a property owner requests a zone change from EFU to residential consistent with the comprehensive plan for the area and the property is outside city limits, he must establish need and the county may rezone to a "lesser density or intensity of use" (page 3, III.C. 4.b., UGAJMA).

If the need for additional small lots cannot be established, but the need for large lots (one acre for example) could, then Umatilla County would only allow large lot zoning.

3. If EFU land is annexed into the city, it would automatically be zoned in accordance with the city's zoning map; however, the 6000/7500 square foot minimums are minimums no maximum lot size has been established, therefore one acre lots are allowed outright.

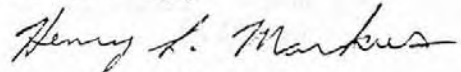
Pilot Rock City Council
October 1, 1979

page two

The City of Pilot Rock has enough land within the UGB to allow for 336 acres of low density residential development. It is not necessary to freeze the land by allowing only one acre lots. Based on the above information, I conclude that there is no actual problem.

The LCDC agenda item on Pilot Rock is set for October 11, 1979. I plan to be there. If I can be of any assistance to you prior to Oct. 11th, please contact me.

Sincerely,



Henry S. Markus

Consultant to the
City of Pilot Rock
and to ECOAC

cc: Umatilla County Planning Department
Wayne Schwandt, ECOAC
Jeri Cohen, Coordinator
Jim Kennedy, DLCD
Clare Puchy, DLCD

MAY 17 1979

SALEM

REQUEST FOR ACKNOWLEDGEMENT OF COMPLIANCE
LOCAL COORDINATION BODY RECOMMENDATION
CITY OF PILOT ROCK

Summary of Local Coordination Body Recommendations

The Umatilla County Board of Commissioners recommends that the City of Pilot Rock Comprehensive Plan be acknowledged as being in compliance with The Oregon Statewide Planning Goals.

Background

I. Important Dates

May, 1976	Community Attitude Survey Circulated
January, 1977	Tabulated Community Attitude Survey mailed to city residents
July 25, 1977	Draft Plan Goals and objectives mailed to city residents
August 10, 1977	City Council/ Planning Commission public hearing
November 28, 1977	Draft Plan mailed to city residents and affected governmental units
December 16, 1977	Draft Plan mailed to urban growth area residents
December 21, 1977	City Council/Planning Commission public hearing on Draft Plan
January 10, 1978	Umatilla County Planning Commission review of Draft Plan
February 8, 1978	City Council/Planning Commission public hearing on suggested amendments to Draft Plan
May 1, 1978	Revised Draft Plan mailed to city residents and affected governmental units

June 14, 1978	City Council/Planning Commission hearing on Comprehensive Plan Ordinance; Zoning, Subdivision, and Mobile Home Park Ordinances; Technical Report; Joint Management Agreement
July 19, 1978	
August 9, 1978	
August 9, 1978	Umatilla County Planning Commission workshop on Draft Plan and Technical Report
August 16, 1978	Umatilla County Board of Commissioners workshop on Draft Plan and Technical Report
October 11, 1978	City Council, Planning Commission public hearing on Comprehensive Plan Ordinance; Zoning Subdivision, and Mobile Home Park Ordinances; Technical Report; Joint Management Agreement
November 11, 1979	City Council adoption of Subdivision and Mobile Home Park Ordinances
November 25, 1978	City Council adoption of Comprehensive Plan and Zoning Ordinance
December 20, 1978	Umatilla County Planning Commission Review of Adopted Comprehensive Plan and Joint Management Agreement
January 22, 1979	Notice of February 14, Board of Commissioners hearing mailed to urban growth area residents
February 14, 1979	Umatilla County Board of Commissioners Review of Adopted Comprehensive Plan and adoption of Joint Management Agreement
March 7, 1979	Umatilla County Board of Commissioner adoption of Comprehensive Plan for urban growth area

II. Discussion

The soils surrounding the City of Pilot Rock are predominantly Classes III and IV which are currently being used for pasture and the production of various crops. Consequently, productive agricultural land was included within the City's urban growth boundary (UGB).

Recognizing the importance of agricultural land, the citizens of Pilot Rock have adopted a policy which protects EFU zoned farm land within the UGB until it is needed for urban development. In addition, this policy has been implemented in a City/County Joint Management Agreement.

The Pilot Rock UGB might appear rather optimistic when the City's past growth patterns are considered. Its location seems to be well reasoned when the various factors discussed below are examined.

First, the Umatilla County Board of Commissioners has expressed a desire to expand the county's commercial and industrial base. It is felt that the provision of numerous appropriate sites throughout the county would encourage this expansion. One such area north of Pilot Rock was included within the UGB based on the City's potential ability to serve it as well as existing transportation facilities. In addition, the City is actively working with the Port of Umatilla, East Central Oregon Association of Counties, and Department of Economic Development to support and encourage the development of an industrial park at this location.

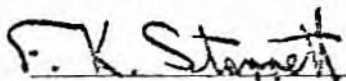
Second, a small number of persons own the majority of land within the Pilot Rock UGB. In order to accommodate projected growth and diverse attitudes toward such growth, UGB's must be large enough to provide flexibility. A small UGB which encompasses few property owners who choose not to develop their land would preclude growth.

Third, if Pilot Rock is successful in attracting new industries to the community, the city will experience a higher rate of growth than in the recent past. The amount of growth will be determined by an enlarged work force, land availability, and consumer preference. The city has developed a Comprehensive Plan which attempts to provide sufficient available land to accommodate increased growth.

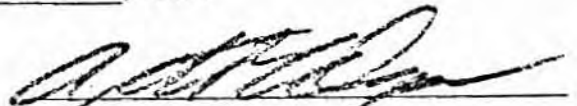
Finally, the City of Pilot Rock does not employ any full time planning staff. During the time that a professional planner has been available to them, city residents have been actively engaged in long term planning. Such planning included the adoption of a large UGB to eliminate the need for piecemeal amendments at a time when professional staff would be unavailable.

In conclusion, we of the Umatilla County Board of Commissioners believe the City of Pilot Rock Comprehensive Plan is in compliance with the Oregon Statewide Planning Goals and should be so acknowledged by the Land Conservation and Development Commission.

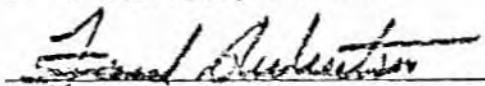
Dated this 15 day of MAY, 1979



F. K. Starrett, Chairman



A. L. Draper, Commissioner



Ford Robertson, Commissioner

ATTACHMENT B

LAND CONSERVATION AND DEVELOPMENT COMMISSION
ACKNOWLEDGMENT OF COMPLIANCE

Response to Denial Order of June 13, 1979

City of Pilot Rock

DATE RECEIVED: August 8, 1979 DATE OF COMMISSION ACTION: October 11, 1979

I. REQUEST: Acknowledgment of Compliance with the Statewide Planning Goals for the comprehensive plan and implementing measures.

II. SUMMARY OF RECOMMENDATIONS:

A. Staff:

Recommends the Commission acknowledge the City of Pilot Rock's comprehensive plan and implementing measures to be in compliance with the Statewide Planning Goals.

B. Local Coordination Body:

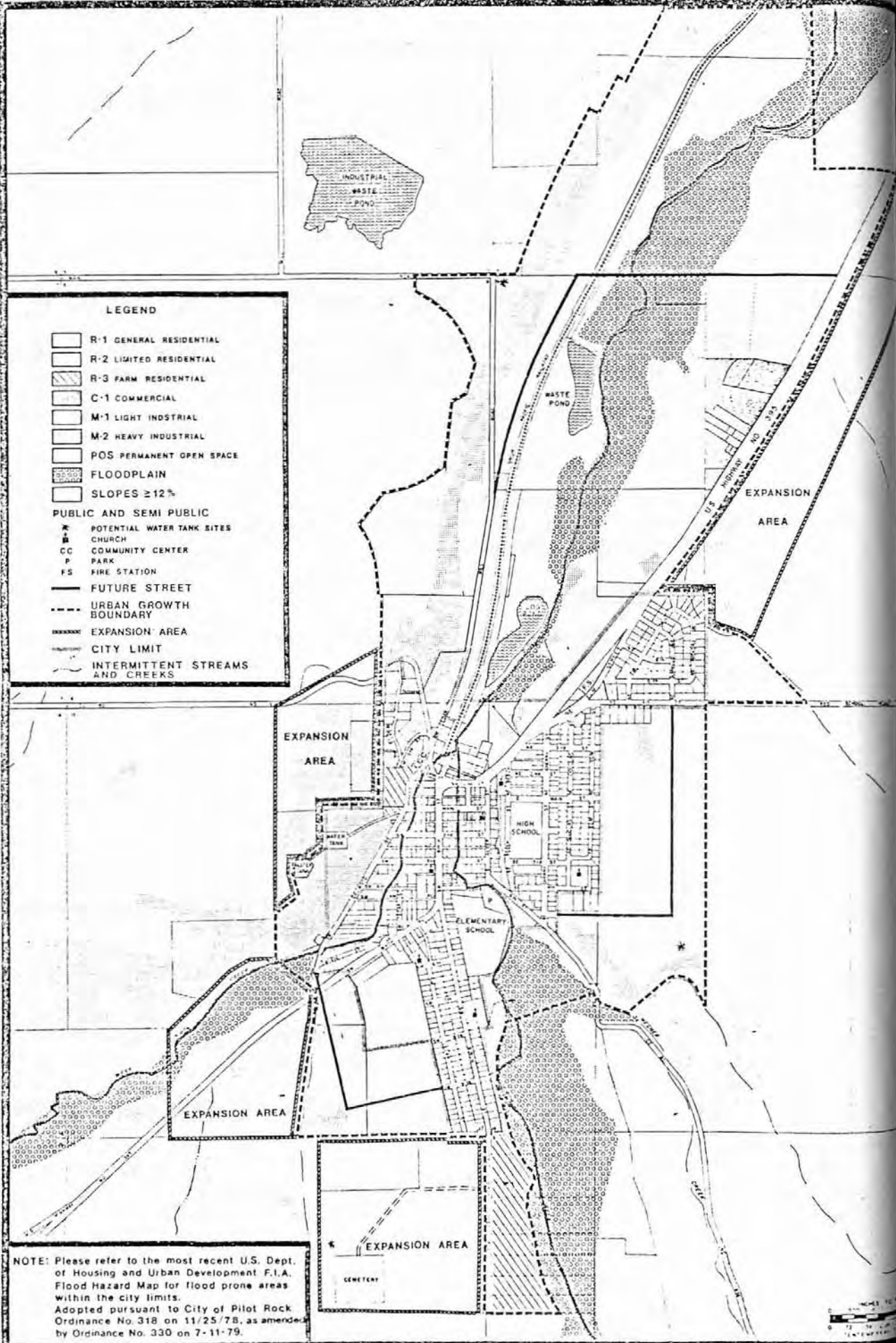
Recommends the Commission acknowledge the City of Pilot Rock's comprehensive plan and implementing measures to be in compliance with the Statewide Planning Goals.

FIELD REPRESENTATIVE: Jim Kennedy
Phone: 963-2918

COORDINATOR: Jeri Cohen
Phone: 276-6732

LEAD REVIEWER: Claire Puchy
Phone: 378-5455

Date of Report: September 27, 1979



ZONING MAP (AS AMENDED) CITY OF PILOT ROCK, OREGON

III. BACKGROUND

On June 7, 1979 the Commission considered the City of Pilot Rock's request for acknowledgment. The Commission denied the request and granted the City a planning extension to September 15, 1979 to allow the City time to make necessary plan and implementing measures amendments to bring them into compliance with Goals 10 (Housing) and 14 (Urbanization).

On August 8, 1979 the City of Pilot Rock submitted Ordinance No. 329 (adopted July 11, 1979) amending the comprehensive plan, and Ordinance No. 330 (adopted July 11, 1979) amending the Zoning Ordinance. Umatilla County amended its comprehensive plan (Ordinance No. 79-21) to include Pilot Rock's amendments on August 3, 1979.

IV. FINDINGS:

A. Previously Approved Goals:

On June 7, 1979 the Commission found the City of Pilot Rock's plan and implementing measures to be in compliance with Statewide Planning Goals 1, 2, 5, 6, 7, 8, 9, 11, 12 and 13. The ordinances submitted by the City on August 8, 1979 do not conflict with that action and the City's plan and implementing measures remain in compliance with those Goals. Goals 3, 4 and 15-19 are not applicable to Pilot Rock.

B. Required Plan and Implementing Measures Revisions:

1. Housing: (Goal 10)

Requirement:

Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance or

Allow multifamily units or other low-cost housing types outright in at least one zone which contains sufficient buildable lands to accommodate identified needs.

City Response:

The City of Pilot Rock has amended Article 5 of its Zoning Ordinance (Ordinance No. 330). The conditional use approval standards are now as follows:

- "1. The use will be consistent with the comprehensive plan, the zoning ordinance and other applicable policies of the City.
2. Taking into account location, size, design and operating characteristics, the use shall not unreasonably interfere with continuation of existing uses or uses allowed outright on abutting properties.
3. The use will not have a significant adverse impact on public facilities including but not limited to streets, sewer and water facilities, such as the traffic generated by the use surpassing the capacity of the street serving the use.
4. The design will preserve environmental assets such as trees, watercourses, historic and archaeological sites and similar irreplaceable assets of particular interest to the community."

The Zoning Ordinance has also been amended to allow multifamily dwellings outright in the General Residential (R-1) zone.

Amendments to the comprehensive plan (Ordinance No. 329) indicate the need for 28 acres of high density residential land (12 units per acre). The Department has compared the City's Zoning Map with the Existing Land Use Map and has estimated there are approximately 20 to 30 acres in the R-1 zone which are buildable.

Plan amendments indicate that the R-1 zone, together with the R-2 zone (in which multifamily and two family dwellings are allowed conditionally), contain about 560 acres. This acreage does not include any flood plain areas or land having slopes of 12 percent or more.

Requirement:

Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed.

City Response:

The plan originally submitted by the City used a 40-40-20 percent of population split in calculating residential land needs.

Pilot Rock has amended its plan (Ordinance No. 329) to include the following table regarding residential land needs:

Density (DU/AC)	Share	People	People/Acre	Acres
Low (1)	20%	829	2.47	336
Medium (4)	60%	2487	9.98	252
High (12)	20%	829	29.64	28
Total	100%	4145	n/a	616

The City has offered the following in support of the 20-60-20 percent split for low, medium and high density development:

"The present urban/rural population shares in Umatilla County are 69/31. Relative to the present 31% rural share, Pilot Rock will assume that about 20% of new residents will choose to live in a low density residential area within the urban growth boundary rather than in a rural residential area outside the boundary. The difference between 31% and 20% is 11%; these new residents would live outside the boundary in EFU or rural residential areas.

Multiple family dwellings have had a 35% share in Umatilla County in recent years. Discounting existing residents and assuming a population of about 4,145 people, Pilot Rock will assume that about 20% of the residents (35% of new) will live in multiple family housing or mobile home parks.

The remaining 60% of existing and new residents will live in single family homes or mobile homes on individual lots."

Requirement:

Amend the plan to include a determination of the number of units needed by housing type.

City Response:

The plan originally submitted by the City projected a need for 464 to 728 acres of residential land by 1995.

The comprehensive plan has been amended (Ordinance No. 329) to indicate an overall need of 495 to 616 acres of residential land through the year 1995. The City has not determined the number of units needed by housing type, but rather by density. Based on plan amendments, the Department has calculated the City will need the following:

Density (DU/AC)	Acres Needed	Units Needed
Low (1)	336	336
Medium (4)	252	1008
High (12)	28	336
Total	616	1680

The above figures correspond to the City's high population projection.

In response to compliance requirements for Goal 14, Pilot Rock has removed 371 acres of land from the UGB, all of which had been zoned R-3 (Farm Residential) (low density). The Department has estimated from the amended zoning map that less than 50 acres of R-3 land now remain in the UGB.

Conclusion: The City of Pilot Rock complies with Goal 10.

Pilot Rock has removed some of the unclear and discretionary conditional use approval standards from its Zoning Ordinance and replaced them with clearer, more objective standards. However, standards 2 and 3 are still somewhat unclear and discretionary (i.e., use of terms such as "unreasonably interfere" and "significant adverse impact").

The City has also amended its zoning ordinance to allow multi-family dwellings outright in the R-1 zone. Although the exact number of buildable acres in that zone is not known, the Department has estimated that it contains close to 28 acres needed for high density development.

Pilot Rock has offered an explanation for the percent of population at various densities used in calculating residential acres needed. The 20-60-20 percent split appears reasonable and generally reflective of trends in the County as well as broad housing needs identified in the plan.

Pilot Rock has not determined the number of housing units needed by type, but rather by density. This is the same approach taken in the City's original plan. The Department believes this approach is valid in this case for a number of reasons. As indicated in the Commission's June 7, 1979 findings, it can be assumed that one unit per acre and four units per acre densities will provide predominantly single family housing (single family and individual mobile homes), and that 12 units per acre densities will provide predominantly multifamily housing (multifamily and mobile home park units). Based on these assumptions, the City will need 1,344 single family and individual mobile homes and 336 multifamily and mobile home park units. Overall, the City will need 495 to 616 acres of residential land; 563 acres have been designated as such and can accommodate 1,344 single family and 336 multifamily units.

The City has amended its UGB, however, removing 371 acres. All of the land removed from the UGB had been zoned R-3 (Farm Residential). The minimum lot size in this zone is one acre. The Department has estimated from the amended zoning map that less than 50 acres of R-3 land now remain in the UGB. However, the City has identified the need for 336 acres of low density (one acre minimum) residential land.

On September 25, 1979, the City Manager of Pilot Rock informed the Department that the 336 and 252 acre figures in the housing needs table (for low and medium density development, respectively) were in error, and that the amended zoning map could, in fact, accommodate the actual housing needs. The City Manager also indicated a corrected housing needs table would be submitted to the Department by the October 1979 Commission meeting.

On October 9, 1979, the City Manager informed the Department that, in fact, the table was not in error and endorsed a letter from the former planning consultant to the City (dated October 1, 1979 and received by the Department on October 3, 1979). A copy of the letter is attached.

Pilot Rock has demonstrated it has sufficient land within its UGB to accommodate its projected 1995 population. It is the Department's understanding that the City's need for 336 acres of one-acre minimum lots can be met on land currently zoned for medium-density residential use and that there is no immediate need for expansion of the UGB in order to meet this need. Plan policies require low-density subdivisions on septic systems be laid out so that they can be resubdivided to urban densities and serviced.

Suggestion for Plan and Implementing Measures Improvement

Eliminate unclear and discretionary language from conditional use approval standards 2 and 3 in Article 5 of the Zoning Ordinance.

2. Urbanization: (Goal 14)

Requirement:

Either provide the findings based upon factors 1 and 2 of Goal 14 which justify the designation of an additional 180 to 444 acres of residential land beyond the projected need of 464 to 726 acres; or

Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more than the acreage needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly factor 6 (retention of agricultural land).

City Response: " "

The City has chosen the second option above.

The plan originally submitted by the City projected a need for 464 to 728 acres of residential land by 1995.

Pilot Rock has amended its plan (Ordinance No. 329) and Zoning Ordinance (Ordinance No. 330) to reflect amendments to its UGB. Specifically, 371 acres of residentially zoned land have been removed from the UGB. There are now 537 acres of residential land. The projected need (as amended) is 495 to 616 acres, based

REQUEST FOR ACKNOWLEDGEMENT OF COMPLIANCE

LOCAL COORDINATION BODY RECOMMENDATION

City of Pilot Rock

SEPA
LAND USE
PLANNING
COMMISSION
MAY 1 1978
GALILEO

Summary of Local Coordination Body Recommendations

The Umatilla County Board of Commissioners recommends that the City of Pilot Rock Comprehensive Plan be acknowledged as being in compliance with the Oregon Statewide Planning Goals. The Umatilla County Board of Commissioners further recommends that the Umatilla County Comprehensive Plan for the area between the Pilot Rock city limits and urban growth boundary be acknowledged as being in compliance with the Oregon Statwide Planning Goals.

Background

I. Important Dates

May, 1976	Community Attitude Survey Circulated
January, 1977	Tabulated Community Attitude Survey mailed to city residents
July 25, 1977	Draft Plan Goals and objectives mailed to city residents
August 10, 1977	City Council/Planning Commission public hearing
November 28, 1977	Draft Plan mailed to city residents and affected governmental units
December 16, 1977	Draft Plan mailed to urban growth area residents
December 21, 1977	City Council/Planning Commission review of Draft Plan
January 10, 1978	Umatilla County Planning Commission review of Draft Plan
February 8, 1978	City Council/Planning Commission public hearing on suggested amendments to Draft Plan
May 1, 1978	Revised Draft Plan mailed to city residents and affected governmental units

June 14, 1978	City Council/Planning Commission hearing on Comprehensive Plan Ordinance; Zoning, Subdivision, and Mobile Home Park Ordinances; Technical Report; Joint Management Agreement
July 19, 1978	
August 9, 1978	
August 9, 1978	Umatilla County Planning Commission workshop on Draft Plan and Technical Report
August 16, 1978	Umatilla County Board of Commissioners workshop on Draft Plan and Technical Report
October 11, 1978	City Council, Planning Commission public hearing on Comprehensive Plan Ordinance; Zoning Subdivision, and Mobile Home Park Ordinances; Technical Report; Joint Management Agreement
November 11, 1979	City Council adoption of Subdivision and Mobile Home Park Ordinances
November 25, 1978	City Council adoption of Comprehensive Plan and Zoning Ordinance
December 20, 1978	Umatilla County Planning Commission Review of Adopted Comprehensive Plan and Joint Management Agreement
January 22, 1979	Notice of February 14, Board of Commissioners hearing mailed to urban growth area residents
February 14, 1979	Umatilla County Board of Commissioners Review of Adopted Comprehensive Plan and adoption of Joint Management Agreement
March 7, 1979	Umatilla County Board of Commissioners co-adoption of Comprehensive Plan
June 7, 1979	LCDC denial of acknowledgement
June 27, 1979	City Planning Commission consideration of proposed Comprehensive Plan amendments
July 11, 1979	City Council adoption by ordinance of Comprehensive Plan amendments
July 25, 1979	Umatilla County Planning Commission review of Comprehensive Plan amendments

August 1, 1979

Umatilla County Board of
Commissioners co-adoption of
Comprehensive Plan amendments

II. Discussion

The soils surrounding the City of Pilot Rock are predominantly Classes III and IV which are currently being used for pasture and the production of various crops. Consequently, productive agricultural land was included within the City's urban growth boundary (UGB).

Recognizing the importance of agricultural land, the citizens of Pilot Rock have adopted a policy which protects EFU zoned farm land within the UGB until it is needed for urban development. In addition, this policy has been implemented in a City/County Joint Management Agreement.

Subsequent to the June 7, 1979, denial of acknowledgement, the City of Pilot Rock excluded four residential areas from its growth area and designated them as expansion areas. These are as follows: the southern area west of East Birch Creek Road; the southwestern area between Birch Creek and an intermittent stream therefrom; the midwestern to the west of the city limits; and, area east of U.S. Highway 395 bounded by Red School Road and the city limits. It is felt that the present UGB is reasonable and supported by the following discussion.

First, the Umatilla County Board of Commissioners has expressed a desire to expand the county's commercial and industrial base. It is felt that the provision of numerous appropriate sites throughout the county would encourage this expansion. One such area north of Pilot Rock was included within the UGB based on the City's potential ability to serve it as well as existing transportation facilities. In addition, the City is actively working with the Port of Umatilla, East Central Oregon Association of Counties, and Department of Economic Development to support and encourage the development of an industrial park at this location.

Second, a small number of persons own the majority of land within the Pilot Rock UGB. In order to accommodate projected growth and diverse attitudes toward such growth, UGB's must be large enough to provide flexibility. A small UGB which encompasses few property owners who choose not to develop their land would preclude growth.

Third, if Pilot Rock is successful in attracting new industries to the community, the city will experience a higher rate of growth than in the recent past. The amount of growth will be determined by an enlarged work force, land availability, and consumer preference. The city has developed a Comprehensive Plan which attempts to provide sufficient available land to accommodate increased growth.

Finally, the City of Pilot Rock does not employ any full time planning staff. During the time that a professional planner has been available to the, city residents have been actively engaged in long term planning.

Such planning included the adoption of a large UGB to eliminate the need of piecemeal amendments at a time when professional staff would be unavailable.

In conclusion, we of the Umatilla County Board of Commissioners believe the City of Pilot Rock Comprehensive Plan and the Umatilla County Comprehensive Plan for the Pilot Rock Urban Growth Area are in compliance with the Oregon Statewide Planning Goals and should be so acknowledged by the Land Conservation and Development Commission.

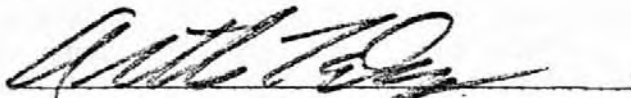
Dated this 5 day of Sept, 1979.



F.K. "Woody" Starrett, Chairman



Ford Robertson, Commissioner



A.L. "Bud" Draper, Commissioner

SEP 21 1979

Department of Economic Development

SALEM

921 S.W. WASHINGTON STREET, PORTLAND, OREGON 97205 PHONE (503) 229-5535

September 20, 1979

Mr. Wes Kvarsten
Director
Land Conservation and Development
1175 Court Street N.E.
Salem, Oregon 97310

Subject: Reconsideration
Pilot Rock Comprehensive Plan

Dear Wes:

Pilot Rock, Echo and Stanfield are not in the Willamette Valley. They are part of an economic area dependent on a natural resource base. They share unique circumstances. They are:

- historically dependent on agriculture and forestry for an economic base.
- attempting to diversify their economies to provide employment in secondary processing and manufacturing.
- experiencing unique problems, such as the capacity of ground water supply and need for interstate agreements to provide a future water source.
- managing unique opportunities, such as vast areas of irrigable land and the hydraulic capacity of the Columbia River.
- facing complex decisions about how to allocate those resources.

Growth in Umatilla County cannot necessarily be expected to follow trend projections, but will be the result of large individual private and public investments which cannot be predicted, and of interstate and national decisions which cannot be predicted or timed.

It could be said that while land is the scarce resource in the Willamette Valley, water supply and public and private investment capital are the scarce resources in Umatilla County.

Mr. Wes Kvarsten
September 20, 1979
Page 2

Management of Scarce Resources

Comprehensive planning must focus on management of scarce resources. Appropriately, Willamette Valley plans focus on contained urban growth boundaries, because agricultural land and existing urban centers with public facilities already available are the scarce resources. The plans of Umatilla County cities appropriately focus on diversification of the economy, creation of job opportunities and provision of costly public facilities. Acres of land are not their scarce resource. Your criteria of demonstrated need takes on different meaning in such an economy.

I believe that the Commission has found this focus evident in the Pilot Rock, Echo and Stanfield plans. Their interpretations of Goals 10, 14 and 9 reflect these different realities. As you consider their attempts to comply with LCDC Goals, we hope you keep those differences in mind.

Pilot Rock

Pilot Rock has decided to seek diversification, new industry and new jobs. They have demonstrated that trend population projections are not adequate for their planning purposes and have presented their projections using an economic modeling procedure based on labor force projections. The City realizes these projections may not "come true," but they feel responsible to plan within that context.

The City concludes (from recent trends) that if they continue to encourage development through appropriate planning and provision of services, the City should have a fair chance to attract the industry it seeks. They would then need the residential land they are planning for.

The Department recommends that you:

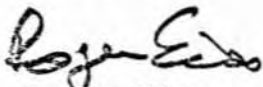
- accept their population parameters, ask them to monitor growth and focus their attention on providing for the growth they expect.
- accept their reduced UGB coupled with the Joint Management Agreement, expansion areas and land designations.
- compliment them on their method of keeping productive agricultural soils in EFU until such time as an alternative economic use is presented.

Mr. Wes Kvarsten
September 20, 1979
Page 3

- urge them to plan growth within the capacity of the public facilities they are willing to provide.
- urge a more detailed, timed, prioritized capital improvement program and budget. As outlined here on page 1, private and public investment capital, and programs, are their scarce resources.

The Department of Economic Development stands ready to assist the City and the County as they work to achieve their economic development goals.

Sincerely,



Roger Eiss
Deputy Director

RE/JR/gm

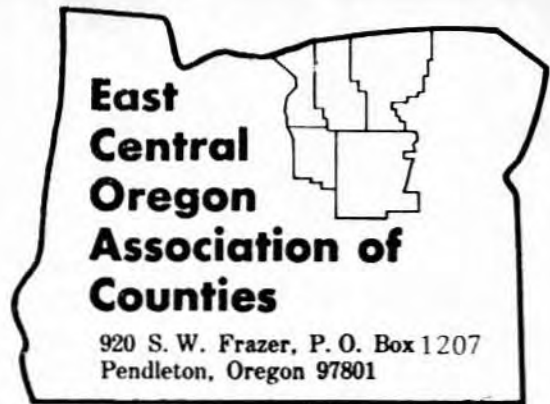
CHAIRMAN
Mayor Foster Odom

VICE CHAIRMAN
Judge D. O. Nelson

SECRETARY-TREASURER
Mayor Gordon Chapman

EXECUTIVE DIRECTOR
Wayne L. Schwandt

DOCUMENTS
LOCAL
*Pilot Rock
(1979 b)*



Phone (503) 276-6732

DEPARTMENT OF
LAND CONSERVATION

SALEM

August 6, 1979

W. J. Kvarsten, Director
Department of Land Conservation
and Development
1175 Court Street, Northeast
Salem, Oregon 97310

Subject: City of Pilot Rock 2nd Acknowledgement Request

Dear Mr. Kvarsten:

The City of Pilot Rock requests the LCDC to grant an Acknowledgement of Compliance. Six copies of the recent amendments to the plan, zoning ordinance, and technical report are enclosed. If possible, please place this matter on the Commission's September Agenda.

Sincerely,

Henry S. Markus
Principal Comprehensive Planner

HSM/mh

Enclosures

cc: City of Pilot Rock
Umatilla County

Amending the City of Pilot Rock Comprehensive Plan, Ordinance No. 320, as adopted on 11-25-78.

The City of Pilot Rock ordains as follows:

WHEREAS, the Oregon LCDC suggested revisions to the plan at their meeting on June 7, 1979, and

WHEREAS, farming is a suitable use for the land adjacent to the city sewage lagoons, and

WHEREAS, the phrase "non-polluting" as used in plan policy 5(H)(2) is subject to interpretation, and

WHEREAS, the Oregon Department of Economic Development has suggested that the City prepare an economic development strategy, and

WHEREAS, land should be designated for expansion of the urban growth area when necessary, and

WHEREAS, Ordinance No. 320 does not specify who may apply for plan amendments, and

WHEREAS, a public hearing was held by the Planning Commission on June 27, 1979, and

WHEREAS, the Planning Commission recommended adoption of the proposed amendments on July 2, 1979, and

WHEREAS, a public hearing was held by the City Council on July 11, 1979, and

WHEREAS, notice of the Planning Commission public hearing was published in the East Oregonian on June 18, 1979, and in the Pilot Rock News on June 21, 1979, and

WHEREAS, notice of the Planning Commission public hearing was mailed to affected land owners within the Pilot Rock urban growth area on June 14, 1979, and

WHEREAS, notice of the City Council public hearing was published in the East Oregonian on July 2, 1979, and in the Pilot Rock News on July 5, 1979, and

WHEREAS, notice of the City Council public hearing was mailed to affected land owners within the Pilot Rock urban growth area on June 29, 1979,

NOW, THEREFORE

Section 1. The Pilot Rock City Council hereby adopts the amendments to the City of Pilot Rock Comprehensive Plan text as given below:

"Section 2. Plan Technical Report...as provided in Section 7 8."

"Section 5(E). Air, Water and Land Resources Quality...3. To encourage Umatilla County to maintain exclusive farm use zoning in the area around the city sewage lagoons outside the urban growth boundary."

"Section 5(H). Economic Development...2. To encourage diversified, non-polluting industrial development in order to provide a stable job market for city residents... 7. To prepare an economic development strategy and work program."

"Section 5(M). Urbanization...7. To first consider land in designated expansion areas for inclusion within the urban growth boundary."

"SECTION 7. PLAN AMENDMENT APPLICATIONS

An amendment to the text of this ordinance or to the comprehensive plan map may be initiated by the City Council, City Planning Commission, an affected governmental unit, or by a property owner or resident of the City or urban growth area. An owner of property located within a designated expansion area may apply for amendment of the urban growth boundary. All applications for plan amendments shall be made on forms available from the City accompanied by a fee in an amount established by the City Council."

"Section 7 8. Plan Amendment"

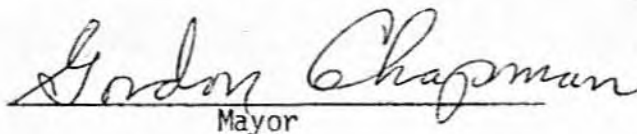
"Section 8 9. Severability"

Section 2. The Pilot Rock City Council hereby adopts the amendments to the Comprehensive Plan Map as follows and as shown on the attachment hereto:


The area east of U.S. Highway 395 north of town, the area west of East Birch Creek Road south of town, the area north and south of U.S. Highway 395 west of town, and the area north of the water tanks west of town are taken out of the urban growth boundary and designated as expansion areas.

Section 3. In as much as it is necessary for the health, peace and safety of the inhabitants of the City of Pilot Rock that this ordinance have immediate effect, an emergency is hereby declared to exist and this ordinance shall be in full force and effect immediately upon its passage by the City Council and approval by the Mayor.

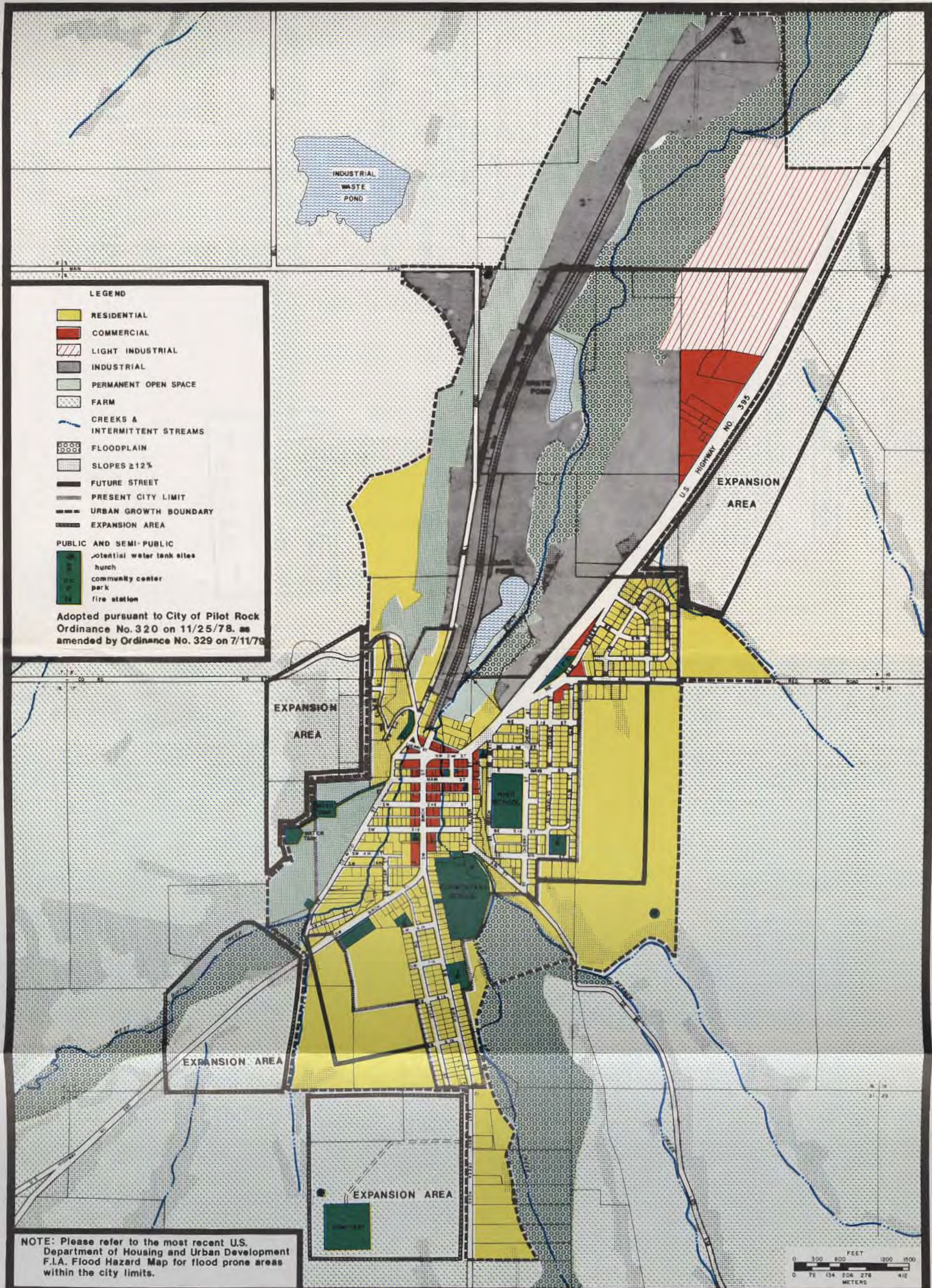
Passed by the Pilot Rock City Council on this 11th day of July, 1979.


Mayor

Attest:


City Recorder

cc: Umatilla County Board of Commissioners
Land Conservation and Development Commission



- LEGEND**
- RESIDENTIAL
 - COMMERCIAL
 - LIGHT INDUSTRIAL
 - INDUSTRIAL
 - PERMANENT OPEN SPACE
 - FARM
 - CREEKS & INTERMITTENT STREAMS
 - FLOODPLAIN
 - SLOPES ≥ 12%
 - FUTURE STREET
 - PRESENT CITY LIMIT
 - URBAN GROWTH BOUNDARY
 - EXPANSION AREA
- PUBLIC AND SEMI-PUBLIC**
- potential water tank sites
 - church
 - community center
 - park
 - fire station

Adopted pursuant to City of Pilot Rock Ordinance No. 320 on 11/25/78, as amended by Ordinance No. 329 on 7/11/79

NOTE: Please refer to the most recent U.S. Department of Housing and Urban Development F.I.A. Flood Hazard Map for flood prone areas within the city limits.



COMPREHENSIVE PLAN

CITY OF PILOT ROCK, OREGON



AFFIDAVIT OF PUBLICATION

STATE OF OREGON, County of Umatilla, ss—

Joyce PRESLER, being first duly sworn, depose and say that she is the owner-publisher of the PILOT ROCK NEWS, a newspaper of general circulation as defined by Sections 1-509, 1-510, Oregon Code, printed and published at Pilot Rock, Oregon, in aforesaid

county and state; that the Public Hearing on amendments to the comprehensive plan and zoning ordinance

printed copy of which is hereto annexed, was published in the first issue of said newspaper for 1 successive and consecutive weeks in the following issues: July 5, 1979

Joyce J. Presler

described and sworn to before me this 31 day of July 1979

M. J. Sobiech

Notary Public for Oregon

My commission expires _____, 19____
My Commission Expires Feb. 1, 1981

PUBLIC NOTICE

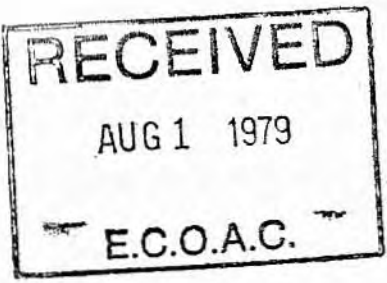
City of Pilot Rock

The Pilot Rock City Council will hold a public hearing on Wed., July 11, 1979, at 7:30 p.m. at Pilot Rock City Hall. The purpose of the hearing is to consider the following proposed amendments to the comprehensive plan and zoning ordinance:

1. Amend the urban growth boundary and reduce the amount of land in the urban growth area;
 2. To allow multiple-family dwellings as an outright use in the General Residential Zone (R-1);
 3. Amend Article 5: Conditional Uses to make review standards more clear and objective;
 4. Other house keeping amendments, and;
 5. Necessary changes to the plan technical report.
- A specific list of all proposed amendments is available at city hall or call 443-2811.

Duane Cole
City Administrator

Published in the Pilot Rock News July 5, 1979.



BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR UMATILLA COUNTY

An Ordinance Adopting)
Amendments to the City)
of Pilot Rock Comprehensive) Ordinance No. 79-21
Plan as Amendments to the)
Umatilla County Comprehensive)
Plan)

WHEREAS, the City of Pilot Rock, Oregon, has amended its Comprehensive Plan, including its Comprehensive Plan Map and Urban Growth Boundary; and

WHEREAS, that land within the Pilot Rock Urban Growth Boundary is under the jurisdiction of Umatilla County, Oregon and included in the Umatilla County Comprehensive Plan, and

WHEREAS, a notice of public hearing on the Pilot Rock Comprehensive Plan Revision was mailed to all record owners of property within the amended Urban Growth Boundary of June 29, 1979, and

WHEREAS, a public hearing on the amended City of Pilot Rock Comprehensive Plan was held before the Umatilla County Planning Commission on July 25, 1979, and notice of the hearing was published in the East Oregonian on July 14, 1979, and

WHEREAS, a public hearing on this ordinance was held before the Board of Commissioners of Umatilla County, Oregon, on August 1, 1979, and notice of the hearing was published in the East Oregonian on July 14, 1979, and

WHEREAS, at this hearing the Board of Commissioners considered the technical report accompanying the Pilot Rock Comprehensive Plan and agrees with the report with the exception of the final sentence of paragraph three on page IX-1,

NOW, THEREFORE, the Board of County Commissioners of Umatilla County, Oregon, hereby ordains as follows:

The Umatilla County Comprehensive Plan, adopted on April 6, 1972, and amended on February 14, 1979, to adopt the City of Pilot Rock Comprehensive Plan for that area within the Pilot Rock Urban Growth Boundary is further amended to adopt those amendments to the Pilot Rock Comprehensive Plan which were adopted by the Pilot Rock City Council as Ordinance No. 329, dated July 11, 1979, a copy of which is attached and by this reference incorporated herein.

DATED this 3 day of August, 1979.

UMATILLA COUNTY BOARD
OF COMMISSIONERS

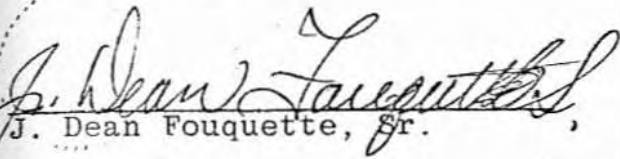


F. K. Starrett, Chairman

ATTEST: County Clerk



Ford Robertson


J. Dean Fouquette, Sr.


A. L. Draper

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF UMATILLA COUNTY, OREGON

Regarding the adoption of an)
amendment to Umatilla County) ORDINANCE NO. 79- 12.
Ordinance #79-12.)

WHEREAS, Umatilla County Ordinance No. 79-12 was adopted on March 7, 1979, as an amendment to the Umatilla County Comprehensive Plan,

WHEREAS, an amendment to Ordinance No. 79-12 is necessary in order to conform the ordinance to the Pilot Rock Urban Growth Area Joint Management Agreement,

NOW, THEREFORE, The Board of Commissioners for Umatilla County, Oregon, hereby ordains as follows:

Ordinance No. 79-12 is amended as follows:

The Umatilla County Comprehensive Plan, originally adopted on April 6, 1972, is amended to adopt the City Comprehensive Plan for that land designated as being within the City of Pilot Rock Urban Growth Boundary, but outside of corporate city limits, referred to as the City of Pilot Rock Comprehensive Plan as adopted by the Pilot Rock City Council on November 25, 1978. The substantive provisions of the City of Pilot Rock Subdivision and Zoning Ordinances are also adopted by reference for application only in the Pilot Rock Urban Growth Area, except that land zoned F-1 (Exclusive Farm Use) shall remain in EFU zoning until rezoning is requested. Such rezoning shall be supported by adequate findings of fact showing the need for the change. Umatilla County shall implement the Comprehensive Plan for the Urban Growth Area as specified in the Pilot Rock Urban Growth Area Joint Management Agreement.

DATED this 6th day of June, 1979.

UMATILLA COUNTY BOARD OF COMMISSIONERS

ATTEST:

J. Dean Fouquette, Sr.
County Clerk

F. K. Starrett
F. K. Starrett, Chairman

Ford Robertson
Ford Robertson

A. L. Draper
A. L. Draper

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity Law } No. _____

STATE OF OREGON. } ss
County of Umatilla

I, Beverly Krosting being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the EO- 848 Public notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 1 successive and consecutive ~~insertion~~ in
the following issues:

July 14th 1979

Beverly Krosting

Subscribed and sworn to before me this 37th day of

July 1979

[Signature]

Notary Public of Oregon

\$6.54

EO-848
PUBLIC NOTICE
THE UMATILLA COUNTY
PLANNING COMMISSION will
hold a public meeting to review
and obtain comment on pre-
acknowledgement amendments to
the Cities of Echo and Pilot Rock
Comprehensive Plans and im-
plementing measures. Results of
the meeting will be in the form of
recommendations to the Umatilla
County Board of Commissioners.
The meeting is scheduled for
Wednesday, July 25, at 7:00 p.m.
in Room 25, Basement Conference
Room, County Courthouse,
Pendleton, Oregon. Persons
wishing further information may
contact either the County Plann-
ing Department, Umatilla County
Courthouse, Pendleton, Oregon
97801, phone 275-7111; extension
314; or the respective city halls of
Echo and Pilot Rock.
DATED this 14th day of July,
1979.
UMATILLA COUNTY
PLANNING COMMISSION
July 14, 1979

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

STATE OF OREGON, }
County of Umatilla } ss

I, Beverly Knassing being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the E0-847 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 1 successive and consecutive insertion in
the following issues:

July 14th, 1977

Beverly Knassing

Subscribed and sworn to before me this 17th day of

July, 1977

[Signature]

Notary Public of Oregon

E0-847
PUBLIC NOTICE
THE UMATILLA COUNTY
BOARD OF COMMISSIONERS
will hold public hearings to con-
sider County co-adoption of
preacknowledgement amend-
ments to the cities of Echo and
Pilot Rock Comprehensive Plans
and implementing measures.
The meeting is scheduled for
Wednesday, August 1, 1977, at
10:15 a.m. in Room 112 of the
County Courthouse in Pendleton,
Oregon.
Persons wishing further in-
formation may contact either the
County Planning Department,
Umatilla County Courthouse,
Pendleton, Oregon 97901, phone
276-7111, extension 314, or the
respective city halls of Echo and
Pilot Rock.
DATED this 14th day of July,
1977.
UMATILLA COUNTY
PLANNING COMMISSION
July 14, 1977

\$5.91

ORDINANCE NO. 330

Amending the City of Pilot Rock Zoning Ordinance, No. 318, as adopted on 11-25-78.

The City of Pilot Rock ordains as follows:

WHEREAS, the Pilot Rock Comprehensive Plan was amended on July 11, 1979, and

WHEREAS, the Oregon LCDC suggested revisions to the zoning ordinance at their meeting on June 7, 1979, and

WHEREAS, multiple-family dwellings should be allowed as an outright use in at least one zone, and

WHEREAS, buildings situated so that an existing street cannot be extended would impose a hardship on abutting property owners, and

WHEREAS, portions of the conditional use article are vague and subject to interpretation, and

WHEREAS, a public hearing was held by the Planning Commission on June 27, 1979, and

WHEREAS, the Planning Commission recommended adoption of the proposed amendments on July 2, 1979, and

WHEREAS, a public hearing was held by the City Council on July 11, 1979, and

WHEREAS, notice of the Planning Commission public hearing was published in the East Oregonian on June 18, 1979, and in the Pilot Rock News on June 21, 1979, and

Whereas, notice of the Planning Commission public hearing was mailed to affected land owners within the Pilot Rock General Residential Zone (R-1) on June 14, 1979, and

WHEREAS, notice of the City Council public hearing was published in the East Oregonian on July 2, 1979, and in the Pilot Rock News on July 5, 1979, and

WHEREAS, notice of the City Council public hearing was mailed to affected land owners within the Pilot Rock General Residential Zone (R-1) on June 29, 1979,

Now, Therefore

Section 1. The Pilot Rock City Council hereby adopts the amendments to the City of Pilot Rock Zoning Ordinance text as given below:

"Section 3.10 General Residential Zone, R-1...4. Multiple-family dwelling"

"Section 3.11 ... 2--~~Multi-family dwelling~~... 3 2. ... 4 3."

"3.84 Access... A building shall not be situated so that an existing street cannot be extended."

"ARTICLE 5. CONDITIONAL USES

5.10 Authorization to Grant or Deny Conditional Uses. A conditional use listed in this ordinance shall be permitted, altered or denied in the accordance with the standards and procedures of this article. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in the use or in lot area or an alteration of structure shall conform with the requirements for conditional use. ~~In judging whether or not a~~ A conditional use proposal shall be approved ~~or denied,~~ by the City Council shall weigh the proposal's appropriateness and desirability or the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use as proposed, shall find that if the following criteria standards are either met, can be met by observance of conditions, or are found not applicable.

1. The use will be consistent with the comprehensive plan, ~~and the objectives of~~ the zoning ordinance and other applicable policies of the City.
2. Taking into account location, size, design, and operating characteristics, the use will have minimal adverse impact on the (a) livability, (b) value, and (c) appropriate development of the abutting properties and the surrounding area compared to the impact of development that is permitted outright. shall not unreasonably interfere with continuation of existing uses or uses allowed outright on abutting properties.

~~3. The location and design of the site and structures for the use will be as attractive as the nature of the use and its setting warrants.~~

3. The use will not have a significant adverse impact on public facilities including but not limited to streets, sewer and water facilities, such as the traffic generated by the use surpassing the capacity of the street serving the use.

4. The design will preserve environmental assets such as trees, watercourses, historic and archaeological sites, and similar irreplaceable assets of particular interest to the community.

~~5. The applicant has a bona fide intent and capability to develop and use the land as proposed and has some appropriate purpose for submitting the proposal and is not motivated solely by such purposes as the alteration of property values for speculative purposes.~~

5.20 Placing Conditions on a Permit. In permitting a new conditional use or the alteration of an existing conditional use, the City Council may impose conditions which it finds necessary ~~to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the community as a whole,~~ and reasonable to minimize conflict between the proposed use and existing uses or uses permitted outright. The use shall be subject to design review and approval before construction. These conditions may include the following:

1. Limiting the manner in which the use is conducted, including restricting the time an commercial activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.
2. Establishing a special yard or other open space or lot area or dimension.
3. Limiting the height, size or location of a building or other structure.
4. Designating the size, number, location and nature of vehicle access points and off-street parking spaces.
5. Increasing the amount of street dedication, roadway width or improvement within the street right-of-way.
6. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or truck loading area.

7. Limiting or otherwise designating the number, size, location, height and lighting of signs.
8. Limiting or otherwise designating the location and intensity of outdoor lighting and requiring its shielding.
9. Requiring diking, screening, landscaping or another facility to protect adjacent or nearby property and designating standards for its installation and maintenance.
10. Designating the size, height, location and materials for a fence.
11. Measures to pProtecting and preserveing existing trees, vegetation, water resources, wildlife habitat or another significant natural resource.
12. Requiring a children's play area or outdoor recreation area or both in the case of a multiple-family dwelling or a recreational vehicle park of 10 or more units.
13. Requiring payment of a fair share of the cost for improvement of a street, water and sewer lines serving the site or participation in an improvement district established to provide city facilities and services to an area including the site.
- ~~12-~~ 14. ~~Imposing other conditions~~ Other reasonable measures to permit the development of the city in conformity with the intent and purpose of the conditional classification of uses."

Section 2. The Pilot Rock City Council hereby adopts the amendments to the Zoning Map as follows and as shown on the attachment hereto:

The area east of U.S. Highway 395 north of town, the area west of East Birch Creek Road south of town, the area north and south of U.S. Highway 395 west of town, and the area north of the water tanks west of town are taken out of the urban growth boundary and designated as expansion areas.

Section 3. In as much as it is necessary for the health, peace and safety of the inhabitants of the City of Pilot Rock that this ordinance have immediate effect, an emergency is hereby declared to exist and this ordinance shall be in full force and effect immediately upon its passage by the City Council and approval by the Mayor.

Passed by the Pilot Rock City Council on this 11th day of July, 1979.

Godm Chapman
Mayor

Attest:

Thomas L. Cole
City Recorder

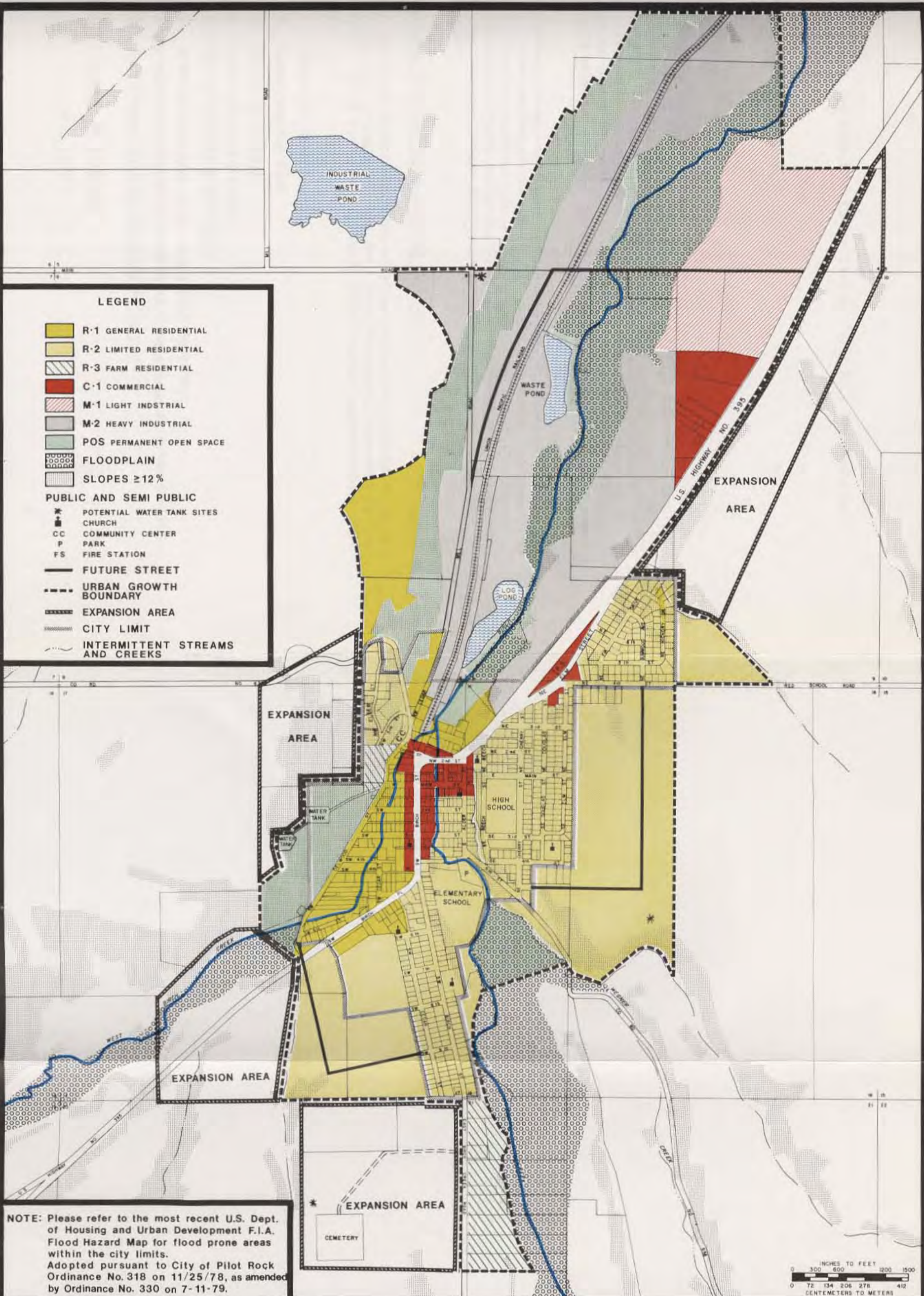
cc: Umatilla County Board of Commissioners
Land Conservation and Development Commission

LEGEND

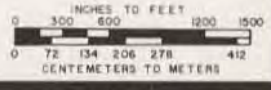
- R-1 GENERAL RESIDENTIAL
- R-2 LIMITED RESIDENTIAL
- R-3 FARM RESIDENTIAL
- C-1 COMMERCIAL
- M-1 LIGHT INDUSTRIAL
- M-2 HEAVY INDUSTRIAL
- POS PERMANENT OPEN SPACE
- FLOODPLAIN
- SLOPES ≥ 12%

PUBLIC AND SEMI PUBLIC

- POTENTIAL WATER TANK SITES
- CHURCH
- CC COMMUNITY CENTER
- P PARK
- FS FIRE STATION
- FUTURE STREET
- URBAN GROWTH BOUNDARY
- EXPANSION AREA
- CITY LIMIT
- INTERMITTENT STREAMS AND CREEKS



NOTE: Please refer to the most recent U.S. Dept. of Housing and Urban Development F.I.A. Flood Hazard Map for flood prone areas within the city limits. Adopted pursuant to City of Pilot Rock Ordinance No. 318 on 11/25/78, as amended by Ordinance No. 330 on 7-11-79.



ZONING MAP

CITY OF PILOT ROCK, OREGON



Approved changes and additions to the City of Pilot Rock Comprehensive Plan report.

Chapter II Summary and Conclusions

page II-2:

"Land Requirements

About 464 495 to 728 616 acres of residential land will be needed through 1995. Land reserved for commercial, light industrial, industrial, public and permanent open space uses include 763 729 acres. The remaining 998 563 acres within the Pilot Rock urban planning area has been designated for low density residential and residential. All of this land will almost certainly not be needed through 1995. However, as indicated above, few property owners adjacent to the City have made their land available for development.

Given this fact, it was necessary to include more land for residential uses so that the City would have flexibility to respond to those land owners who choose to allow development. The low density residential designation is meant to discourage rural residential development outside the urban growth boundary by allowing similar development within the planning area as an interim use."

"Comprehensive Plan and Implementation Measures

The final Technical Report was prepared after review and co-adoption of the Comprehensive Plan and Urban Growth Area Joint Management Agreement by Umatilla County. As of February July 1979, the following documents have been completed:

1. Technical Report
2. Comprehensive Plan
3. Zoning Ordinance
4. Subdivision Ordinance
5. Mobile Home Park Ordinance
6. Urban Growth Area Joint Management Agreement

A preliminary capital improvement program will be completed by April 1979.

7. Preliminary Capital Improvement Program"

Chapter III Summary of Findings

Revised, see attached material.

Chapter VI Implementation Measures

Add adopted preliminary capital improvement program (attached).

Chapter VII Natural Environment

Page VII-13:

~~"Pilot-Rock-provides-adequate-sewage-treatment--The-lagoon-type-system is-presently-utilized-at-sixty-percent-of-capacity. The existing city sewage treatment system is not adequate. It is discharging contaminants to the groundwater. (Steve Guardels, DEQ, 4-16-79) The area around the lagoons should remain in farm use. DEQ and the city should jointly analyze this problem. The city should consider applying for a Step I facility planning grant. In addition..."~~

Chapter VIII Socioeconomic Environment

page VIII-14:

Amend Table 13 (attached) and add The estimated July 1, 1978, population of Umatilla County was 53,900; urban 37,525 (69%), rural 16,375 (31%).

The estimated number of dwelling units in Umatilla County in 1978 was 21,784; therefore, the average number of people per dwelling unit was 2.47.

page VIII-17:

"...The City's Fire Insurance Protection Class is No. 7 5..."

page VIII-18:

"Population Projections

A preliminary population forecast was prepared for Umatilla County and Cities in 1977. ~~Updated-figures-should-be-available-in-winter-1978-79. Projections-for-Pilot-Rock-are-given-in-Table-15. Please...~~

page VIII-19, Table 15, take out

Page VIII-21:

~~"Presently,--Pilot-Rock-provides-adequate-treatment-to-comply-with-DEQ's sewage-discharge-permit-requirements. The treatment facility has a~~

seepage problem. Any corrective measures taken to insure the proper treatment of sewage to meet current standards should be designed to allow incremental expansion of capacity to accommodate growth."

Add map showing location of city sewage lagoons.

Chapter IX Land Use Planning

Pages IX-1, 2, 3 and top of 4 revised, see attachment.

Approved changes and additions to the City of Pilot Rock Plan Report, Chapter III, Summary of Findings.

Citizen Involvement

The Umatilla County Board of Commissioners held a public hearing on June 6, 1979, to obtain comments on a proposed amendment to County Ordinance No. 79-12 intended to clarify the affect of county co-adoption of the city plan on EFU lands.

The Pilot Rock Planning Commission held a public hearing on June 27, 1979, on proposed amendments to the comprehensive plan, zoning ordinance and technical report.

The Pilot Rock City Council held a public hearing on July 11, 1979, to obtain comments on proposed amendments to the comprehensive plan, zoning ordinance and technical report.

The Umatilla County Planning Commission held a public hearing on July 25, 1979, (?) to obtain comments on the amendments to the comprehensive plan, zoning ordinance and technical report adopted by the city.

The Umatilla County Board of Commissioners held a public hearing on August 1, 1979, (?) to obtain comments on the amendments to the comprehensive plan, zoning ordinance and technical report adopted by the city and the recommendation of the county planning commission.

Land Use Planning

The city submitted the comprehensive plan, implementation measures, and technical report to DLCD on March 9, 1979, and requested LCDC to grant an acknowledgment of compliance.

A total of seven jurisdictions, agencies and organizations commented on the city's acknowledgment request. Umatilla County, the Port of Umatilla, and the Department of Transportation supported the request. The Department of Economic Development and the Department of Environmental Quality suggested that material be added. The Oregon Business Planning Council and 1000 Friends of Oregon stated that revisions were needed.

On May 24, 1979, the DLCD staff recommended to LCDC that "...the City of Pilot Rock's acknowledgment request be denied and that the jurisdiction be granted a planning extension to September 15, 1979, to complete revisions to its comprehensive plan and implementing measures for Statewide Planning Goals 10 and 14."

The city responded to comments on the acknowledgment request by letter to LCDC on May 24, 1979.

The city responded to the DLCD recommendation by letter to LCDC on May 31, 1979.

The Umatilla County Board of Commissioners amended County Ordinance No. 79-12 on June 6, 1979, to clarify the affect of county co-adoption of the city plan on EFU lands.

LCDC denied the city's request for acknowledgment on June 7, 1979. LCDC stated that:

"In order to comply, the City of Pilot Rock must:

Goal 10

1. Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance, or
2. Allow multifamily units or other low-cost housing types outright in at least one zone which contains sufficient buildable lands to accommodate identified needs;
3. Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed;
4. Amend the plan to include a determination of the number of units needed by housing type.

Goal 14

Either:

1. Provide the findings based upon factors 1 and 2 of Goal 14 which justify the designation of an additional 180 to 444 acres of residential land beyond the projected need of 464 to 726 acres; or
2. Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more than the acreage needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly factor 6 (retention of agricultural land)."

LCDC also stated that the City of Pilot Rock comprehensive plan and implementation measures comply with Goals 1, 2, 5, 6, 7, 8, 9, 11, 12, and 13.

The Pilot Rock City Council and Planning Commission met on June 13, 1979, to discuss proposed amendments to the plan, implementation measures, and technical report.

The Pilot Rock City Council amended the comprehensive plan, zoning ordinance and technical report on July 17, 1979.

The Umatilla County Planning Commission recommended co-adoption of the proposed amendments on July 25, 1979.

The Umatilla County Board of Commissioners co-adopted the proposed amendments on August 1, 1979.

The city resubmitted the revised comprehensive plan, implementation measures, and technical report to DLCD on August 6, 1979 and requested LCDC to grant an acknowledgment of compliance.

Air, Water and Land Resources Quality

On June 7, 1979, LCDC approved the following:

"Suggestion for Plan and Implementing Measures Improvement:

The City of Pilot Rock should coordinate with the Department of Environmental Quality to establish a procedure for correcting the City's sewage treatment seepage problem."

Housing

Housing types in Umatilla County in 1978 were 66% single-family, 20% multiple-family, and 14% mobile homes.

The estimated urban share of 1978 Umatilla County population was 69%.

The average number of people per dwelling unit in 1978 in Umatilla County was 2.47.

Public Facilities and Services

The city sewage lagoons have a seepage problem.

A wastewater facilities plan will be required when existing treatment capacity is fully committed by city approval of new development.

Urbanization

"Preliminary county population projections estimate ~~Pilot-Rock's~~ Umatilla County's population at 2,150 67,450 to 2,350 76,050 in 1995."

Population projections, forecasts and allocations to local jurisdictions are conclusions not facts because they are based upon assumptions and findings of fact.

Vacant, buildable land becomes available for development at land owner discretion subject to an acknowledged comprehensive plan and availability of required public facilities and services.

A small number of landowners control most of the buildable land contiguous to the city.

Designation of a water and sewer service area is necessary to establish a main line oversizing policy.

CITY OF PILOT ROCK

Preliminary Capital Improvement Program*

PROJECT	ESTIMATED COST	FUNDING SOURCES
1. Street Improvements	?	?
2. Industrial Park	?	EDA, Port...
3. Sewage System Improvements	?	?
4. Community Center Rehabilitation	?	?
5. City Hall Replacement	?	?
6. Water System Expansion	?	?
7. Central Business District Rehabilitation	?	?
8. Swimming Pool	?	?
9. New Park Facilities and/or Improvements	?	?

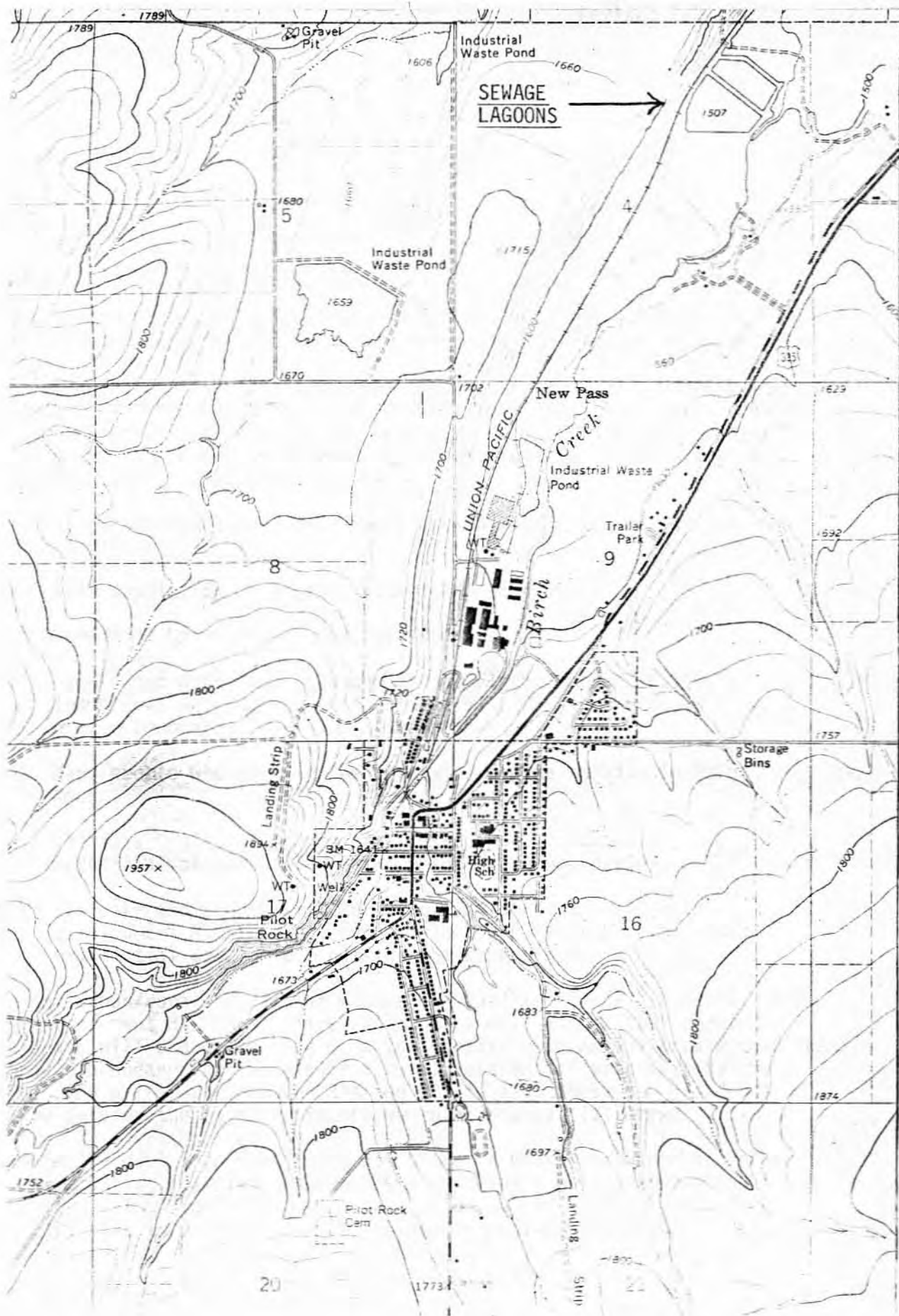
*Note: Adopted by City Council on 5-23-79.

TABLE 13
HOUSING INVENTORY

	PILOT ROCK		UMATILLA COUNTY	
	#	%	#	%
<hr/>				
Existing 1970				
Single-Family	474	92	12,547	77
Multiple-Family	33	6	2,393	15
Mobile Homes	8	2	1,256	8
Subtotal	<u>515</u>	<u>100</u>	<u>16,196</u>	<u>100</u>
Added 1970-78				
Single-Family	28	51	1,805	32
Multiple-Family	0	0	1,941	35
Mobile Homes	27	49	1,842	33
Subtotal	<u>55</u>	<u>100</u>	<u>5,588</u>	<u>100</u>
Total May, 1978				
Single-Family	502	88	14,352	66
Multiple-Family	33	6	4,334	20
Mobile Homes	35	6	3,098	14
	<u>570</u>	<u>100</u>	<u>21,784</u>	<u>100</u>
<hr/>				

Note: 1970-78 figures have not been adjusted for demolition, fire, etc.

Source: U. S. Census, 1970
ECOAC Surveys, 1977
Oregon State Housing Division, 1970-78



LOCATION OF PILOT ROCK MUNICIPAL SEWAGE LAGOONS

CHAPTER IX

Land Use PlanningEstablishment of the Urban Growth Boundary

The urban growth boundary is identified based on land required for growth and barrier/incentive analysis. Land requirements may be calculated in two ways. First, forecast population and determine land needed on a 1:1 ratio. Second, estimate need including a multiplier to account for land which remains in farm use or vacant by owner decision and which will keep land costs down, require fewer plan amendments and less development time delay. Barrier/incentive analysis sets boundaries based on natural and man-made features like floodplains, steep slopes, public facilities, and so on.

The following assumptions were made about growth within the Pilot Rock urban planning area:

- (1) 1995 population will range from 3,285 to 4,145.
- (2) Land will be available for development.
- (3) Pilot Rock will encourage commercial, light industrial and industrial development north of the City within the urban growth boundary.
- (4) Many people who work in the area will desire to live in Pilot Rock.
- (5) Umatilla County will encourage residential, commercial, and industrial development within urban growth boundaries.
- (6) The city and county will encourage low-density residential development within the urban growth boundary rather than rural residential development outside the boundary.

The present urban/rural population shares in Umatilla County are 69/31. Relative to the present 31% rural share, Pilot Rock will assume that about 20% of new residents will choose to live in a low density residential area within the urban growth boundary rather than in a rural residential area outside the boundary. The difference between 31% and 20% is 11%; these new residents would live outside the boundary in EFU or rural residential areas.

Multiple-family dwellings have had a 35% share in Umatilla County in recent years. Discounting existing residents and assuming a population of about 4,145 people, Pilot Rock will assume that about 20% of the residents (35% of new) will live in multiple-family housing or mobile home parks.

The remaining 60% of existing and new residents will live in single family homes or mobile homes on individual lots.

Assuming a population of 4,145 people, 616 acres of land will be needed for residential use. About 495 acres would be required for a population of 3,285.

TABLE ---- RESIDENTIAL LAND REQUIREMENTS

Density (DU/AC)	Share	People	People/Acre	Acres
Low (1)	20%	829	2.47	336
Medium (4)	60%	2487	9.98	252
High (12)	20%	829	29.64	28
Total	100%	4145	n/a	616

Sample Calculation:

$$\frac{(\text{Population})}{(\text{People per Dwelling Unit})} \times \frac{(\text{Share})}{(\text{Dwelling Units per Acre})} = \text{Acres}$$

$$\frac{(\text{Population})}{(\text{People per Acre})} \times (\text{Share}) = \text{Acres}$$

$$\frac{(4145)}{(2.47)} \times (.2) = 336$$

Factors considered before the urban growth boundary was established included:

- (1) Land requirements
 - a) Residential (495 to 616 acres)
 - b) Commercial
 - c) Industrial
 - d) Public and semi-public
 - e) Permanent open space

TABLE 16

Future Land Uses Within Urban Growth Boundary

Type	Acres	Percentage
Residential	563	43.6
Commercial	44	3.4
Light Industrial	89	6.9
Industrial	285	22.1
Permanent Open Space	277	21.4
Public and Semi-Public	34	2.6
TOTAL	1292	100.0

- (2) Natural barriers
 - a) Birch Creek floodplains
 - b) Soil classifications and development limitations
 - c) Topography
- (3) Transportation routes
 - a) U.S. Highway 395
 - b) Mill Road
 - c) Red School Road
 - d) East Birch Creek Road
- (4) Land ownerships
 - a) Property lines
 - b) Number of owners
 - c) Attitudes toward growth
- (5) Public facilities (potential ability to provide)
 - a) Streets
 - b) Water system
 - c) Sewage system

As shown on the Comprehensive Plan Map in Chapter V, the boundary was established along the bluff on the west; to the city limits on the south; along the floodplain, the middle of Section 16, and along U.S. Highway 395 on the east; and to the municipal sewage treatment lagoons on the north. The area between East Birch Creek Road and the floodplain south of the city was included because it is presently served by city water. Four expansion areas have identified which total 345 acres. One or more of these areas should be included within the urban growth boundary when need can be demonstrated.

Future Land Use

Land was designated for residential, commercial, light industrial, industrial, public and permanent open space uses based on technical data, the Community Attitude Survey, current land use, and information obtained at public hearings.

Please refer to the Comprehensive Plan Map in Chapter V and Table 16 for specific locations and acreages of different uses. Permanent open space includes undeveloped land subject to flooding and areas with slopes greater than or equal to 12%. The area north of the city limits was reserved for commercial, light industrial and industrial uses to take advantage of access to the Union Pacific Railroad spur and U.S. Highway 395. With the exception of three future streets and three potential water tank sites, only current public and semi-public uses were identified.

Three new residential areas were identified. One on the west to take advantage of scenic views and underutilized farm land. An area to the southwest to expand an existing neighborhood and utilize existing roads. Land on the east to allow expansion of two existing neighborhoods.

Ack-C-1

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR UMATILLA COUNTY

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

SFP 6 1979

An Ordinance Adopting)
Amendments to the City)
of Pilot Rock Comprehensive)
Plan as Amendments to the)
Umatilla County Comprehensive)
Plan)

Ordinance No. 79-21 SALEM

WHEREAS, the City of Pilot Rock, Oregon, has amended its Comprehensive Plan, including its Comprehensive Plan Map and Urban Growth Boundary; and

WHEREAS, that land within the Pilot Rock Urban Growth Boundary is under the jurisdiction of Umatilla County, Oregon and included in the Umatilla County Comprehensive Plan, and

WHEREAS, a notice of public hearing on the Pilot Rock Comprehensive Plan Revision was mailed to all record owners of property within the amended Urban Growth Boundary of June 29, 1979, and

WHEREAS, a public hearing on the amended City of Pilot Rock Comprehensive Plan was held before the Umatilla County Planning Commission on July 25, 1979, and notice of the hearing was published in the East Oregonian on July 14, 1979, and

WHEREAS, a public hearing on this ordinance was held before the Board of Commissioners of Umatilla County, Oregon, on August 1, 1979, and notice of the hearing was published in the East Oregonian on July 14, 1979,

NOW, THEREFORE, the Board of County Commissioners of Umatilla County, Oregon, hereby ordains as follows:


The Umatilla County Comprehensive Plan, adopted on April 6, 1972, and amended on February 14, 1979, to adopt the City of Pilot Rock Comprehensive Plan for that area within the Pilot Rock Urban Growth Boundary is further amended to adopt those amendments to the Pilot Rock Comprehensive Plan which were adopted by the Pilot Rock City Council

Copy to Planning

as Ordinance No. 329; dated July 11, 1979, a copy of which is attached and by this reference incorporated herein.

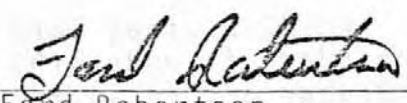
DATED this 1st day of ~~July~~^{August}, 1979.

UMATILLA COUNTY BOARD OF COMMISSIONERS

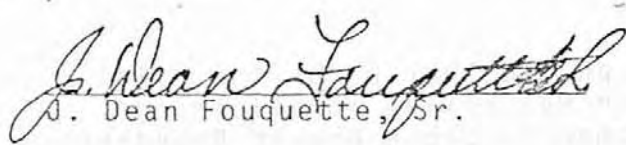


F.K. Starrett, Chairman

ATTEST: County Clerk



Ford Robertson



J. Dean Fouquette, Sr.



A.L. Draper

WHEREAS, notice of the City Council public hearing was mailed to affected land owners within the Pilot Rock urban growth area on June 29, 1979,

NOW, THEREFORE

Section 1. The Pilot Rock City Council hereby adopts the amendments to the City of Pilot Rock Comprehensive Plan text as given below:

"Section 2. Plan Technical Report...as provided in Section 7 8."

"Section 5(E). Air, Water and Land Resources Quality...3. To encourage Umatilla County to maintain exclusive farm use zoning in the area around the city sewage lagoons outside the urban growth boundary."

"Section 5(H). Economic Development...2. To encourage diversified, non-polluting industrial development in order to provide a stable job market for city residents... 7. To prepare an economic development strategy and work program."

"Section 5(M). Urbanization...7. To first consider land in designated expansion areas for inclusion within the urban growth boundary."

"SECTION 7. PLAN AMENDMENT APPLICATIONS

An amendment to the text of this ordinance or to the comprehensive plan map may be initiated by the City Council, City Planning Commission, an affected governmental unit, or by a property owner or resident of the City or urban growth area. An owner of property located within a designated expansion area may apply for amendment of the urban growth boundary. All applications for plan amendments shall be made on forms available from the City accompanied by a fee in an amount established by the City Council."

"Section 7 8. Plan Amendment"

"Section 8 9. Severability"

Section 2. The Pilot Rock City Council hereby adopts the amendments to the Comprehensive Plan Map as follows and as shown on the attachment hereto:

Amending the City of Pilot Rock Comprehensive Plan, Ordinance No. 320, as adopted on 11-25-78.

The City of Pilot Rock ordains as follows:

WHEREAS, the Oregon LCDC suggested revisions to the plan at their meeting on June 7, 1979, and

WHEREAS, farming is a suitable use for the land adjacent to the city sewage lagoons, and

WHEREAS, the phrase "non-polluting" as used in plan policy 5(H)(2) is subject to interpretation, and

WHEREAS, the Oregon Department of Economic Development has suggested that the City prepare an economic development strategy, and

WHEREAS, land should be designated for expansion of the urban growth area when necessary, and

WHEREAS, Ordinance No. 320 does not specify who may apply for plan amendments, and

WHEREAS, a public hearing was held by the Planning Commission on June 27, 1979, and

WHEREAS, the Planning Commission recommended adoption of the proposed amendments on July 2, 1979, and

WHEREAS, a public hearing was held by the City Council on July 11, 1979, and

WHEREAS, notice of the Planning Commission public hearing was published in the East Oregonian on June 18, 1979, and in the Pilot Rock News on June 21, 1979, and

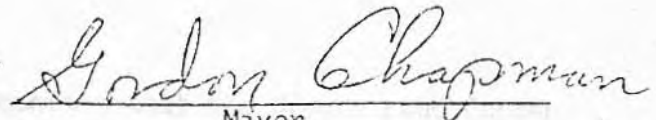
WHEREAS, notice of the Planning Commission public hearing was mailed to affected land owners within the Pilot Rock urban growth area on June 14, 1979, and

WHEREAS, notice of the City Council public hearing was published in the East Oregonian on July 2, 1979, and in the Pilot Rock News on July 3, 1979, and

The area east of U.S. Highway 395 north of town, the area west of East Birch Creek Road south of town, the area north and south of U.S. Highway 395 west of town, and the area north of the water tanks west of town are taken out of the urban growth boundary and designated as expansion areas.

Section 3. In as much as it is necessary for the health, peace and safety of the inhabitants of the City of Pilot Rock that this ordinance have immediate effect, an emergency is hereby declared to exist and this ordinance shall be in full force and effect immediately upon its passage by the City Council and approval by the Mayor.

Passed by the Pilot Rock City Council on this 11th day of July, 1979.


Mayor

Attest:


City Recorder

cc: Umatilla County Board of Commissioners
Land Conservation and Development Commission

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

October 22, 1979

The Honorable Gordon Chapman
Mayor, City of Pilot Rock
P. O. Box 130
Pilot Rock, OR 97868

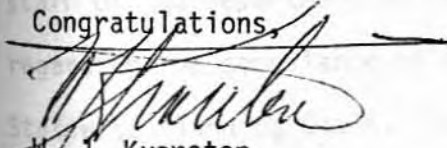
Dear Mayor Chapman:

It gives me a great deal of pleasure to confirm that the Oregon Land Conservation and Development Commission, on October 11, 1979, officially acknowledged the comprehensive plan and implementing ordinances of the City of Pilot Rock 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. 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 local 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

Enclosure

cc: Woody Starrett, Chairman, Umatilla County
Board of Commissioners
Jeri Cohen, County Coordinator
Jim Kennedy, Field Representative
Henry Markus, Planning Consultant

WJK:LC:s1g
0658A/32A

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

IN THE MATTER OF THE
CITY OF PILOT ROCK

)
)
)
)

COMPLIANCE ACKNOWLEDGMENT
ORDER

On March 12, 1979, the City of Pilot Rock, pursuant to ORS Ch 197.251 (1) (1977 Replacement Part), requested the Land Conservation and Development Commission acknowledge that the comprehensive plan and implementing ordinances, consisting of the Comprehensive Plan, adopted November 25, 1978; Zoning Ordinance No. 318, adopted November 25, 1978; Subdivision Ordinance No. 316, adopted November 25, 1978; Mobile Home Park Ordinance No. 317, adopted November 11, 1978; and the Urban Growth Boundary and Policy Agreement, adopted November 25, 1978, 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 reviewed the written report of the staff of the Department of Land Conservation and Development on June 7 1979 regarding the compliance of the aforementioned plan and ordinances with the Statewide Planning Goals. Pertinent portions of that report (Attachment A Section IV) are attached hereto and constitute the findings of fact of the Commission.

Based on its review the Commission found that the aforementioned comprehensive plan and implementing measures did not comply with the Statewide Planning Goals 10 and 14 adopted by the Commission pursuant to ORS Ch 197.251 (1) (1977 Replacement Part).

On August 8, 1979, the City of Pilot Rock submitted to the Department an addendum to its Comprehensive Plan and implementing measures.

Department of Land Conservation and Development

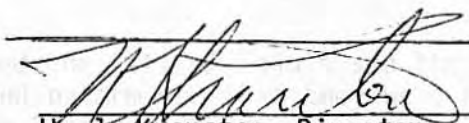
The Commission reviewed the attached written report of the staff of the Department of Land Conservation and Development on October 11, 1979, regarding the compliance of the aforementioned plan and measures with the Statewide Planning Goals. Section IV of the report (Attachment B) constitutes the findings of the Commission.

Based on its review, the Commission finds that the City of Pilot Rock's comprehensive plan and implementing measures comply with the Statewide Planning Goals adopted by this Commission pursuant to ORS Ch 197.225 and 197.245.

Now therefore be it ordered that:

The Land Conservation and Development Commission acknowledges that the aforementioned comprehensive plan and implementing measures of the City of Pilot Rock are in compliance with the Statewide Planning Goals.

Dated this 22nd day of October, 1979.



W. J. Kvarsten, Director
For the Commission

WJK:CP:mh



Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

M E M O R A N D U M

September 14, 1979

TO: State and Federal Agencies, Special Districts,
Other Local Reviewers and Citizens

FROM: W. J. Kvarsten, Director

SUBJECT: REQUEST FOR ACKNOWLEDGMENT OF COMPLIANCE

Cities of Echo and Pilot Rock Comprehensive Plan and Ordinances

Comments Due: September 21, 1979

Tentative Date for

Commission Action: October 11, 1979

Field Representative: Jim Kennedy

Lead Reviewer: Claire Puchy

The Oregon Land Conservation and Development Commission has received requests from the Cities of Echo and Pilot Rock asking that their comprehensive plans and ordinances be acknowledged to be in compliance with the Statewide Planning Goals.

On June 7, 1979, the Commission reviewed the City of Echo's and the City of Pilot Rock's acknowledgment requests and determined that they were not in compliance with the following Statewide Planning Goals:

Echo: Goals 10 (Housing), 11 (Public Facilities and Services), and 14 (Urbanization)

Pilot Rock: Goals 10 (Housing) and 14 (Urbanization)

The recommendations adopted by the Commission are attached. Staff review will focus on whether the supplemental material addresses all of the issues identified in the adopted recommendations.

September 14, 1979

Pursuant to the Department's amended acknowledgment of compliance rule, this notice is to afford your agency a review opportunity prior to the Commission's action to make sure the comprehensive plan and ordinances have been properly coordinated with your plans and projects for these areas.

If you respond to this notice, please distinguish clearly between information or a comment presented for the Commission's consideration as opposed to an objection to the Commission's acknowledgment of the comprehensive plan or ordinances. If the Commission does not receive an objection from a notified agency, it will conclude that the agency will follow the comprehensive plan and ordinances. Comments and objections should be sent to the Department's central office in Salem.

Complete copies of the comprehensive plan and ordinances are available for review in the following locations:

LCDC Central Office
1175 Court Street NE
Salem, OR 97310
Contact: Claire Puchy
Phone: 378-5455

LCDC Portland Office
320 SW Stark, Rm. 530
Portland, OR 97204
Contact: Linda Macpherson
Phone: 229-6068

LCDC La Grande Office
Classroom Building, Room 135
Eastern Oregon Building, Room 135
La Grande, OR 97850
Contact: Jim Kennedy
Phone: 963-2918

East Central Oregon Association
of Counties
P.O. Box 1207
Pendleton, OR 97801
Contact: Jeri Cohen
Phone: 276-6732

Echo

City of Echo
City Hall
Echo, OR 97826

Pilot Rock

City of Pilot Rock
City Hall
Pilot Rock, OR 97868

NOTE: Please note that copies of this notice have also been sent to local offices of state and federal agencies identified by the jurisdictions.

WJK:LC:krh
52Z

City of Pilot Rock

Goal 10

1. Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance, or
2. Allow multifamily units or other low-cost housing types outright in at least one zone which contains sufficient buildable lands to accommodate identified needs;
3. Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed;
4. Amend the plan to include a determination of the number of units needed by housing type.

Goal 14

Either:

1. Provide the findings based upon factors 1 and 2 of Goal 14 which justify the designation of an additional 180 to 444 acres of residential land beyond the projected need of 464 to 726 acres; or
2. Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more than the acreage needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly factor 6 (retention of agricultural land).

City of Echo

Goal 10

1. Either eliminate unclear and discretionary conditional use approval standards from Article 5 of the Zoning Ordinance, or
2. Allow duplexes, multifamily units or other low-cost housing types outright in at least one residential zone, containing sufficient buildable lands to meet the identified needs;
3. Amend the plan (p. IX-1) to include justification for the percent of population at various densities used in calculating residential acres needed;
4. Amend the plan to include a determination of the number of units needed by housing type.

Goal 11

Either:


1. Discuss in the plan the methods or strategy by which it will either expand the existing sewage treatment facilities or construct new facilities which are adequate to meet projected growth needs;
or
2. Revise its comprehensive plan (including population projections) and UGB commensurate with the design capacity of existing treatment facilities.

Note: The activities listed above must be carried out in coordination with the compliance recommendations in the Goal 14 section of this report.

Goal 14

Either:

1. Provide findings in the plan which, in the light of the County's coordination of all its cities' plans, justify the assumption that 20 percent of future West Umatilla County residents will live in Echo. If such findings are made, the City must also either:
 - a. Make findings based on factors 1 and 2 of Goal 14 to justify the designation of an additional 36 to 256 acres of residential land beyond the projected need of 356 to 576 acres; or

- 
- b. Make plan map, zoning and UGB amendments to meet the projected residential growth needs of the City. Specifically, the UGB should be modified to include no more acreage than needed. In addition to factors 1 and 2 of Goal 14, these amendments should take into account the other factors of Goal 14, particularly 3 (the orderly and economic provision of public facilities and services) and 6 (retention of agricultural land).

Or:

2. In coordination with Umatilla County and ECOAC, reconcile the significant differences in population projections. Based upon a general agreement on anticipated population growth, the City and County must amend, as necessary, the comprehensive plan, UGB and implementing measures. In addition to factors 1 and 2 of Goal 14, these amendments must take into account the other factors of Goal 14, particularly 3 (the orderly and economic provision of public facilities and services) and 6 (retention of agricultural land).

Note: Activities 1 and 2 listed above must be carried out in coordination with the compliance recommendations in the Goal 11 section of this report.

21



Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

June 13, 1979

The Honorable Gordon Chapman
Mayor, City of Pilot Rock
Pilot Rock, OR 97868

Dear Mayor Chapman:

On June 7, 1979 the Commission reviewed the City of Pilot Rock's acknowledgment of compliance request and adopted the attached order denying that request. The basis for the denial was that the City's comprehensive plan and implementing measures did not comply with Statewide Planning Goals 10 (Housing) and 14 (Urbanization).

As noted in the attached order, the Commission granted the City of Pilot Rock a planning extension to September 15, 1979 to make the necessary plan and implementing measures changes to comply with Goals 10 and 14.

Although the Commission did not find Pilot Rock to be in compliance with all of the Statewide Planning Goals, it recognizes the overall excellent quality of the City's plan and implementing measures. I am confident that Pilot Rock can make the necessary changes to bring its Plan into compliance.

Please contact your field representative, Jim Kennedy, at 963-2171 x412 if you have any questions.

Cordially,

W. J. Kvarsten
Director

WJK:CP:db

Enclosure

- cc: Umatilla County Board of Commissioners
- Jeri Cohen, County Coordinator
- Henry Markus, Principal Comprehensive Planner, ECOAC
- Jim Kennedy, Field Representative
- Claire Puchy, Lead Reviewer
- Senator Michael Thorne
- Representative Jack Duff

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

IN THE MATTER OF THE)	COMPLIANCE ACKNOWLEDGMENT
CITY OF PILOT ROCK)	ORDER
)	
)	

On March 12, 1979 the City of Pilot Rock, pursuant to ORS Ch. 197.251(1) (1977 Replacement Part), requested that its comprehensive plan and implementing measures, consisting of the comprehensive plan, ordinance no. 320, adopted November 25, 1978; the zoning ordinance no. 318, adopted November 25, 1978; the subdivision ordinance no. 316, adopted November 11, 1978; the mobile home ordinance no. 317, adopted November 11, 1979; and certain other materials be acknowledged by the Land Conservation and Development Commission in compliance with the Statewide Planning Goals.


The Commission reviewed the attached written report of the staff of the Department of Land Conservation and Development on June 7, 1979 regarding the compliance of the aforementioned plan and measures with the Statewide Planning Goals. Section IV of the report constitutes the findings of the Commission.

Based on its review, the Commission finds that the City of Pilot Rock's comprehensive plan and implementing measures do not comply with Statewide Planning Goals adopted by this Commission pursuant to ORS Ch. 197.225 and 197.245.

Now therefore be it ordered that the City of Pilot Rock be granted a planning extension to September 15, 1979 to complete the work described in the attached report of the Commission.

The Land Conservation and Development Commission does not acknowledge that the aforementioned comprehensive plan and implementing measures of the City of Pilot Rock are in compliance with the Statewide Planning Goals.

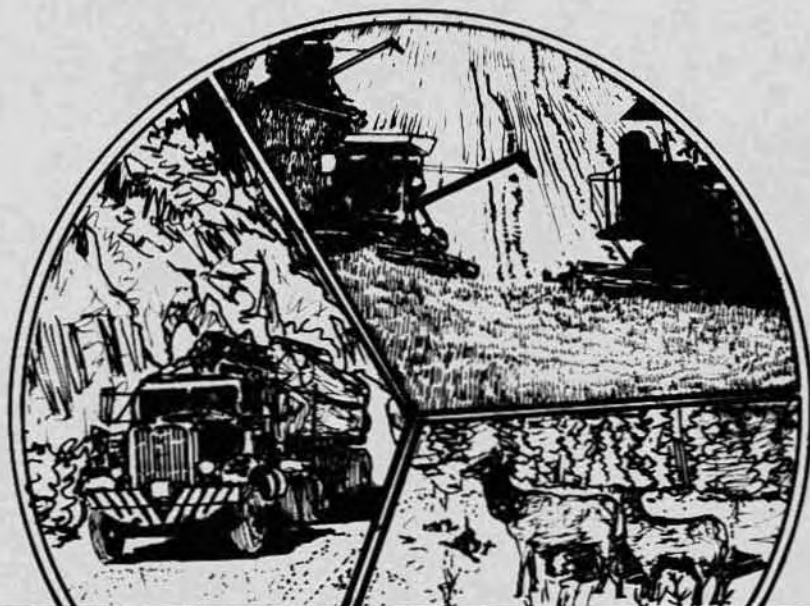
Dated this 13th day of June, 1979.


W. J. Kvarsten, Director
For the Land Conservation and
Development Commission

WJK:CP:krh/MC
6/13/79/DC#15

DOCUMENTS
LOCAL
Pilot Rock
(1979)

CITY OF



PILOT ROCK

COMPREHENSIVE
PLAN

CHAIRMAN
Mayor Foster Odom

VICE CHAIRMAN
Judge D. O. Nelson

SECRETARY-TREASURER
Mayor Gordon Chapman

EXECUTIVE DIRECTOR
Wayne L. Schwandt



March 9, 1979

Phone (503) 276-6732

MAR 12 1979

Mr. W. J. Kvarsten, Director
Department of Land Conservation
and Development
1175 Court Street Northeast
Salem, Oregon 97310

Subject: City of Pilot Rock Acknowledgment Request

Dear Mr. Kvarsten:

The City of Pilot Rock requests the Land Conservation and Development Commission to grant an Acknowledgment of Compliance.

1. Plans* and Implementation Measures* to be Reviewed

- a) Comprehensive Plan Ordinance No. 320 (10-25-78)
- b) Umatilla County Ordinance No. 79-12 (2-14-79)
- c) Urban Growth Area Joint Management Agreement (City 10-25-78, County 2-14-79)
- d) Zoning Ordinance No. 318 (10-25-78)
- e) Subdivision Ordinance No. 316 (10-11-78)
- f) Mobile Home Park Ordinance No. 317 (10-11-78)

*Note: Please refer to Chapters V and VI of the plan report.

2. Supporting Documents, Inventories and Other Factual Information

Please refer to the plan report.

3. City Representative

Duane Cole, City Administrator
Post Office Box 130
Pilot Rock, Oregon 97868

(503) 443-2811

Mr. W. J. Kvarsten, Director
Page Two
March 9, 1979

4. Affected Agencies and Districts***

Umatilla County Board of Commissioners
Post Office Box 1427
Pendleton, Oregon 97801

Pilot Rock School District 2-R
Don Murray, Superintendent
Post Office Box BB
Pilot Rock, Oregon 97868

Pilot Rock Rural Fire Protection District
Pilot Rock, Oregon 97868

Pilot Rock Cemetery District
Pilot Rock, Oregon 97868

Oregon Department of Transportation
George Strawn, Planning Representative
Post Office Box 850
LaGrande, Oregon 97850

**Note: Please refer to Chapter IX of the plan report for other entities which may be affected governmental units.

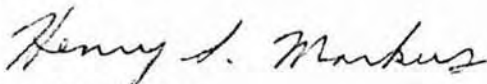
5. Chairman of Committee for Citizen Involvement

Bill Elfering, Chairman
Pilot Rock Planning Commission
Route 2, Box 101A
Pendleton, Oregon 97801

6. Urban Growth Area Agreement

Please refer to item 1(c) above.

Sincerely,



Henry S. Markus
Principal Comprehensive Planner

HSM:bb

Enclosures

cc: Mayor Gordon Chapman, City of Pilot Rock
Umatilla County Board of Commissioners
Jeri Cohen, Planning Coordinator, Umatilla County
Jim Kennedy, Field Representative, Department of Land
Conservation and Development

CITY OF PILOT ROCK, OREGON
COMPREHENSIVE PLAN, IMPLEMENTATION MEASURES
and
TECHNICAL REPORT

February, 1979

CITY COUNCIL MEMBERS

Gordon Chapman, Mayor
Ivan Goodman, President
William Braniff
Thom Hill
Gerald Hemengway
Kathryn Murray
Vern McGowen

PLANNING COMMISSION MEMBERS

Bill Elfering, Chairman
Earl Bense
Ann Crump
George Elliot
Irene Pedro
Miles Pilch
Mary Lou Slabik

CITY STAFF

Duane R. Cole, Jr., City Administrator-Recorder
James Williams, Chief of Police
Fred Horn and Wes Hereld, Maintenance Foremen

PLANNING STAFF

Henry Markus, Principal Comprehensive Planner
East Central Oregon Association of Counties
Keri Stratton, Cartographer
Umatilla County Planning Department
Beryl Brizendine, Secretary
East Central Oregon Association of Counties

The preparation of this report was financed in part through 1976-77 and 1977-78 Planning Assistance Grants from the Oregon Land Conservation and Development Commission (LCDC).

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FOREWORD

Pilot Rock is located on Birch Creek and U.S. Highway 395 in central Umatilla County. As shown on the location map, Pilot Rock is twenty miles south of Pendleton.

The technical portion of this report provides the background information, facts, and considerations that served as the basis for development of the city's Comprehensive Plan. The Draft Plan Goals, Objectives and Sketch Map were distributed on November 28, 1977, to all city residents and affected governmental units.

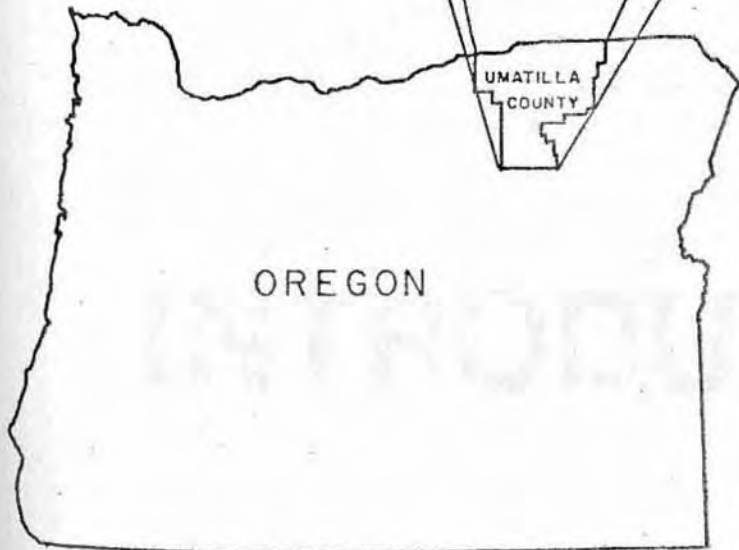
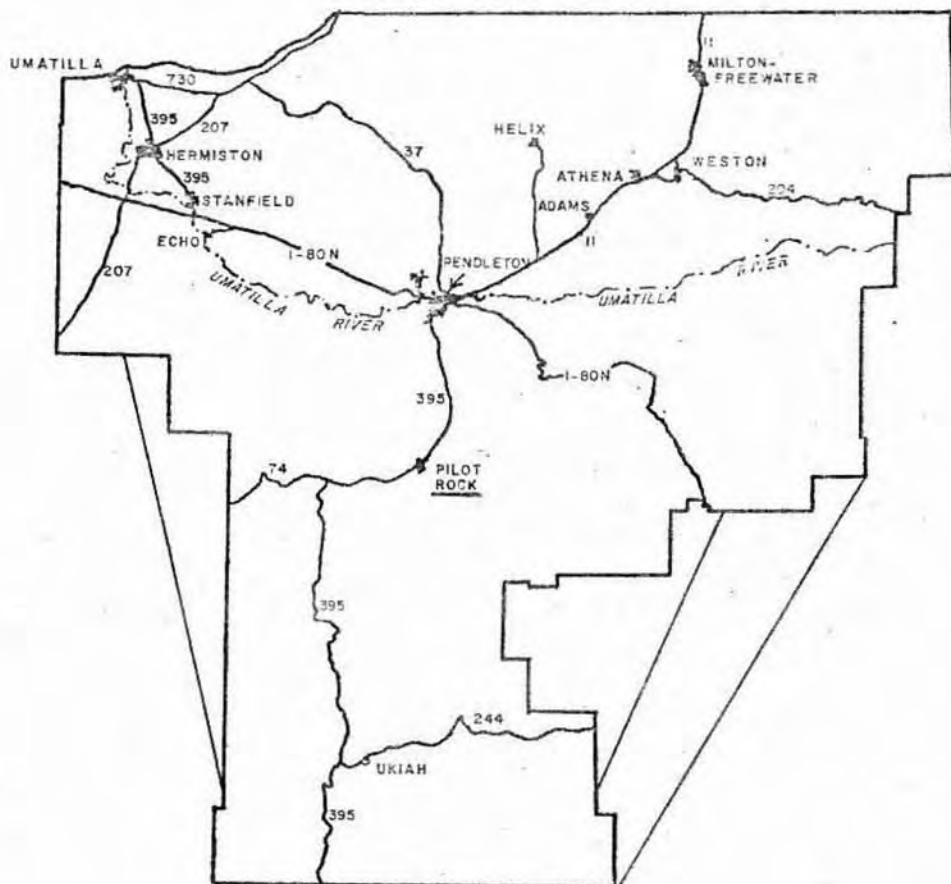
The Draft Plan was adopted by resolution by the City Council on December 28, 1977, and the Plan was amended on February 8, 1978. The revised Plan was mailed to city residents and affected governmental units on May 1, 1978.

The Draft Plan and Technical Report were reviewed and tentatively approved by the Umatilla County Planning Commission on August 9, 1978, and by the Board of Commissioners on August 16, 1978.

The Pilot Rock City Council adopted the Subdivision Ordinance and Mobile Home Park Ordinance on October 11, 1978, and the Comprehensive Plan Ordinance, Zoning Ordinance, and Urban Growth Area Joint Management Agreement on October 25, 1978.

The Umatilla County Planning Commission reviewed and recommended co-adoption of the Plan and the Urban Growth Area Joint Management Agreement on December 20, 1978. The Plan and Agreement were reviewed and co-adopted by the Umatilla County Board of Commissioners on February 14, 1979.

WASHINGTON



N

LOCATION

MAP

FOR

PILOT ROCK

INTRODUCTION

COMPREHENSIVE PLAN DESCRIPTION *

I. Comprehensive Plan

The comprehensive plan is the public's conclusions about the development and conservation of the area, adopted by the appropriate City Council or the County Commissioners, and agreed to by all affected governmental units. It is the only, all inclusive, plan for a given geographic area.

Comprehensive means all inclusive in terms of the functional and natural activities in the area, such as:

- The natural resources of land, air, and water that are to be preserved, conserved, managed, or utilized;
- The constraints related to development such as physical limitations of the public and private sectors to provide necessary services; or resource limitations such as inadequate stream flows or ground water resources to provide the water needed to support development, etc.;
- The locations for various types of land and water uses and activities in an area, such as residential, agricultural, commercial, forestry, industrial, etc.;
- The utilities, services, and facilities needed to support the present and contemplated uses and activities; where they will be provided, and upon what conditions;
- Considerations and the special values of the area, such as housing, energy supplies and consumption, improvements of the local economy, recreation needs, scenic areas, and the direction and nature of growth and development, if such is desired.

The term "plan" means the group of decisions made before changes are made in the area. A public plan, like a remodeling plan for a building, shows the present condition as well as any future changes. It shows the direction and nature of changes in land and water uses and what utilities, streets or other public facilities will be provided, etc. When a public improvement will be built or when a change in use is expected it is expressed by an estimated date, or the reaching of a population level or density or, the occurrence of another event such as the installation of a water line or the construction of a school.

The purpose of public planning is to make the public decisions in advance of construction of a facility, or the use of resources, so any differences are resolved prior to starting a project. Unnecessary project delays are avoided when the public and affected agencies have resolved any conflicts well before construction work begins.

* Oregon Land Use Handbook, Oregon Land Conservation and Development Commission, Chapter 70, pages 1 - 12.

The public's plan is a document upon which public agencies, private firms, and individuals must be able to rely so their decisions and investments can be made with confidence. People buying homes can do so, assured that the neighborhood they have selected won't change adversely. Farmers can make capital investments, certain that the adjacent areas will not be developed and preclude them from continuing their farming practices, causing them to be unable to pay for and use needed improvements.

Businesses can invest in new sites, confident that they can be used for their intended purpose, and that the needed services will be provided.

Public investments in water, sewer systems, schools, etc. can be made in an orderly manner, in keeping with the ability to pay for them.

The plan is the basis for other public implementation actions, such as zoning and subdivision decisions. These must be made in the total context of the overall need reflected in the plan.

When adopted, the plan expresses the coordination decisions of the public (individuals, groups, and organizations), incorporated with those of public agencies. In addition to setting forth the public's choices about how conservation and development will occur in their geographic area, the plan also incorporates the plans of all other governmental jurisdictions in that area. Fitting them together harmoniously, it interrelates needs, constraints, and services with natural resources. When completed, the comprehensive plan relates all decisions directly to the air, water, and land resources of the local area in a coordinated manner.

The plan is a statement of the choices made by the public, enacted by their City Council or County Commissioners. These are choices that are made consciously, and are not merely self-fulfilling prophecies of trends and projections. These choices can be made contrary to trends if the changes necessary to affect the trends are made too. These trends must be considered, but only as factors to be taken into account. The choices also reflect a consideration of the area's problems and needs, as well as social, economic, and environmental values. Practical and possible alternative solutions, providing the range of options available, must be considered in making the choices. This assures that the best possible solutions will be developed for the area.

II. Format of the Comprehensive Plan

The public's planning document consists of two parts. The first part is the adopted comprehensive plan, which contains the decisions about the uses of resources, and the provisions of services and facilities. The plan shows the decisions in the form of maps and policy statements. These are equivalent to a broad blueprint for the area: a blueprint that is interpreted when it is applied to specific situations through zoning and other implementation measures. The general plan is adhered to, but some designations, like "residential-single family", may be further refined into several single family residential classifications, depending on the needs of the area. For some jurisdictions the plan will be only a few pages in length; for others, it will take more space to set down the essence of the decisions.

The second part of the planning document consists of the background information, facts, and considerations that served as the basis for the conclusions. This background includes such items as the inventories showing the extent, characteristics, values and limitations of the planning area's resources. It also shows the use of property, property ownership lines and factors related to population and growth trends. The background information describes the nature of the economic base; its development and conservation implications. It also sets out the process that was followed to arrive at the choices made in the plan.

Although not a part of the legally adopted plan document, the background material is essential to understand why and how the plan's conclusions were reached. Whether included after the summation, or provided as a separate appendix, the background information affords the user of the plan more detailed information when it is needed to interpret the plan. It also serves as the basis for consideration of requests for changes and revisions. It provides the basic information needed to understand how the facts were used to reach the conclusions made in the plan. This can be important to assure continuity in the review and updating of the plan.

The plan may cover all of the area within a jurisdiction; it may be composed of plans for subareas, or parts, of the jurisdiction. When area plans are used, they are consolidated through, and fit within, a more generalized, overall plan. The nature of the plans of adjacent areas, and the responsible governing bodies, should be noted also.

The amount of detail needed depends on the nature of the area involved; its size, character and pace of change. The level of detail may not need to be uniform throughout the plan. Some areas within the jurisdiction may need more precision than others. The plan may be fairly general in large homogeneous areas, such as agricultural and forested regions. However, it will need to be detailed in situations where it is important to recognize a boundary between areas, or to identify property lines that will be specific in concentrated areas so that the level of needed services can be determined reliably.

Traditionally, comprehensive plans were supposed to be long range, encompassing twenty plus years, and were quite general. A long-term plan is still necessary to provide a general idea of how growth is to take place; what services will be needed and the management required to conserve resources. However, a short-term plan is more specific in areas that are being urbanized, renewed, or where change is occurring at such a rate that confident decisions cannot be made beyond five to ten years.

The plan is adopted by:

- a. The City Council for an incorporated area;
- b. Both the County Board of Commissioners and the City Council for an unincorporated portion within an urban growth boundary;
- c. The County Board of Commissioners for an unincorporated portion of the county.

The completed plan incorporates the plans of all units of government in the area, and provides a common basis for decisions regarding conservation and development in each city and county; all affected agencies are expected to use it. Each comprehensive plan provides a place for each governmental unit affected by the plan to sign, expressing their agreement with the plan. This signature is a commitment to use the plan and not an agreement to take any actions inconsistent with the plan.

The plan is agreed to by:

- a. Each special district having any land related responsibilities within the plan area, such as water, sewer, solid waste, schools, roads, ports, irrigation, fire, soil conservation, etc.;
- b. Each state and federal agency having responsibilities for regulations, standards, services, property, or the operation and maintenance of facilities in the area;
- c. Optimally, semi-public agencies, such as electric and telephone companies should also be asked to sign the plan, since they are directly affected by the public's decision.

III. Responsibilities for Preparation and Revision

The fitting together smoothly of all parts of the plan is one of the most important features of a comprehensive plan. Coordination occurs primarily during the preparation of the plan by involving all affected people and agencies throughout the development of the plan. These plan and development coordination responsibilities include:

- a. Each city and county is responsible for the preparation of the plan for its jurisdiction. However, both the city and county have the responsibility for working together to jointly prepare the plan for an urban growth area.
- b. The County, under ORS Chapter 197, is charged with the responsibility of coordinating the plans of cities and special districts. CRAG has been designated by the Legislature to perform these functions in the area covered by Clackamas, Multnomah and Washington Counties. Other areas may select an alternative Coordination Body under the procedures of ORS 197.190.
- c. Each special district is also responsible for working with the city and county, to make sure the functional part of their area is consistent with the comprehensive plan for the area.
- d. Each state and federal agency has the responsibility of working with each city and county to incorporate the agency's plans into the comprehensive plan.

To achieve the objective of public understanding and support of the plan, as well as assuring that the plan reflects the desires and needs of the people it is designed to serve, it is essential that the public be

involved throughout the entire process of the making of the plan. Real, useable, involvement opportunities must be created during every phase of the plan development. The public includes:

- The general citizenry of the area;
- All property owners;
- Groups; clubs and organizations;
- Firms; businesses; corporations; private agencies, such as associations, firms, partnerships, joint stock companies; any group of citizens.

The plan development process must also include:

- All affected local, state, and federal agencies;
- Public utility and public service groups and organizations.

Further opportunities for input must include those not living in the area, so they can participate in discussions concerning issues of more than local interest, such as areawide, regional, state, and national concerns.

The plan is not cast in concrete. It is a public plan by a changing society in a developing and renewing, dynamic situation. The plan must be reviewed periodically to assure that it reflects the desires and needs of the people it is designed to serve; that the plan is achieving the desired stated objective. However, it must not be changed dramatically or capriciously at each review if individuals, organizations, and public agencies are to be able to rely on it. If the review takes place with reasonable frequency, then most adjustments will be small and easily accommodated. It is essential that those people and agencies, as well as the general public who were involved with the preparation of the plan, be given the opportunity to be included in any review so their understanding and support of the plan will continue.

SUMMARY

CHAPTER II

Summary and Conclusions

The City of Pilot Rock Comprehensive Plan will be the one and only plan for the Pilot Rock urban planning area after:

1. Pilot Rock City Council adoption of the plan by ordinance (10-25-78);
2. Umatilla County review of the plan pursuant to ORS 197 and co-adoption of the plan for the urban growth area (2-14-79); and
3. Land Conservation and Development Commission acknowledgment of compliance of the plan with applicable Statewide Planning Goals pursuant to ORS 197.

The plans and activities of special districts, Umatilla County, state agencies, and federal agencies which will affect the Pilot Rock urban planning area must be consistent with Pilot Rock's Comprehensive Plan.

The remainder of this summary has been organized to briefly address the questions given in Attachment B of the Umatilla County Resolution and Order - "In the Matter of the Development and Adoption of Procedures and Standards for County Review of City Comprehensive Plans" dated July 20, 1977, as given in the Appendix.

Data Inventories

Sufficient data was available to prepare the plan as reflected in the Technical Report. There is additional information which could be collected and added to the Technical Report. This should be done as part of a maintenance and update effort.

The Umatilla County Economic Element was completed in February 1979. The Umatilla County Comprehensive Plan and Technical Report should be completed by December 1979. The Umatilla National Forest unit plans should be evaluated after all of them are completed with regard to potential economic development and population growth based on commercial timber production and other forest uses.

Needed studies include: Soil survey, final flood hazard study, historic and archeological survey and literature search, industrial park plan and engineering analysis, and a downtown improvement plan.

Identification of Buildable Lands

Development limitations include the Birch Creek floodplain, slopes greater than or equal to 12%, and severe soil limitation ratings. Topography and public facility requirements were also taken into account.

Economic and Population Projections

There are several sites suitable for commercial, light industrial, and industrial development north of the City. Pilot Rock will encourage such development. The City has received many inquiries about land available for development. The decision to make land available for development rests with private property owners. If land is made available, Pilot Rock feels that substantial residential, commercial and industrial development will occur. It is assumed that 10% of new county residents will decide to live in Pilot Rock between 1978 and 1995. Therefore, based on preliminary county population projections, 3,285 to 4,145 people would live in Pilot Rock in 1995.

Land Requirements

About 464 to 728 acres of residential land will be needed through 1995. Land reserved for commercial, light industrial, industrial, public and permanent open space uses include 763 acres. The remaining 908 acres within the Pilot Rock urban planning area has been designated for low-density residential and residential. All of this land will almost certainly not be needed through 1995. However, as indicated above, few property owners adjacent to the City have made their land available for development.

Given this fact, it was necessary to include more land for residential uses so that the City would have flexibility to respond to those land owners who choose to allow development. The low density residential designation is meant to discourage rural residential development outside the urban growth boundary by allowing similar development within the planning area as an interim use.

Public Facilities and Services

Zoning, subdivision, and mobile home park ordinances have been adopted which include design requirements. Three major streets and potential water tank sites have been included as part of the plan. The streets will allow looping of water and sewer lines as well as traffic circulation.

Comprehensive Plan and Implementation Measures

The final Technical Report was prepared after review and co-adoption of the Comprehensive Plan and Urban Growth Area Joint Management Agreement by Umatilla County. As of February 1979, the following documents have been completed:

1. Technical Report
2. Comprehensive Plan
3. Zoning Ordinance
4. Subdivision Ordinance
5. Mobile Home Park Ordinance
6. Urban Growth Area Joint Management Agreement.

A preliminary capital improvement program will be completed by April 1979.

SUMMARY OF FINDINGS

CHAPTER III

Summary of Findings

Citizen Involvement

The Pilot Rock Planning Commission served as the Committee for Citizen Involvement.

City Council and Planning Commission meetings were open to the public.

A Community Attitude Survey was circulated in May, 1976, and was fully tabulated and mailed to residents in January, 1977.

The Draft Plan Goals and Objectives were mailed to residents before a hearing was held on August 10, 1977, by the Pilot Rock City Council and Planning Commission.

The Draft Plan was mailed to residents and affected governmental units on November 28, 1977, and to property owners within the urban growth boundary and outside City limits on December 16, 1977.

A public hearing was held by the Pilot Rock City Council and Planning Commission on the Draft Plan on December 21, 1977.

The Umatilla County Planning Commission reviewed the Pilot Rock Draft Plan on January 10, 1978.

A public hearing was held by the Pilot Rock City Council and Planning Commission on suggested amendments to the Draft Plan on February 8, 1978.

The revised Draft Plan was mailed to all City residents and affected governmental units on May 1, 1978.

The Pilot Rock City Council and Planning Commission held a hearing on June 14, 1978, continued on July 19, 1978, and August 9, 1978, on the Comprehensive Plan Ordinance, Zoning Ordinance, Subdivision Ordinance, Mobile Home Park Ordinance, Technical Report, and Urban Growth Area Joint Management Agreement.

A work session was held by the Umatilla County Planning Commission on August 9, 1978, and Board of Commissioners on August 16, 1978, on the Draft Plan and Technical Report.

The Pilot Rock City Council and Planning Commission held a hearing on October 11, 1978, on the Comprehensive Plan Ordinance, Zoning Ordinance, Subdivision Ordinance, Mobile Home Park Ordinance, Technical Report, and Urban Growth Area Joint Management Agreement.

The Umatilla County Planning Commission held a hearing on December 20, 1978, on the Pilot Rock Comprehensive Plan and Urban Growth Area Joint Management Agreement.

Notice of the February 14, 1979, hearing (see below) was mailed to owners of property within the Pilot Rock urban growth area on January 22, 1979.

The Umatilla County Board of Commissioners held a hearing on February 14, 1979, on the Pilot Rock Comprehensive Plan and Urban Growth Area Joint Management Agreement.

Public hearing notices were published at least ten days before each hearing in the East Oregonian.

The Draft Plan and Technical Report were available for review at Pilot Rock City Hall, the offices of the Umatilla County Planning Department and the East Central Oregon Association of Counties in Pendleton, and the Department of Land Conservation and Development in Salem.

Land Use Planning

Oregon Revised Statutes Chapters No. 92, 197, 215, and 227 provide the basis for planning and regulations affecting land use.

The Statewide Planning Goals as adopted by the Land Conservation and Development Commission provide the framework for local planning.

Statewide Planning Goals #4, and #15-#19 are not applicable in Pilot Rock.

An "Agency Coordination Letter" was sent to all identified affected governmental units on January 10, 1977, by the Morrow and Umatilla Counties' Planning Coordinator.

The Pilot Rock City Council adopted the Draft Plan by resolution on December 28, 1977.

The Umatilla County Planning Commission tentatively approved the Pilot Rock Draft Plan on January 25, 1978, subject to conditions.

The Pilot Rock City Council adopted amendments to the Plan by resolution on February 8, 1978.

The Umatilla County Board of Commissioners tentatively approved Pilot Rock's Draft Plan on March 1, 1978, subject to conditions.

The Umatilla County Planning Commission tentatively approved the Draft Plan and Technical Report on August 9, 1978.

The Umatilla County Board of Commissioners tentatively approved the Draft Plan and Technical Report on August 16, 1978.

The Pilot Rock City Council adopted the Subdivision Ordinance and Mobile Home Park Ordinance on October 11, 1978, and the Comprehensive Plan Ordinance, Zoning Ordinance, and Urban Growth Area Joint Management Agreement on October 25, 1978.

The Umatilla County Planning Commission recommended co-adoption of the Pilot Rock Comprehensive Plan and Urban Growth Area Joint Management Agreement on December 20, 1978.

The Umatilla County Board of Commissioners co-adopted the Pilot Rock Comprehensive Plan and Urban Growth Area Joint Management Agreement on February 14, 1979.

Agricultural Lands

Soil data including capability classes and limitation ratings were obtained for the land within and surrounding Pilot Rock (Soil Conservation Service, 1976).

Within the urban growth boundary, Classes III and IV soils with limitation ratings of severe are predominant.

The area surrounding Pilot Rock is used for wheat, pasture, feed, and crops.

Circle irrigation is in use west and north of the City.

Soils along East Birch Creek, West Birch Creek, and Birch Creek are Classes I and II and are flood prone.

Open Space, Scenic and Historic Areas; and Natural Resources

There are no identified scientific, archaeological, or historic areas or sites in Pilot Rock.

Potentially useable energy resources in Pilot Rock include solar energy, wind energy and solid waste.

Birch Creek is a tributary of the Umatilla River and provides important fish and wildlife habitat.

Air, Water, and Land Resources Quality

Air quality is good except for periodic dust from agricultural operations and odors from local industry.

Pilot Rock provides adequate sewage treatment. The lagoon type system is presently utilized at sixty percent of capacity.

A solid waste disposal site is located near Pilot Rock and pickup service is available.

Areas Subject to Natural Disasters and Hazards

Areas along East Birch Creek, West Birch Creek, and Birch Creek are subject to flooding. The Federal Insurance Administration (HUD, 12-75) and the Corps of Engineers (Walla Walla, Washington, 1-76) have mapped flood prone areas. Downtown Pilot Rock is within the flood area.

The bluff on the west side of Birch Creek is greater than 12% slope. That portion of the bluff (Pilot Rock) southwest of downtown is bare rock.

Recreational Needs

Pilot Rock has a City park with picnic and play areas.

The Pilot Rock School District has both indoor and outdoor recreational facilities.

Improvements to the community center are needed.

A majority of respondents to the Community Attitude Survey indicated that additional park and recreation facilities are needed.

Economic Development

Pilot Rock has a resource economy based on forest and agricultural products.

Pilot Rock is a retail trade center.

The major employers in Pilot Rock are Louisiana Pacific, U.S. Gypsum, Fame Furniture, the Pilot Rock School District, and Britt Logging.

The area north of Pilot Rock between U.S. Highway 395 and the railroad is suitable for commercial, light industrial, and industrial development.

Some potential exists for growth of the downtown area but downtown is broken up into small parcels, has a mix of housing and business, and is subject to flooding.

Housing

As of June 1976, Pilot Rock has 467 houses, 5 apartments, 25 duplexes, 2 triplexes, and 35 mobile homes; of these 37 units were considered marginal and substandard.

A majority of respondents to the Community Attitude Survey felt that additional homes to buy or rent and apartments were needed.

Little land is presently available for development.

Public Facilities and Services

The sewage system has a design capacity of 2,500 people; present population is 1,750 people. If industries who now have their own systems or new industry or both are connected to the City system, expansion of treatment facilities will be necessary.

During 1977-78, old water lines were removed and new water lines, house service meters and fire hydrants were installed. The U.S. Economic Development Administration funded this work.

The City has two wells, one produces 850 gallons per minute and the other 450 gallons per minute.

Pilot Rock has two reservoirs; the main facility holds 600,000 gallons, the backup facility holds 100,000 gallons.

Additional water demand over current use will require development of another well and one or more storage facilities.

pilot Rock has no storm drainage system.

Police protection is provided by the City.

The nearest health facilities are in Pendleton twenty miles north of Pilot Rock.

Fire protection is provided by the Pilot Rock Rural Fire Protection District.

Transportation

Major access to Pilot Rock is provided by U.S. Highway 395. The highway southwest and north of town has recently been resurfaced. At the north City limits of Pilot Rock 1975 average daily traffic was 2,300 and at the south City limits 880. The 1965 average daily traffic was 1,900 and 770 respectively.

Most streets in town are paved; few streets have curbs or sidewalks except in the downtown area.

Bus service, Amtrack, and passenger and freight air service is available in Pendleton.

The Union Pacific Railroad Company has a spur line to Pilot Rock from Pendleton for freight.

Energy Conservation

The following measures would conserve energy:

Design standards including energy efficiency as a criterion for new water and sewage system construction;

Inclusion of measures in zoning and subdivision ordinances to protect sun rights, wind breaks to reduce heating requirements, and shade trees to reduce cooling requirements.

Urbanization

Factors considered in identifying urbanizable land and the urban growth boundary included flood prone areas, soil classifications and development limitations, slopes greater than or equal to 12%, transportation routes, land ownership, ability to provide City services, and potential economic development and population growth.

Preliminary county population projections estimate Pilot Rock's population at 2,150 to 2,350 people in 1995.

Annexation to the City will be limited to land included within the urban growth boundary:

LCDC Administrative Rule, "City Annexations and Application of Goals within Cities" adopted 2-9-79, filed with Secretary of State on 2-16-78;

Peterson v. Klamath Falls 279 OR 247 (1977).

The LCDC administrative rule on "Acknowledgment of Compliance" requires an Urban Growth Area Joint Management Agreement between the City of Pilot Rock and Umatilla County.

CITIZEN INVOLVEMENT

CHAPTER IV

Citizen Involvement

In 1976, the City of Pilot Rock prepared a Planning Assistance Grant Application and a Compliance Schedule for the Oregon Land Conservation and Development Commission. After approval of these documents by the Land Conservation and Development Commission, Pilot Rock contracted with the East Central Oregon Association of Counties to provide staff support for the City's planning effort. Beginning in September 1976, and continuing through the present time, East Central Oregon Association of Counties staff met with either the Planning Commission, City Council, or both once a month on the average. Few City residents attended regular meetings, but attendance at public hearings was good.

Briefly summarized, the citizen involvement effort included:

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Ordinance, Mobile Home Park Ordinance, Technical Report, and Urban Growth Area Joint Management Agreement.

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Please rate present city or other local governmental services.

Please rate the need to improve city or local governmental services.

	Excellent	Good	Average	Below Average	Poor	No Opinion	CITY OF PILOT ROCK COMMUNITY ATTITUDE SURVEY (May, 1976 - 72 Responses)	Great Need	Some Need	No Need	Don't Know
1.	1	7	43	9	7		Streets and roads inside the city limits including maintenance	6	39	9	2
2.		7	45	9	6	1	Streets and roads outside the city limits including maintenance	7	33	10	5
3.	4	36	24	3	2	1	Street lights	4	10	35	4
4.	1	9	26	10	16	4	Sidewalks and curbs	17	17	20	5
5.	2	10	31	12	8	2	Street Cleaning	6	27	16	5
6.	5	32	26	5	2		Parking availability	3	12	38	1
7.	15	35	9	1			Water supply Do you have <u>72</u> city water <u> </u> a well?	1	7	40	3
8.	9	37	9	1		1	Sewage disposal Do you have <u>65</u> city sewer <u>1</u> septic tank?		3	38	5
9.	12	34	12	2	1	8	Garbage collection		3	42	7
10.	4	28	19	4	7	8	Library facilities	10	10	28	5
11.	2	16	27	15	7		City parks and picnic areas	13	23	20	1
12.		7	15	13	30	3	Public meeting places and recreation facilities for children	30	14	12	3
13.		4	12	17	30	2	Public meeting places and recreation facilities for teenagers	33	14	10	3
14.		9	25	14	20	1	Public meeting places and recreation facilities for adults	17	16	12	2
15.		11	21	11	20	5	Public meeting places and recreation facilities for senior citizens	18	16	19	2
16.	11	29	25	5	1	1	Fire protection (fire department)	6	16	26	3
17.	1	13	31	9	16		Law enforcement (police department), speed and traffic control	17	14	23	2
18.		11	29	9	18		Law enforcement (police department), all other activities	19	18	15	3
19.	2	7	15	6	37	1	Dog control	31	8	14	5
20.	1	5	10	11	32	7	Junked car removal	26	18	11	2
21.	2	3	17	7	24	9	Nuisance ordinance enforcement	17	11	14	9
22.		4	25	11	24	4	Litter control	17	23	10	5
23.	3	27	26	5	5	2	Quality of education in local schools	7	21	21	2
24.	2	12	27	11	19		medical and health facilities	19	18	16	2
25.	6	20	28	5	4	6	Child care facilities	4	12	25	10

26. Do we need new industry and the new jobs it brings?

44 yes 25 no

27. Is additional growth of the city desirable?

46 yes 23 no

28. Do we need new non-industrial employment opportunities?

45 yes 14 no

29. Please describe your living quarters:

63 owner 8 renter 46 home _____ apartment 4 duplex
_____ mobile home _____ other

30. How is your home primarily heated?

16 electric, 30 oil, 17 gas, 6 wood

31. Do you have a secondary source?

32 yes, 36 no, 8 electric, 2 oil, 1 gas, 16 wood

32. Do you feel the need for housing is:

34 great 28 moderate 7 little

33. What kind of housing is most needed in town? (check all that apply)

30 homes to buy under \$15,000 44 apartments to rent
10 homes to buy over \$20,000 23 duplexes to rent
37 homes from \$15,000 to \$20,000 51 homes to rent
15 mobile homes 1 other types of housing

34. Do you feel that locations for mobile homes should be:

30 mixed with other residences
42 separated from other residences

35. Should the city use more land for parks and recreation facilities?

39 yes 28 no If yes, what kind of facilities and where should they be located?

Type	Indicate desired location
swimming pool (public)	<u>14</u> city park, <u>9</u> school, <u>8</u> high school, <u>2</u> grade school, <u>2</u> close in, land given to City, Rodney Orange Park, north of town, in C

35. (continued)

<u>Type</u>	<u>Indicate desired location</u>
large parks	<u>Northeast area, out of city, north of town,</u> <u>Empty lots</u>
neighborhood parks or tot lots	<u>3 park, 2 high school, 2 vacant lots,</u> <u>2 residential areas, in each addition, old</u> <u>L.E. Roy home site, Southeast Second, hill</u> <u>and southwest area, each end of town,</u> <u>grade school, central, on dead end side</u> <u>streets like Cedar, 7th, 8th, and 9th.</u>
senior citizen center	<u>4 downtown, 2 community center, park,</u> <u>lodges (Eagles, Elks), close in.</u>
recreation center	<u>7 central location or main street, 2 park,</u> <u>community center, school, by fire station</u>
trailer parks	<u>10 edge/out of town, in town, north end,</u> <u>near US 395</u>
camping facilities	<u>10 edge/out of town, in town, east of new</u> <u>fire hall, south end, north end, west of</u> <u>L.P., near US 395</u>
other	<u>3 tennis courts (lighted), skating</u> <u>facilities, bike trails, outdoor basketball</u> <u>courts, larger community center, downtown</u> <u>theater</u>

36. How many years have you lived in or near Pilot Rock?
1 less than 1 3 1 - 2 7 3 - 5 12 6 - 10 11 11 - 19 38 20+

37. How long do you plan to remain in the immediate area?

Most people said indefinitely.

38. If you moved here in the past 5 years, why did you come?
 5 job, 2 housing, 2 like town, return to home state, to retire, to buy land.
39. How many people in your household in each of the following age groups?
36 under 10 33 10 to 17 18 18 to 22 38 23 to 35 40 36 to 50
30 51 to 64 30 65 and over.
40. What is the present primary occupation of the head of the household and where employed?
 7 Louisiana Pacific, 6 U.S. Gypsum, 13 retired, 4 self-employed, 3 education, 4 lumber, 2 bank, 4 medical, 2 Desoto-Kerns, 2 salesman, 2 heavy equipment operator, 2 manager, 2 other blue collar, 4 other white collar.
41. If there is a second wage-earner in the household, what is their occupation and where employed?
 4 retired, 3 medical, 2 bank, 2 Desoto-Kerns
 writer, local business, personnel, secretary, log truck driver, baby sitter, accountant, teacher, Louisiana Pacific.
42. What was your total annual household income last year?
3 less than \$4,000 4 \$4,000 to \$5,999 14 \$6,000 to \$9,999
14 \$10,000 to \$14,999 22 \$15,000 and up
43. Would you support with your tax dollars additional city expenditures for the following:
33 salary for third policeman 28 summer youth program 30 lifesaving equipment
24 street improvements 37 public swimming pool 27 fire department new equipment
7 other (tennis, skating, bike trails, aid station, dog control)
44. Do you favor limiting the expansion of public water supply and sewage disposal system as a means of controlling growth.
15 yes 41 no
45. Recognizing that smaller acreages may create more demand for local services (water, sewer, school, etc.), what do you feel is the minimum desirable acreage for land parceling outside the city limits?
6 less than 1 acre 34 1 to 4 acres 17 5 to 20 acres
1 20 to 40 acres 1 40 acres plus.

46. List the streets in Pilot Rock that you feel are most in need of improvement.

10 Cherry Street	Southwest Birch
5 Douglas	Ruppeville
5 Cedar	Second
4 Delwood	Northwest Third
3 Alder	Southeast Third
3 most	Fourth
2 all	Northwest Fourth
2 Elm	Southeast Fourth
2 Birch	South Fourth
2 Northeast Third	Northeast Fifth
2 Royer Addition	Northeast Sixth
2 by Mentser and Elliot garages	Southwest Eighth
Main	U.S. 395

many intersections, S.W. Cedar intersection with U.S. 395, side streets off Southwest Birch, install light at Southwest Birch and U.S. 395, Umatilla County road to McKay area, all streets connecting Birch and Cedar.

47. Identify any sites or buildings in the area which should be identified and recognized for their historical significance?

3 old hospital (brick or stone building)	
old bank building	
old post office	Grandma Roy's chestnut tree
old school house	chestnut tree on the Perrin place (SW 2nd)
former St. Agnes Church	museum
first log house at Hemphill	Main Street

48. Should the city provide water and/or sewerage service outside the city limits? If yes, how should the services be provided?

4 to a service district only 31 by higher charges since no city taxes are paid 21 only after annexation 5 at the same rate as city users.

49. What do you like most about living in Pilot Rock?

climate
quiet
peaceful
friendliness
quiet
it is peaceful
low crime rate
people are friendlier
small town
it is small
small town
small town
it is home
church and easy shopping, no meters
it is a nice friendly place to live
small town
smallness
It is a small town
friendly business people
it is home

49. (continued)

Climate

Small, friendly, good climate, clean air

Shopping, convenience

Small community, friendly people

The small town concept

Community feeling

It is small and quiet

Small town

Scenery

Number of people, climate

The climate

Our home, our job, the people

Small town

Cost

Mostly self-contained for most needs

Small, friendly

Knowing everybody

Quiet and partly clean

It is a small town

The people

My home and my friends

It is a workingman's town, and a friendly town

Lesser taxes. Small town atmosphere but not too distant to a big city.

Not a lot of people. Being close to the mountains and open country.

Rural setting. Location to so many outdoor activities. Size of community.

People. School system, especially grade school.

Fewer big city problems, but any city must continue to grow or die.

Like small towns, good water, country atmosphere, good schools.

The people and the small town atmosphere.

Small community, slower pace of living, smaller school system.

I like living in a small community.

It is a small quiet town composed mostly of friendly people.

Small town with small town ideas. Keep it this way

We like the mountains, people, church and climate.

It's small town, rural like setting.

It provides means of livelihood and people are somewhat friendlier than Pendleton's.

50. What are the most serious problems in Pilot Rock?

Poor police and traffic control. Dogs running loose. Many disgraceful looking yards.

Recreation facilities for teenagers and a personality or two on the police force.

Dogs. Motorcycles without mufflers.

City finances, housing, recreation facilities.

Dog control, city budget.

Nothing for the young people to do. Poor police department. Enforce leash law.

A lack of adequate communication with police department and no recreational facilities.

Limited services - electricians, plumbers

Animals in city limits (horses, etc.)

Too darn many dogs in neighborhood running loose.

Animals and dogs.

Lack of recreation, such as bowling lanes, dances, and show house.

50. (continued)

"Speeding" on S.W. Birch and side streets leading to ball field at grade school.

The youth have nothing to do.

Nothing for kids to do.

Cleaning weeds and grass from along the streets and vacant lots.

Traffic control for dogs.

No swimming pool.

Need more recreation for the kids.

Lack of housing. Dog control.

Recreation for all ages.

Noise - motorcycle noise and car squealers.

Vandalism from young kids. They wander in groups just looking for something to do.

Lack of a qualified administrator and shortage of police personnel.

Housing.

Lack of jobs and recreation for young people.

No ambulance. School taxes.

Water system. Streets.

The increase of dangerous drugs in the area.

Lack of things for teenagers to do to keep them out of trouble. The place for them now is a problem (recreation center).

Teenage supervision and motivation, school administration, city administration (may be improving with new manager).

Unfriendliness toward newcomers.

Police force should be improved in quality not just by adding more people.

Medical, fire, police.

Drugs and the way some people drive on our new streets and in the residential districts at times.

Government trying to make like a city.

Not enough police. No good community center for children or swimming pool or something.

Allowing fly-by-night developers to put up shoddy construction.

No recreation for any age.

No future in Pilot Rock, no opportunity, no swimming pool.

Rootville taken care of, beautification of dwellings, lack of housing.

Not enough recreation for the kids. Police improvement. They do their job, but other times you can never get a hold of them.

City Hall not organized. New City Manager may help.

Apathy.

Police force and recreation areas for both young and old. They had a good place but the City has wrecked it.

Need more medical and dental services. Housing shortage. No legal services.

Lack of recreational facilities.

The soot that floats up from the mills and not enough recreation for the teenagers.

Police service. Telephone Company service or system. Streets. Ed Young's youth center.

A serious lack of responsible law enforcement. Drug abuse. Animal control.

Junky people who leave cars, garbage and personal possessions all over their property.

Improved fire and police protection.

Inefficiency of police force. Control speeding in residential areas.

Not having any recreation for our young people. No summer employment for kids.

Dope traffic.

50. (continued)

Lack of pride by some citizens as regards litter and trash including some very shoddy and cluttered residences.
Until very recently, dirty pool in City Hall and general public apathy. The hiring of a city manager should help. Lack of intellectual and recreational stimulation for all ages.

51. What would you like to see accomplished in Pilot Rock during the next five to ten years?

Clean up the town.

Get rid of slum area known as "Ruppeville" and make available more suitable housing.

See people take more interest in keeping up their homes.

Swimming pool, decent recreation center for young people, improve police department, enforce leash law.

More recreational facilities built and improved police patrolling.

More trees in residential areas.

Get animals (horses, etc.) out of town.

When an ordinance is adopted, apply it and enforce it.

Housing for the older people.

Building of swimming pool, theater and small bowling lanes.

Home town bakery. New cafe. Gift shop. Citizens police organization to help the police.

That long awaited swimming pool be completed.

Swimming pool and tennis courts.

More places to live and more for the kids to do.

Absolute dog control, ambulance service, and more homes.

More housing. Work for teenagers (industry).

The schools teaching the 3 R's again instead of sports.

Some housing to rent and some activity for kids.

Continued full employment. Lower property taxes. More rentals - apartments and houses. A covered swimming pool.

More and better shopping facilities.

A swimming pool.

Lower school taxes. All around better teaching of 3 R's - less sports.

More housing. More businesses of industry. Improvement of water system.

Ambulance service.

The new fire station. More heavy duty play equipment at the park. Increased police force, continued street maintenance and the swimming pool.

Community self project of beautification, tennis courts, swimming pool, small neighborhood parks (can be done by community-donated time) and more medical facilities.

Curbs and sidewalks, more recreational facilities, more restaurants and motel places to park and store recreational vehicles off the streets.

Street improvements, improve buildings on Main Street - a little paint would help.

Main Street stores fixed up. Need paint and shop fronts improved. Very depressing in present state.

Another bank. A full time doctor. More businesses. Better housing facilities (to rent).

A swimming pool. More cooperation in little league and more help.

Swimming pool and better meeting hall for senior citizens.

Swimming pool and sidewalks.

More housing. Recreation sites. Pool - adult pool and tot pool. Child care more reasonable than now.

51. (continued)

More growth and a public swimming pool.
 Recreation, growth, industries, non-related industry employment, medical facilities improved.
 Recreation facilities, police improvement, more rental housing, cleaning up the town. Fixing the streets and with stop signs.
 Some houses look like dumps with trash in yards, etc. Would like to see it cleaned up and fixed up. The town is ugly.
 I'd like to see it much much cleaner, and the dog control law enforced, and I shouldn't have to wait five years.
 More job opportunities. A mobile home place where you can buy a spot large enough for mobile homes for old people, so they wouldn't have more than they can take care of.
 Park and playground areas in several areas. Bus transportation services to Pendleton for senior citizens especially.
 A public swimming pool and better fire protection, so our insurance rates could be lowered.
 Tennis courts and swimming pool built.
 Activities for teenagers. More housing.
 Swimming pool for our community.
 A swimming pool and possibly around-the-clock police on duty.
 Curbing and sidewalks on Birch and Cedar. Swimming pool, tennis courts, and better athletic facilities for high school.
 A swimming pool put in. We can afford it as well as other small towns.
 Swimming pool.
 Swimming pool and housing.
 A beautified city.
 A very stiff and vigorously enforced ordinance against littering and junky premises. Would help eliminate the need for street cleaning.
 An up grading of most present services and more recreational facilities.
 More public happening (barbeques, etc.) and less general apathy. Better library.

52. Please list in order of preference those projects you listed in questions 50 and 51 for which you would be willing to support a bond issue or taxing levy, if needed.

Priorities

Facilities,* Services, and Programs	1st	2nd	3rd	4th	Total
Police	3	3	1	1	8
Street Improvement and Maintenance	2	3		1	6
Sidewalks	1	1	1		3
Curbs	1		1		2
Dog Control	3	1			4
Medical	2	1		1	4
Child Care			1		1
Economic Development		2	1		3
Housing	2	1			3
Mobile Home Park	1				1
Fire Protection	1	2			3
Water	2				2
Sewer	1				1
Drug Abuse Program	1			1	2
Junk Control	1		1		2
City Finances	1				1
Maintenance		1			1
Parking			1		1
TOTAL	22	15	7	4	48

* NOTE -- Does not include recreation, please see next page.

52. (continued)

Recreation	Priorities				Total
	1st	2nd	3rd	4th	
Pool	18	3	1	1	23
Recreation Facilities	3	2	1		6
Activities for Teenagers	2		1		3
Activites for Children		3			3
Seniors Meeting Place		1			1
Tennis Courts	1		1	1	3
Bowling		1	1		2
Athletic Facilities		1			1
Neighborhood Parks		1			1
Park Maintenance and Improvement			1		1
Library		1			1
Theater		1			1
TOTAL	24	14	6	2	46

53. Please make any comments which would help to make Pilot Rock a better place to live, or any other comments you would like to make.

Let's not try to make a New York City out of Pilot Rock.

Why can't this town provide recreational facilities for it's own population as other towns can.

The City needs a meeting place downtown to compliment the social contact centered around the Post Office. Perhaps a coffee shop, restaurant, or ice cream parlor. The Community Center Building does not daily serve as a gathering place for the community. Perhaps because of location, or because it has no facility for an always-open, drop-in-and-chat type location. I would like to see expansion of a library to become a real resource center for the community with room for group to meet study discuss, perhaps be entertained with film, etc. I would also encourage fuller use of school buildings by the community in such ways as the community schools, open library, etc.

I would like to see plantings and a small park like area where the new fire house is being built. Also new restrooms at the park.

Higher priced speeding tickets in residential area where children are school crossing on S.W. Birch Street with lights.

Some more control over young people and vandalism.

Would also like the kindergarten program to expand to all day.

Greater supervision in park.

If all people be the same to each other; in other words, where one party thinks he or she is much better than other ones.

Kids should learn to ride bicycles and roller skate at home not at school!
Teachers should teach not run T.V.'s.

More interest in city government by more citizens

53. (continued)

Develop a beautification program. Have a contest through the paper for slogans and ideas to encourage residents to paint up, clean up, and generally beautify property.

Ambulance and more nurses and doctors.

Dentist and Attorney. 24-hour police force.

No state building code for city of Pilot Rock, but refer back to old code. Less city government interference on private property.

Get city employees to do something.

Have members of Planning Commission required to live in Pilot Rock.

Stop annexation until all utilities have been installed at the expense of developer including any expansion of water and sewer feeders and streets. I believe either the city or some government agency should be fiscally responsible for code enforcement, not private architects.

Kids would stay out of trouble if given the proper recreation places. A pool has been needed for too long. New tennis courts too! This town and probably one more industry can grow with out hurting. We have to grow or be stagnant for ever!

New and better parks and a swimming pool.

Need a better dog kennel, tax rebate or tax break for those who clean up and beautify the property, to include home owners, store keepers, and property owners. Ruppeville needs cleaned up or torn down cause of health hazards. Four lettered words taken off of stairs (school stairs), buildings and bridges. Better sidewalks.

Recreation for kids would cut down on some crimes which kids do. Have policeman around when you need them. More rental housing and to clean up town.

Schools need basic reading and math. We rank lowest in math at Blue Mountain College. Kids can't read. Too much emphasis on sports. Motor bikes, pedestrians, and bicycles are a tremendous problem in Pilot Rock. Either let motor bike riders on the street where they are not a danger to little children or opening car doors or else make them stay off the bikes. It's against the law for these young kids anyway, whether on the street itself or on the side. A \$4 or \$5 fine to parents of bicycle riders might help them too. Why not put up some basketball hoops on the old tennis courts. There is not one public hoop in town. Sometimes people get so involved in the big things that the little inexpensive ideas don't get noticed.

I would like to see the culvert at blinker light cleaned out. A puddle for everybody to drive through. Water stands in ditch to breed mosquitoes. I reported this two years ago both locally and to Highway Department. On the positive side: Who ever fixed the water leak and installed new casing at the blinker, did a good job. It is best it has been since I've been working on that corner. About the dogs: I will not vote more money for anything until we do better with what we have. The majority of people want

53. (continued)

dogs off the streets but the City does not see that the mandate of the people is carried out. If the situation does not improve, I'll get a lawyer and take the City to court to see why they are not doing their job. It is silly to take my neighbors to court one by one when it's the City at fault.

Keep it a small town. Don't bring in big new industry.

Twenty-four hour police protection. Fair handling for all citizens. More recreational activities such as swimming pool, tennis courts. Better streets

Make Pilot Rock dog owners aware of their responsibility to the law and their neighbors and their dogs.

More personal pride by individual home owners in the care of their yards and homes.

A more efficient police force. Better use of time by city employees (maintenance crew).

I don't feel we have enough recreation for youth or older people. More summer jobs for teenagers.

Keep police car moving and working and available not parked in driveways.

Intelligent and wise spending.

Let's try to increase quality, rather than quantity living by staying small and improving what we have. Growth and expansion usually is expensive and all that rosey.

Have twice supported swimming pool fund but money disappeared. Where is it? We desperately need recreational facilities. If the public (or certain parts of it at least) were made to feel responsible for care of these facilities, there may be more pride and interest shown. For instance, heavy fines for any destruction and littering and most of the people would respond to civic pride, I think. A dog catcher was called by our neighbors regarding a nuisance dog which was fighting with other dogs and terrorizing children. They were told "I'm not going to mess with that dog. If you want something done, call the cops." The dog is still roaming the streets at all hours. Dog catcher also refuses to pick up his friends' dogs.

* * * * *

The results of Pilot Rock's Community Attitude Survey were tabulated by the Comprehensive Planner who is working with the Planning Commission and the City Council. The answers to open-ended questions are exact quotes from all surveys which were returned (exceptions noted).

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

STATE OF OREGON, }
County of Umatilla } ss.

Patricia L. Hawk _____ being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and

state; that the _____ EO-941 Public Notice-PR

printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for _____ 1 _____ successive and consecutive insertion in
the following issues:

August 1 _____, 19 77

Patricia L. Hawk

Subscribed and sworn to before me this _____ 1st _____ day of

August 19 _____ 77

Patricia A. Carpenter

Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 3, 1980

EO-941
PUBLIC NOTICE
The Pilot Rock City Council and Planning Commission will hold a public hearing to obtain comments on the Draft Goals and Objectives for Pilot Rock's Comprehensive Plan on Wednesday, August 10, at 7:30 p.m. at the Pilot Rock City Hall. A brief presentation will be made on the information that has been collected during the planning process and the urban growth boundary will be discussed. Copies of the Draft Goals and Objectives will be mailed out to all residents of Pilot Rock before the public hearing. Other interested persons may obtain this material by calling 274-6732 or writing Henry Markus, Comprehensive Planner, ECOAC, Post Office Box 339, Pendleton, Oregon 97801. Pilot Rock City Council Pilot Rock Planning Commission August 1, 1977

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, County of Umatilla, ss—

I, JOYCE PRESLER, being first duly sworn, depose and say that I am the owner-publisher of the PILOT ROCK NEWS, a newspaper of general circulation as defined by Sections 1-509, 1-510, Oregon Code, printed and published at Pilot Rock, Oregon, in aforesaid

county and state; that the Pilot Rock City Council
and Planning Commission

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive weeks in the following issues: August 4, 1977

Joyce Presler

Subscribed and sworn to before me this 21 day of August 1977

M. L. Stalder

Notary Public for Oregon

My Commission Expires Feb. 1, 1981

My commission expires _____, 19____



The Pilot Rock City Council and Planning Commission will hold a public hearing to obtain comments on the Draft Goals and Objectives for Pilot Rock's Comprehensive Plan on Wednesday, August 10, at 7:30 p.m. at the Pilot Rock City Hall. A brief presentation will be made on the information that has been collected

during the planning process and the urban growth boundary will be discussed.

Copies of the Draft Goals and Objectives will be mailed out to all residents of Pilot Rock before the public hearing. Other interested persons may obtain this material by calling 276-6732 or writing Henry Markus, Comprehensive Planner, ECOAC, Post Office Box 339, Pendleton, Oregon 97801. Pilot Rock City Council Pilot Rock Planning Commission 33c

IN THE COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity Law } No. _____

STATE OF OREGON, } ss.
County of Umatilla

Connie Ford being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the E0-280 Public Notice

printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 3 successive and consecutive insertions on the following issues:

Dec. 7, 14, 21, 1977

Connie Ford

Subscribed and sworn to before me this 21st day of

December 1977

Leticia G. Carpenter
Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 8, 1980

**E0-280
PUBLIC NOTICE**
The Pilot Rock City Council and Planning Commission will hold a public hearing to obtain comments on the Pilot Rock Draft Comprehensive Plan on Wednesday, December 21, 1977, at 7:30 p.m. at the Pilot Rock City Hall. Copies of the Draft Comprehensive Plan were mailed to all residents of Pilot Rock on Monday, November 28, 1977.
The Pilot Rock Draft Plan Technical Report will be available for review beginning in December, 1977, at Pilot Rock City Hall, the East Central Oregon Association of Counties office in Pendleton, and the Department of Land Conservation and Development office in Salem. Material will be added to the technical report as developed through May, 1978. The draft plan objectives will be revised, after review and comment, to be adopted as city policy.
Land presently in agricultural use has been included within the proposed urban growth boundary. After adoption of the plan and growth boundary and land within the boundary may continue to be farmed until the landowner decides to convert the land to urban uses. Such conversion is subject to city, county, and state policies and regulations.
Anyone who has questions or comments concerning the draft plan or technical report may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, Post Office Box 339, Pendleton, Oregon 97901, 778-6732.
Pilot Rock City Council
Pilot Rock Planning Commission
December 7, 14, 21, 1977

EAST OREGONIAN, PENDLETON, ORE.

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity } No. _____
Law }

STATE OF OREGON, }
County of Umatilla } ss.

I, Connie Ford being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the E0-370 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 5 successive and consecutive insertions
the following issues:

Jan. 25, Feb. 1, 8 19 78

Connie Ford

Subscribed and sworn to before me this 11th day of

February 19 78

Patricia A. Carpenter

Notary Public of Oregon

E0-370
PUBLIC NOTICE
The Pilot Rock City Council and Planning Commission will hold a public hearing to obtain comments on suggested amendments to the Pilot Rock Draft Comprehensive Plan on Wednesday, February 8, 1978, at 7:30 p.m. at the Pilot Rock City Hall.
Suggested changes to the draft plan map will be on display at the Pilot Rock City Hall. Suggested changes to the text of the draft plan are available from Duane Cole, City Administrator, City of Pilot Rock, Oregon 97868, 443-2811.
Pilot Rock City Council
Pilot Rock Planning Commission
January 25, February 1, 8, 1978

MY COMMISSION EXPIRES
SEPT. 8, 1980

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

STATE OF OREGON, }
County of Umatilla } ss.

Patricia L. Hawk _____ being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and

state; that the EO-445 Public Notice

printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for _____ successive and consecutive _____ in
the following issues:

February 10, 11, 20 _____ 1978
Patricia L. Hawk

Subscribed and sworn to before me this 23rd day of

February 19 78
Patricia O. Carpenter
Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 9, 1980

EO-445
PUBLIC NOTICE
The Umatilla County Board of Commissioners will hold public hearings on the draft comprehensive plans for the City of Pilot Rock and the City of Ukiah, in accordance with the Resolution and Order entitled, "In the Matter of the Development and Adoption of Procedures and Standards for County Review of City Comprehensive Plans," for the following purposes:

- (1) To review the Cities of Pilot Rock and Ukiah Draft Comprehensive Plans for compliance with the Oregon Statewide Planning Goals;
- (2) To review the Pilot Rock and Ukiah Draft Comprehensive Plans for coordination with affected governmental agencies;
- (3) To identify potential city-county issues that need to be resolved prior to final adoption of the draft plans by the county;
- (4) To formulate a decision regarding the tentative adoption of that portion of the Cities of Pilot Rock and Ukiah Draft Comprehensive Plans which address the urban growth areas as an amendment to the Umatilla County Comprehensive Plan.

Copies of the Oregon Statewide Planning goals, the Resolution and Order and the City of Pilot Rock and the City of Ukiah Draft Comprehensive Plans are available for public inspection at the Umatilla County Planning Department and East Central Oregon Association of Counties offices. The hearings will be held on Tuesday, February 21, 1978 at 10:00 a.m. in Room 114 of the County Courthouse in Pendleton, Oregon. For more information, interested persons may contact Dave Bishop, Umatilla County Planning Director, Umatilla County Courthouse, Pendleton, Oregon 97801; 276-7111, extension 314.
February 10, 11, 20, 1978

RECEIVED

FEB 24 '78

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity Law } No. _____

RECEIVED
JUN 16 1978
E.C.O.A.C.

STATE OF OREGON, }
County of Umatilla } ss

I, Beverly Krosting being first duly sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the EO- 793 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive insertions in the following issues:

June 3, & 13th, 19 78

Beverly Krosting

Subscribed and sworn to before me this 15th day of

June 19 78

Patricia A. Carpenter

Notary Public of Oregon

EO-793
PUBLIC NOTICE
The Pilot Rock City Council and Planning Commission will hold a public hearing at 7:30 p.m., Wednesday, June 14, 1978, at Pilot Rock City Hall concerning adoption of:
1. Pilot Rock Comprehensive Plan and Technical Report
2. Zoning Ordinance
3. Subdivision Ordinance
4. Mobile Home Park Ordinance
5. Urban Growth Area Joint Management Agreement
A proposed amendment to the plan for the area west of Mill Road will also be considered. The amendment would change the future land use from industrial and open space to residential.
The technical report is available for review at Pilot Rock City Hall, the ECOAC office in Pendleton, and the Department of Land Conservation and Development office in Salem.
Anyone who has questions or comments concerning the draft plan or technical report may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, Post Office Box 339, Pendleton, Oregon 97901, 276-6732.
Pilot Rock City Council
Pilot Rock Planning Commission
June 3, 13, 1978

MY COMMISSION EXPIRES
SEP 3 1980

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, County of Umatilla, ss—

ROYCE PRESLER, being first duly sworn, depose and say that
the owner-publisher of the PILOT ROCK NEWS, a newspaper
general circulation as defined by Sections 1-509, 1-510, Oregon
the printed and published at Pilot Rock, Oregon. in aforesaid
county and state; that the Notice of Public Hearing

printed copy of which is hereto annexed, was published in the
issue of said newspaper for 1 successive and consecutive
weeks in the following issues: June 8, 1978

Joyce J. Presler

Subscribed and sworn to before me this 5 day of July 1978

Steven M. Russ

Notary Public for Oregon

My Commission Expires Jan. 26, 1980

My commission expires _____, 19 _____

● PUBLIC NOTICE

- 4. Mobile Home Park Ordinance
- 5. Urban Growth Area Joint Management Agreement

A proposed amendment to the plan for the area west of Mill Road will also be considered. The amendment would change the future land use from industrial and open space to residential.

The technical report is available for review at Pilot Rock City Hall, the EQAC office in Pendleton, and the Department of Land Conservation and Development office in Salem.

Anyone who has questions or comments concerning the draft plan or technical report may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, Post Office Box 339, Pendleton, Oregon 97801, 276-6732.

Pilot Rock City Council
Pilot Rock Planning Commission

Published in the Pilot Rock News
June 8, 1978

LEGAL NOTICES

The Pilot Rock City Council and Planning Commission will hold a public hearing at 7:30 p.m., Wednesday, June 14, 1978, at Pilot Rock City Hall concerning adoption of:

1. Pilot Rock Comprehensive Plan and Technical Report
2. Zoning Ordinance
3. Subdivision Ordinance

RECEIVED

JUL 06 1978

E.C.O.A.C.

RECEIVED

JUL 3 '78

UMATILLA COUNTY PLANNING COMMISSION

IN THE _____ COURT OF THE STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF PUBLICATION OF

Equity Law } No. _____

STATE OF OREGON, } ss
County of Umatilla

I, Beverly Krosting being first duly sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the EO 871 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive insertion in the following issues:

June 30, 19 78

Beverly Krosting

Subscribed and sworn to before me this 30th day of

June 19 78

Patricia A. Carpenter
Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 2, 1980

\$5.28

EO-871 PUBLIC NOTICE
The Umatilla County Commission will hold meetings to review and comment on the Technical Reports of the Draft Plans for the cities of Ukiah, Stanfield, and Pendleton, Oregon. Hearings will be in the County Board of Commissioners. Persons wishing for information may contact Markus, Comprehensive East Central Oregon of Counties, 920 S. W. Pendleton, Oregon telephone 276-6732.
DATED this 30th day of June 1978.
UMATILLA COUNTY PLANNING COMMISSION
June 30, 1978

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity Law } No. _____

STATE OF OREGON, } ss.
County of Umatilla

Beverly Krosting being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the EO- 911 Public notice- pilot rock city council

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive insertions in the following issues:

July 14th & 18th, 1978

Beverly J. Krosting

Subscribed and sworn to before me this 18th day of

July, 1978

Patricia A. Carpenter

Notary Public of Oregon

EO-911 PUBLIC NOTICE
The Pilot Rock City Council and Planning Commission will continue a public hearing at 7:30 p.m., Wednesday, July 19, 1978, at Pilot Rock Community Center concerning adoption of:
1. Pilot Rock Comprehensive Plan and Technical Report.
2. Zoning Ordinance.
3. Subdivision Ordinance.
4. Mobile Home Park Ordinance.
5. Urban Growth Area Joint Management Agreement.
A proposed amendment to the plan for the area west of Mill Road will also be considered. The amendment would change the future land use from industrial and open space to residential.
Documents are available for review at Pilot Rock City Hall and the ECOAC Office in Pendleton.
Anyone who has questions or comments concerning these documents may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, Post Office Box 339, Pendleton, Oregon 97801, 278-6732.
Pilot Rock City Council
Pilot Rock Planning Commission
July 14 and 18, 1978

MY COMMISSION EXPIRES
SEPT. 8, 1980

RECEIVED
JUL 20 1978

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity } No. _____
Law }

STATE OF OREGON, } ss
County of Umatilla

I, Beverly Krosting being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the EO- 955 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 1 successive and consecutive insertion in
the following issues:

July 27th, 1978

Beverly J. Krosting

Subscribed and sworn to before me this 28th day of

July, 1978
Patricia A. Carpenter

Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 3, 1980

EO-955
PUBLIC NOTICE
THE UMATILLA COUNTY
PLANNING COMMISSION will
hold public hearings to review and
obtain public comment on the
Technical Reports of the Draft
Comprehensive Plans for the
cities of Harmon, Starbuck, and
Echo on August 9, 1978 at 7:30
p.m., Umatilla County Cour-
thouse, Room 20, Pendleton,
Oregon. Results of the hearings
will be in the form of recommen-
dations to the Umatilla County
Board of Commissioners.
Persons wishing further in-
formation may contact Henry
Markus, Comprehensive Planner,
East Central Oregon Association
of Counties, 920 S.W. Frazer,
Pendleton, Oregon 97801;
telephone 276-6732.
DATED this 27th day of July,
1978.
UMATILLA COUNTY
PLANNING COMMISSION
July 27, 1978

\$5.70

RECEIVED

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

STATE OF OREGON, }
County of Umatilla } ss.

I, Beverly Krosting being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the EO- 975 Notice of Public Hearing

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive insertion in the following issues:

Aug. 4th, 19 78

Beverly J. Krosting

Subscribed and sworn to before me this 7th day of Aug., 19 78

Patricia A. Carpenter
Notary Public of Oregon

EO-975
NOTICE OF
PUBLIC HEARING
THE UMATILLA COUNTY BOARD OF COMMISSIONERS will hold public hearings to review and obtain public comment on the Technical Reports of the Draft Comprehensive Plans for the cities of Ukiah, Pilot Rock, Stanfield, and Echo, on Wednesday, August 16, 1978 at 10:45 a.m. in Room 114 of the County Courthouse in Pendleton, Oregon. Results of the hearings will be in the form of recommendations to the cities for preparation of their final comprehensive plans. Persons wishing further information may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, 920 S.W. Frazer, Pendleton, Oregon 97801; telephone 278-6732.
DATED this 4th day of August, 1978.
UMATILLA COUNTY BOARD OF COMMISSIONERS
August 4, 1978

RECEIVED

AUG 8 '78

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity } No. _____
Law }

STATE OF OREGON, }
County of Umatilla } ss.

I, Beverly Krosting being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the EO- 984 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 1 successive and consecutive insertion in
the following issues:

Aug. 8th 1978

Beverly J. Krosting

Subscribed and sworn to before me this 8th day of

Aug. 19 78

Patricia A. Carpenter

Notary Public of Oregon

MY COMMISSION EXPIRES
SEPT. 3, 1980

EO-984
PUBLIC NOTICE
The Pilot Rock City Council and
Planning Commission will con-
tinue a public hearing at 7:30 p.m.,
Wednesday, August 9, 1978, at
Pilot Rock City Hall concerning
adoption of:
1. Pilot Rock Comprehensive
Plan and Technical Report
2. Zoning Ordinance
3. Subdivision Ordinance
4. Mobile Home Park Ordinance
5. Urban Growth Area Joint
Management Agreement
Documents are available for
review at Pilot Rock City Hall and
the ECOAC office in Pendleton.
Anyone who has questions or
comments concerning these
documents may contact Henry
Markus, Comprehensive Planner,
East Central Oregon Association
of Counties, Post Office Box 339,
Pendleton, Oregon 97901, 278-8732.
PILOT ROCK CITY COUNCIL
PILOT ROCK PLANNING COM-
MISSION
August 8, 1978

RECEIVED
AUG 09 1978
E.C.O.A.C.

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity }
Law } No. _____

STATE OF OREGON, }
County of Umatilla } ss

Beverly Krosting being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the E0- 091, Public Notice- The Pilot Rock Council

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 2 successive and consecutive insertions in
the following issues:

Oct. 2nd. & 10th 1978

Beverly J. Krosting

Subscribed and sworn to before me this 11th day of

Oct. 1978

Patricia A. Carpenter

Notary Public of Oregon

**EO-991
PUBLIC NOTICE**

The Pilot Rock City Council and Planning Commission will hold a public hearing at 7:30 p.m., Wednesday, October 11, 1978, at the Pilot Rock City Hall concerning adoption of:

1. Pilot Rock Comprehensive Plan and Technical Report
2. Zoning Ordinance
3. Subdivision Ordinance
4. Mobile Home Park Ordinance
5. Urban Growth Area Joint Management Agreement

These documents are available for review at city hall and at the ECOAC office in Pendleton. Anyone who has questions or comments concerning these documents may contact Henry Markus, Comprehensive Planner, East Central Oregon Association of Counties, Post Office Box 339, Pendleton, OR 97801, 276-6732.

Pilot Rock City Council
Pilot Rock Planning Commission
October 2, 10, 1978

MY COMMISSION EXPIRES
SEPT. 8, 1980

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity
Law

No. _____

STATE OF OREGON, }
County of Umatilla } ss

I, Beverly Krosting being first duly
sworn, depose and say that I am the principal clerk of the publisher of the East
Oregonian, a newspaper of general circulation, as defined by ORS 193.010
and 193.020; printed and published at Pendleton in the aforesaid county and
state; that the EO- 228 Public Notice

a printed copy of which is hereto annexed, was published in the entire issue
of said newspaper for 1 successive and consecutive insertion in
the following issues:

Dec. 9th, 19 78

Beverly J. Krosting
11th day of

Subscribed and sworn to before me this _____ day of

Dec 9 1978

Patricia A. Carpenter
Notary Public of Oregon

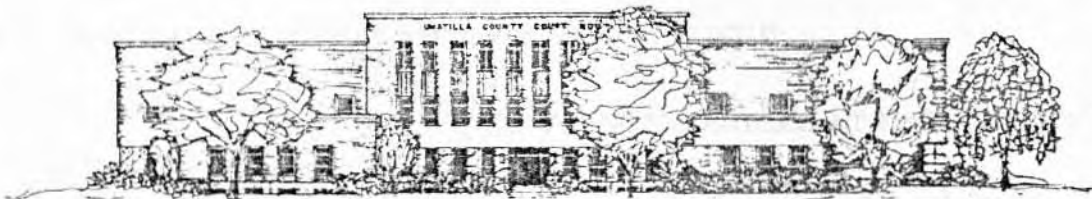
RECEIVED

DEC 17 '78

UMATILLA COUNTY
PLANNING COMMISSION

EO-228
PUBLIC NOTICE
THE UMATILLA COUNTY
PLANNING COMMISSION will
hold public hearings to review and
obtain public comment on final
ed Comprehensive Plans for the
cities of Echo, Ukiah, and Pilot
Rock. Included in the hearings will
be comments and review of Joint
Management Agreements to be
implemented between Umatilla
County and the cities of Echo,
Ukiah and Pilot Rock. Results of
the hearings will be in the form of
recommended actions to the
Umatilla County Board of Commis-
sioners.
The hearings are scheduled for
December 20, 1978 at 7:15 p.m.
Umatilla County Courthouse
Room 20, Basement Conference
Room in Pendleton, Oregon.
Persons wishing further in-
formation may contact Har-
Markus, Comprehensive Planning
East Central Oregon Association
of Counties, P.O. Box 211
Pendleton, Oregon 97651
Umatilla County Planning Depart-
ment, Umatilla County Cour-
thouse, Pendleton, Oregon 97651
DATED this 9th day
December, 1978.
UMATILLA COUNTY PLAN-
ING COMMISSION
December 9, 1978

\$7.60



UMATILLA COUNTY PLANNING DEPARTMENT

Umatilla County Courthouse, P.O. Box 1427 Pendleton, Oregon 97801
Phone: 276-7111, Ext. 314

PILOT ROCK URBAN GROWTH BOUNDARY PROPERTY OWNERS

I hereby certify that the attached list of property owners and residents were mailed, first class, on January 22, 1979, notification of proposed land classification and/or zone changes affecting their property (copy attached), pursuant to the provisions of ORS 215.503.

Signed this 22nd day of January, 1979.

Dennis A. Olson
Planning Director
Designated Mailing Certifier

ATTEST:

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:
ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS
NOTICE, IT MUST PROMPTLY BE FORWARDED TO THE
PURCHASER.

You are the recorded titleholder or purchaser of the following property (Umatilla County Assessor's Office records):

Assessor's Map: _____

Tax Lot: _____

This property lies in the unincorporated portion of the City of Pilot Rock proposed Urban Growth Boundary. On Wednesday, February 14, 1979, at 10:00 a.m. in Room 114 of the County Courthouse in Pendleton, the Umatilla County Board of Commissioners will consider adoption of the City's Comprehensive Plan and Zoning for these lands. Adoption will change the land classification and approved land uses from County to City designations.

Current County Plan Classification: _____

Current County Zoning Designation: _____

Proposed City Comprehensive Plan Classification(s): _____

Proposed City Zoning Designation(s): _____

For further information, City plans and maps are available for your inspection at City Hall, at the County Planning Department in the County Courthouse in Pendleton, and at East Central Oregon Association of Counties (920 SW Frazer, Pendleton).

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

Equity } No. _____
Law }

RECEIVED

FEB 7 '79

UMATILLA COUNTY
PLANNING COMMISSION

STATE OF OREGON, } ss.
County of Umatilla

Beverly Krosting being first duly

sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the 20-30 Public notice comprehensive plans

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive insertion in the following issues:

Feb. 3rd, 1979

Beverly Krosting
5th

Subscribed and sworn to before me this Feb. 7 day of 1979

Patricia O. Carpenter
Notary Public of Oregon

MY COMMISSION EXPIRES
SEP 2, 1980

EO-318
PUBLIC NOTICE
THE UMATILLA COUNTY BOARD OF COMMISSIONERS will hold public hearings on the finalized Comprehensive Plans for the cities of Pilot Rock, Ukiah, Echo, and Stanfield in accordance with the Board of County Commissioners Resolution and Order entitled "In the Matter of Development and Adoption of Procedures and Standards for County Review of City Comprehensive Plans" for the purposes of formulating decisions regarding:
(1) The adoption by ordinance of those portions of the Cities' Comprehensive Plans which address the urban growth areas as amendments to the Umatilla County Comprehensive Plan;
(2) The implementation of Joint Management Agreements affecting the urban growth areas.
The public meeting will be held at 10:00 a.m. on Wednesday, February 14, 1979, in Room 114 of the County Courthouse in Pendleton, Oregon. For further information, cities' plans, maps and joint management agreements are available for inspection at the respective City Halls, at the County Planning Department in the County Courthouse in Pendleton, and at East Central Oregon Association of Counties (920 S.W. Frazer, Pendleton).
DATED this 3rd day of February, 1979.
UMATILLA COUNTY BOARD OF COMMISSIONERS
February 3, 1979

#19.08

GOALS AND POLICIES

ORDINANCE NO. 320

AN ORDINANCE ADOPTING THE CITY OF PILOT ROCK

COMPREHENSIVE PLAN

SECTION 1. AUTHORITY

Pursuant to Oregon Revised Statutes Chapters 92, 197, 215 and 227, the Statewide Planning Goals, and in coordination with Umatilla County and other affected governmental units, the City of Pilot Rock hereby adopts the City of Pilot Rock Comprehensive Plan including plan goals and policies as enumerated herein and the plan map included as Attachment "A".

SECTION 2. PLAN TECHNICAL REPORT

The technical report provides the background information, facts and considerations that the city's comprehensive plan goals, policies and map are based on. The technical report is not adopted as part of the plan but remains the supporting document that is subject to revision as new technical data becomes available. When new data indicates that the city's plan should be revised, amendments shall be made as provided in Section 7.

SECTION 3. PLAN IMPLEMENTATION MEASURES

All plan implementation measures including but not limited to the Zoning Ordinance, Subdivision Ordinance, Mobile Home Park Ordinance, and Urban Growth Area Joint Management Agreement between the City and County, shall be consistent with and subservient to the City Comprehensive Plan.

SECTION 4. AVAILABILITY OF PLAN

After the City Comprehensive Plan receives acknowledgement of compliance from the Oregon Land Conservation and Development Commission, the comprehensive plan, technical report and implementation measures shall be available for use and inspection at City Hall, Umatilla County Planning Department office, East Central Oregon Association of Counties office in Pendleton, and the Department of Land Conservation and Development office in Salem.

SECTION 5. PLAN GOALS AND POLICIES

The following statement of goals and policies provide a general long-range basis for decision-making relative to the future growth and development of the City. The goals are patterned after and are in direct response to applicable Oregon Statewide Planning Goals. The policy statements set forth a guide to courses of action which are intended to carry out the goals of the plan. The policy statements present the City's position on matters pertaining to physical improvements and community development.

A. Citizen Involvement

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

It shall be City Policy:

1. To conduct periodic community surveys to ascertain public opinion and collect information; tabulated survey results shall be distributed.
2. To encourage people to attend and participate in planning commission and city council meetings and hearings.
3. To establish advisory committees as necessary to study community problems and make recommendations for their solution.

B. Land Use Planning

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

It shall be City Policy:

1. To prepare data inventories on natural resources, man-made structures and utilities, population and economic characteristics, and the roles and responsibilities of affected governmental units.
2. To identify lands suitable for development and areas where development should be restricted.
3. To develop economic and population projections.
4. To determine the land requirements for projected economic development and population growth.
5. To determine the public facilities and services required to accommodate existing unmet public needs and expected economic and population growth.
6. To revise the comprehensive plan and urban growth boundary for the City of Pilot Rock as necessary based on available information, citizen input, coordination with affected governmental units, and the goals and policies adopted herein.
7. To prepare, adopt and revise as necessary zoning, subdivision and mobile home park ordinances.
8. To establish additional policies and implementation measures consistent with the Comprehensive Plan as necessary.

C. Agricultural Lands

GOAL: To preserve and maintain agricultural lands.

It shall be City Policy:

1. To identify agricultural lands which should be preserved and protected from urban development.
2. To encourage residential, commercial, and industrial development within the urban growth boundary.
3. To restrict non-farm development outside the urban growth boundary.
4. To retain land within the urban growth area presently zoned for Exclusive Farm Use for farming until rezoning is requested.

D. Open Spaces, Scenic and Historic Areas, and Natural Resources

GOAL: To conserve open space and protect natural, scenic, historic and cultural resources.

It shall be City Policy:

1. To identify open spaces; scenic, cultural and historic areas; and natural resources which should be preserved from urban development.
2. To distribute open space throughout the urban area to insure visual relief within the urban environment and to provide sufficient space for passive and active recreation.
3. To preserve open space through public acquisition of suitable land and by encouraging provisions for open space in private developments.
4. To examine any publicly-owned lands including street rights-of-way for their potential open-space use before their disposition.
5. To encourage multiple uses of open space land provided that the uses are compatible.
6. To preserve the bluff between the city water storage tanks and Delwood Street and the bluff west of the industrial area as permanent open space.
7. To preserve archaeological and historic sites, structures, and artifacts.
8. To conserve the area's natural resources.

E. Air, Water and Land Resources Quality

GOAL: To maintain and improve the quality of the air, water and land resources of Pilot Rock.

It shall be City Policy:

1. To limit all discharges from existing and future development to meet applicable state or federal environmental quality statutes, rules, and standards.
2. To encourage industries to locate in Pilot Rock which would have no significant detrimental effect on the environmental resources of the area.

F. Areas Subject to Natural Disasters and Hazards

GOAL: To protect life and property from natural disasters and hazards.

It shall be City Policy:

1. To encourage development to locate outside floodplains, natural drainageways, steep slopes, and other hazardous areas.
2. To limit the use of land in the floodplain within the urban growth area to open space, recreation or other appropriate uses which minimize the potential loss to life or property and which comply with federal and state regulations.
3. To investigate alternative ways to reduce the flood hazard within the city limits.
4. To require site specific information clearly determining the degree of hazard present from applicants who seek approval to develop residential, commercial, or industrial uses within known areas of natural disasters and hazards.

G. Recreational Needs

GOAL: To satisfy the recreational needs of the citizens of Pilot Rock and visitors.

It shall be City Policy:

1. To develop public meeting places and indoor recreational facilities for all age groups.
2. To build additional park and outdoor recreational facilities in order to meet recreational needs of residents and visitors as the community grows.
3. To develop a community swimming pool complex if resources become available.
4. To develop a pedestrian pathway along East Birch Creek between the downtown business area and the community park.
5. To require the dedication of park land or fee in lieu of for park land or facilities as a part of the review and approval of subdivisions and planned unit developments.
6. To plan community recreation facilities in conjunction with existing and planned school facilities so that they complement each other in function.

H. Economic Development

GOAL: To diversify and improve the economy of Pilot Rock.

It shall be City Policy:

1. To preserve the land north of downtown and west of U. S. Highway 395 for commercial and industrial development and protect this area from encroachment of incompatible land uses.
2. To encourage diversified, non-polluting industrial development in order to provide a stable job market for area residents.
3. To minimize high noise levels, heavy traffic volumes, and other undesirable effects of heavy commercial and industrial developments.
4. To provide facilities necessary to attract and serve industry.
5. To cooperate with and encourage the use of local manpower training agencies and programs to expand job opportunities, reduce unemployment, reduce out-migration of youth, accommodate the growth of the local labor force, and maximize the utilization of local manpower as job opportunities increase.
6. To develop an improvement plan for the downtown area and encourage concentration of retail and service businesses, professional offices, financial institutions and public services.

I. Housing

GOAL: To increase the supply of housing to allow for population growth and to provide for the housing needs of the citizens of Pilot Rock.

It shall be City Policy:

1. To encourage a moderate rate of growth and a mixed population of varying age groups, incomes, and life styles.
2. To encourage variety in residential areas by fostering and retaining the amenities and natural variety inherent in the landscape, provide for variation in the design of these areas and their related facilities and encouraging the use of new techniques in land development.
3. To allow mobile homes in appropriate residential areas on individual lots as an outright use and mobile home parks as a conditional use.
4. To cooperate with agencies involved in the development of low and moderate income housing.
5. To consider a housing code enforcement program to prevent deterioration of the community's housing stock.
6. To locate high density residential development near the central business district adjacent to areas with the amenities of view and open space, and on sites served by arterial or collector streets.

7. To encourage future residential development which provide prospective buyers with a variety of residential lot sizes, a diversity of housing types, and a range in prices.
8. To establish low density residential areas within the urban growth boundary rather than rural residential areas adjacent to, but outside the urban growth boundary.
9. To require that low density residential areas which are subdivided or partitioned, be laid out so that such areas may be further subdivided or partitioned at a later time while still insuring that necessary public facilities can be developed. Subareas which are equal to or greater than 12 percent slope are excepted.

J. Public Facilities and Services

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

It shall be City Policy:

1. To locate public facilities to be accessible to the people who use them and concentrate related public services in one area.
2. To develop public and semi-public building sites adequate in size to accommodate future as well as existing needs.
3. To resolve specialized utility problems created by a particular type of use (abnormal or peak water requirements or unusual sewage disposal problems of certain types of industries) by working with the parties responsible.
4. To require underground installation of utilities in all new developments and as major improvements are made to areas with above ground utilities.
5. To cooperate with agencies involved in providing and coordinating social services and consider pooling of city resources with social agencies to provide needed services within the community.
6. To encourage the development of health services.
7. To develop, maintain, update, and expand police and fire services, streets and sidewalks, water and sewer systems, and storm drains as necessary to provide adequate facilities and services to the community.
8. To work with Umatilla County to insure adequate provision for and control of solid waste disposal sites.

9. To plan public facilities, utilities and services to meet expected demand through development of a capital improvement program.
10. To provide city water and sewer services only within the urban growth boundary and after annexation.
11. To discourage development of new wells within the urban growth boundary if such wells either individually or collectively will substantially reduce the City's ability to provide a dependable source of water.
12. To identify approximate locations of future streets, water tank sites, and other public facilities.
13. To require necessary onsite public facilities to be provided in new subdivisions including but not limited to water, sewer, and streets.
14. To require property owners to pay their fair share of the costs of extension of public facilities which will serve their property.

K. Transportation

GOAL: To provide and encourage a safe, convenient, and economic transportation system.

It shall be City Policy:

1. To repave city streets and provide curbs and sidewalks as resources are available.
2. To encourage development and use of alternate means of transportation to the private automobile.
3. To work with the ODOT to minimize conflicts between through and local traffic on U. S. Highway 395 to reduce traffic hazards and expedite the flow of traffic by limiting access to and from the highway within the urban growth area and planning for adequate access to property adjacent to the highway.
4. To develop good transportation linkages (pedestrian, vehicular, bicycle, etc.) between residential areas and major activity centers.
5. To encourage the continuing availability of rail transportation linkages to mainline services.
6. To work with Umatilla County to develop joint policies concerning local roads and streets within the urban growth boundary.

L. Energy Conservation

GOAL: To conserve energy and develop and use renewable energy resources.

It shall be City Policy:

1. To revise the zoning ordinance to protect solar access.
2. To encourage orientation and design of new streets and buildings to allow for utilization of solar energy and provision of landscaping to reduce summer cooling needs.
3. To design the extension and upgrading of water and sewer lines and facilities to minimize energy use.
4. To protect existing trees.
5. To encourage building owners to insulate their buildings to conserve energy and reduce operating costs.

M. Urbanization

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

It shall be City Policy:

1. To establish an urban growth boundary to identify and separate urbanizable land from rural land.
2. To develop a cooperative process between Pilot Rock and Umatilla County for the establishment and change of the urban growth boundary.
3. To encourage development to occur within a relatively compact urban area with controlled outward growth by phasing extension of public facilities.
4. To consider only those areas that are within the urban growth boundary for annexation to the city.
5. To work with Umatilla County to develop policies and regulations to manage land development within the urban growth boundary outside city limits.
6. To tax land within the urban growth boundary based on current use and market value.

SECTION 6. PLAN AND IMPLEMENTATION MEASURE REVIEW

The City Comprehensive Plan and implementation measures shall be reviewed at least annually to determine conformity with changes in:

- Oregon Revised Statutes and administrative rules;
- Oregon Case Law;
- Oregon Statewide Planning Goals;
- Requirements of the City;
- Needs of residents or landowners within the City or urban growth area; and
- Concerns of the County and other affected governmental units.

If the City Comprehensive Plan, implementation measures, or both fail to conform to any of the above criteria, the non-conforming document(s) shall be amended as necessary and as soon as practicable.

SECTION 7. PLAN AMENDMENT

After the Planning Commission and City Council determine that proposed amendments should be considered, amendment of the Comprehensive Plan shall be based on the following procedure and requirements.

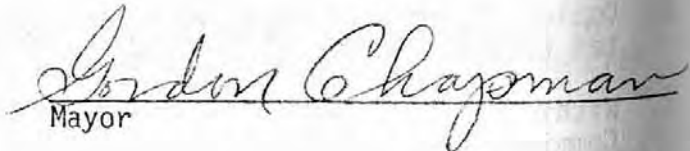
- A. The Planning Commission shall set a public hearing date and give notice thereof through a newspaper of general circulation in the City at least ten (10) days prior to the hearing and if applicable, notice shall be mailed to:
 - 1. Property owners within 250 feet of land subject to a proposed amendment to the plan map; and
 - 2. Affected governmental units which may be impacted by or who have requested opportunity to review and comment on proposed amendments.
- B. Copies of proposed amendments shall be made available for review at least ten (10) days prior to the Planning Commission hearing.
- C. Within ten (10) days after the close of the public hearing, the Planning Commission shall make findings of fact and recommend to the City Council adoption, revision or denial of proposed amendments.
- D. Upon receipt of the Planning Commission recommendation the City Council shall set a public hearing date and give notice thereof through a newspaper of general circulation in the City at least ten (10) days prior to the hearing and if applicable, notice shall be mailed to:

1. Property owners within 250 feet of land subject to a proposed amendment to the plan map; and
 2. Affected governmental units which may be impacted by or who have requested opportunity to review and comment on proposed amendments.
- E. Copies of proposed amendments and the Planning Commission recommendation shall be made available for review at least ten (10) days prior to the City Council hearing.
- F. Within ten (10) days after the close of the public hearing, the City Council shall make findings of fact and adopt, adopt with changes or deny the proposed amendments. Adoption of plan amendments is effective upon:
1. City adoption in the case of amendment of the plan map for an area within the city limits.
 2. County adoption in the case of amendment of plan policies or the plan map for the urban growth area;
 3. County adoption and LCDC approval in the case of amendment of plan goals or urban growth boundary location.
- G. Copies of plan amendments adopted by the City shall be sent to the County and the LCDC within ten (10) days after adoption.

SECTION 8. SEVERABILITY

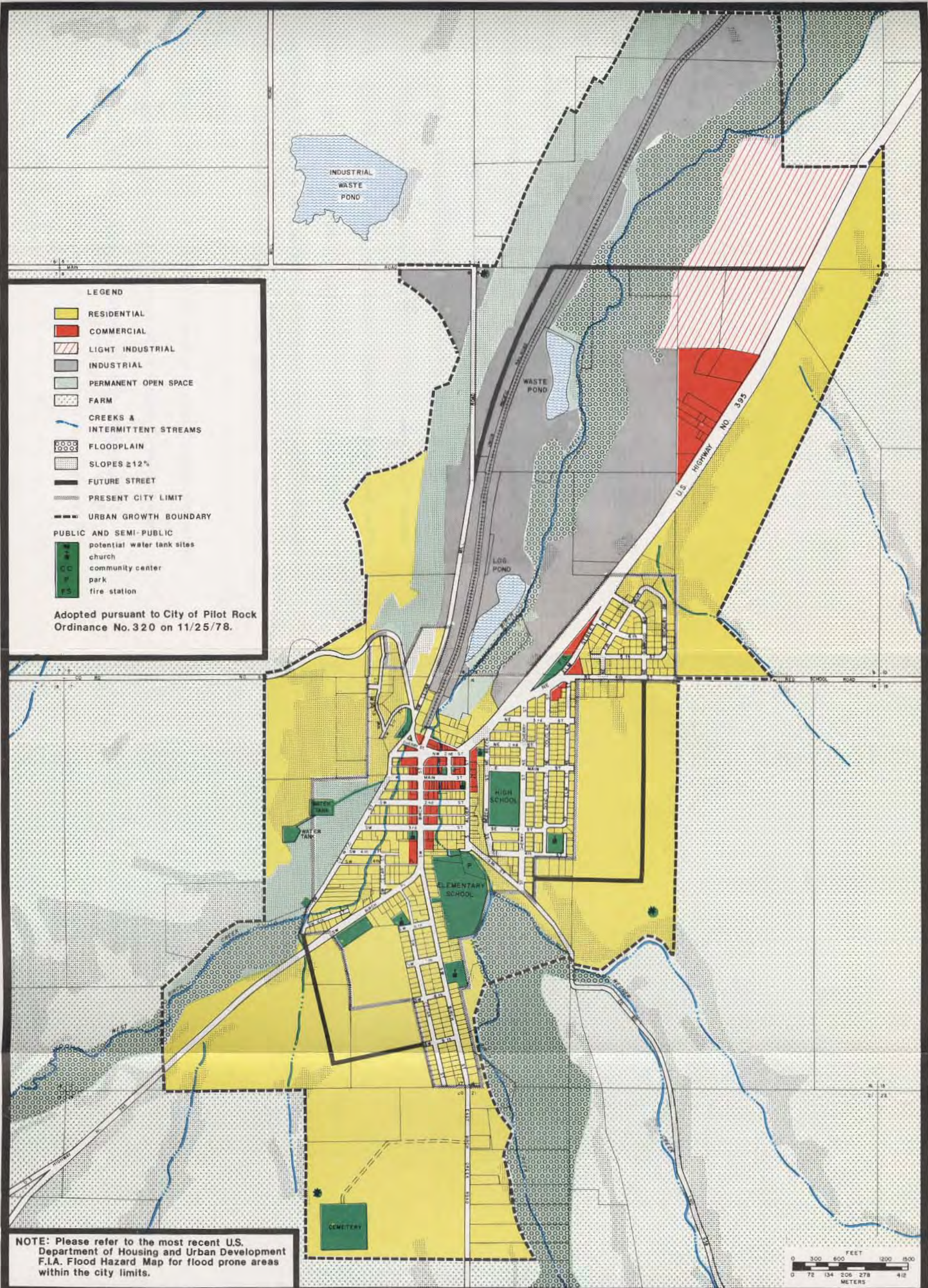
The provisions of this ordinance are severable. If an article, sentence, clause or phrase shall be adjudged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this ordinance.

APPROVED AND ADOPTED by the Pilot Rock City Council on this 25 day of November, 1978.


Mayor

ATTEST:

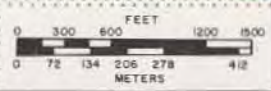

City Recorder



- LEGEND**
- RESIDENTIAL
 - COMMERCIAL
 - LIGHT INDUSTRIAL
 - INDUSTRIAL
 - PERMANENT OPEN SPACE
 - FARM
 - CREEKS & INTERMITTENT STREAMS
 - FLOODPLAIN
 - SLOPES ≥12%
 - FUTURE STREET
 - PRESENT CITY LIMIT
 - URBAN GROWTH BOUNDARY
- PUBLIC AND SEMI-PUBLIC**
- potential water tank sites
 - church
 - community center
 - park
 - fire station

Adopted pursuant to City of Pilot Rock Ordinance No. 320 on 11/25/78.

NOTE: Please refer to the most recent U.S. Department of Housing and Urban Development F.I.A. Flood Hazard Map for flood prone areas within the city limits.



COMPREHENSIVE PLAN

CITY OF PILOT ROCK, OREGON



BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR UMATILLA COUNTY

Regarding the adoption)
of the City of Pilot Rock)
Comprehensive Plan) Ordinance No. 19-12
as an amendment)
to the Umatilla County)
Comprehensive Plan.)

WHEREAS, the City of Pilot Rock, Oregon, has adopted as part of its Comprehensive Plan an Urban Growth Boundary encompassing land lying outside the Pilot Rock corporate city limits, hereinafter referred to as the Pilot Rock Urban Growth Area; and

WHEREAS, the Pilot Rock Urban Growth Area is included in the City of Pilot Rock Comprehensive Plan, with Goals, Objectives, and Policies and the Land Use Plan being applied to the Area; and

WHEREAS, that land within the Pilot Rock Urban Growth Area is presently under the jurisdiction of Umatilla County and included within the Umatilla County Comprehensive Plan; and

WHEREAS, the Umatilla County Planning Commission reviewed the City of Pilot Rock Comprehensive Plan and held a public hearing on December 20, 1978; and

WHEREAS, the City of Pilot Rock and Umatilla County proposed to enter into an agreement entitled the Pilot Rock Urban Growth Area Joint Management Agreement, which provides for Umatilla County administering land use controls within the Pilot Rock Urban Growth Area

utilizing the City of Pilot Rock Comprehensive Plan and zoning and subdivision standards, and providing opportunity for the City to review and comment on many land use requests affecting the Pilot Rock Urban Growth Area; and

WHEREAS, the Pilot Rock Urban Growth Area Joint Management Agreement was approved by the Pilot Rock City Council on November 25, 1978; and

WHEREAS, a public hearing on this ordinance and the Pilot Rock Urban Growth Area Joint Management Agreement was held before the Umatilla County Board of Commissioners on Wednesday, February 14, 1979, and notice of the hearing was published in the East Oregonian on February 3, 1979; and

WHEREAS, notice by First Class Mail was given January 22, 1979 to those Urban Growth Area property owners who would experience changed land-use designations under this Ordinance, and indicating present land classification and zone, proposed land classification and zone, and time and place of the public hearing on this Ordinance; and

WHEREAS, the Umatilla County Board of Commissioners approved the Pilot Rock Urban Growth Area Joint Management Agreement on February 14, 1979.

The Board of County Commissioners for Umatilla County, Oregon, hereby ordain as follows:

The Umatilla County Comprehensive Plan, originally adopted on April 6, 1972, is amended to adopt the City of Pilot Rock Comprehensive Plan for that land designated as being within the City of Pilot Rock Urban Growth Boundary, but outside of corporate city limits, referred to as the Pilot Rock Urban Growth Area as referenced and mapped in the City of Pilot Rock Comprehensive Plan as adopted by the Pilot Rock City Council on November 25, 1978. The substantive provisions of the City of Pilot Rock Subdivision and Zoning Ordinances are also adopted by reference for application only in the Pilot Rock Urban Growth Area.

Dated this 7th day of March, 1979.

UMATILLA COUNTY BOARD OF COMMISSIONERS



F.K. Starrett, Chairman



Ford Robertson, Vice-Chairman



A.L. "Bud" Drape, Commissioner

ATTEST: County Clerk

J. Dean Fouquette, County Clerk

Dern Mastere, Deputy

CITY OF PILOT ROCK, OREGON

APPLICATION TO AMEND COMPREHENSIVE PLAN ORDINANCE

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within Urban Growth Boundary _____

Resident (renter) within Urban Growth Boundary _____

Governmental Unit: City of Pilot Rock _____, County _____,

Special District _____, State Agency _____, Federal Agency _____

*Note: If agent, attach written authorization to represent landowner.

TYPE OF AMENDMENT

___ Text: Goal _____, Policy _____, Other _____; Section(s) _____

Applicant shall prepare and attach a copy of proposed text amendment to this application.

___ Map: Present Land Use Classification is _____

Proposed Land Use Classification is _____

Inside city limits (yes or no) _____

Outside city limits but within Urban Growth Boundary (yes or no) _____

Amendment to Urban Growth Boundary (yes or no) _____

Applicant shall prepare and attach the following to this application:

- (1) 8 1/2" x 11" location map of area subject to proposed map amendment drawn to scale,
- (2) Either assessor's map or other parcel map drawn to scale showing proposed map amendment, and
- (3) A list of names and addresses of property owners** whose property is subject to the proposed map amendment or within 250 feet of the exterior boundary thereof.

**Note: This information available from County Assessor's office.

CITY OF PILOT ROCK, OREGON

APPLICATION TO AMEND COMPREHENSIVE PLAN ORDINANCE

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within Urban Growth Boundary _____

Resident (renter) within Urban Growth Boundary _____

Governmental Unit: City of Pilot Rock _____, County _____,

Special District _____, State Agency _____, Federal Agency _____

*Note: If agent, attach written authorization to represent landowner.

TYPE OF AMENDMENT

___ Text: Goal _____, Policy _____, Other _____; Section(s) _____

Applicant shall prepare and attach a copy of proposed text amendment to this application.

___ Map: Present Land Use Classification is _____

Proposed Land Use Classification is _____

Inside city limits (yes or no) _____

Outside city limits but within Urban Growth Boundary (yes or no) _____

Amendment to Urban Growth Boundary (yes or no) _____

Applicant shall prepare and attach the following to this application:

- (1) 8 1/2" x 11" location map of area subject to proposed map amendment drawn to scale,
- (2) Either assessor's map or other parcel map drawn to scale showing proposed map amendment, and
- (3) A list of names and addresses of property owners** whose property is subject to the proposed map amendment or within 250 feet of the exterior boundary thereof.

**Note: This information available from County Assessor's office.

JUSTIFICATION FOR AMENDMENT

Applicant shall prepare and attach a presentation of facts and reasons which establish need, appropriateness and purpose of the proposed amendment.

FEE

Refer to fee schedule adopted by City Council. \$ _____

I, _____, (Circle one: Landowner, agent, resident, representative of government unit) swear that the details and information contained in the above application and attachments thereto are true and correct to the best of my knowledge.

Signature of Applicant Date

I, _____, City Recorder of Pilot Rock, attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____, from _____ accompanied by a fee of \$ _____.

City Recorder

SCHEDULE AND CHECKLIST

APPLICATION TO AMEND CITY OF PILOT ROCK COMPREHENSIVE PLAN ORDINANCE

- | | Date |
|--|-------|
| 1. Application submitted by applicant | _____ |
| 2. Planning Commission hearing date set | _____ |
| 3. Public notice of Planning Commission hearing | |
| a) Mailed to property owners | _____ |
| b) Mailed to affected governmental units | _____ |
| c) Published in local newspaper | _____ |
| 4. Planning Commission hearing held | _____ |
| 5. Planning Commission recommendation (within 10 days of hearing) | _____ |
| 6. City Council hearing date set | _____ |
| 7. Public notice of City Council hearing | |
| a) Mailed to property owners | _____ |
| b) Mailed to affected governmental units | _____ |
| c) Published in local newspaper | _____ |
| 8. City Council hearing held | _____ |
| 9. City Council decision (within 10 days of hearing) | _____ |
| 10. Applicant notified of decision | _____ |
| <u>If plan map amendment for an area within the city limits,</u>
then | |
| 11. Effective date, if amendment adopted by City Council | _____ |
| 12. Amendment sent to County Planning Department, County Assessor and LCDC for their records | _____ |
| <u>If plan map amendment for an area within the Urban Growth Boundary but outside city limits or plan policy amendment,</u>
then, | |
| 11. Applications and hearing record referred to County for action if amendment adopted by City Council | _____ |

12. Effective date, if amendment co-adopted by County
13. Amendment sent to LCDC for their records if co-adopted by County
If Urban Growth Boundary or plan goal amendment, then
11. Application and hearing record referred to County for action if amendment adopted by City Council
12. Application and hearing record(s) referred to LCDC for review if amendment co-adopted by County
13. Effective date, if amendment approved by LCDC

CITY RECORDS

APPLICATION TO AMEND CITY OF PILOT ROCK COMPREHENSIVE PLAN ORDINANCE

1. Application and attachments thereto
2. Schedule and checklist
3. Copies of public notices
4. Analysis of applicable plan goals and policies
5. Planning Commission hearing record, findings of fact and recommendation
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision
8. If amendment approved copies of notices to County Planning Department, County Assessor, LCDC . . . as appropriate

CITY OF PILOT ROCK

URBAN GROWTH AREA JOINT MANAGEMENT AGREEMENT

The parties to this Joint Management Agreement shall be the City of Pilot Rock, Oregon, hereinafter referred to as the City and Umatilla, County, Oregon hereinafter referred to as the County.

The terms of this Joint Management Agreement shall be applicable to the City's urban growth area. For the purposes of this Agreement, the urban growth area shall be defined as that area of land extending from the City's corporate limits to the City's urban growth boundary as referenced and mapped in the City's Comprehensive Plan on 11-25, 1978, and hereby incorporated into and made a part of this document (see Attachment A).

This Joint Management Agreement is entered into pursuant to ORS Chapters 190 and 197 and the Oregon Statewide Planning Goals for the purpose of facilitating the orderly transition from rural to urban land uses within the City's urban growth area.

Words and phrases used in this Joint Management Agreement shall be construed in accordance with ORS Chapters 92, 197, 215, 227 and 446 and applicable Oregon Administrative Rules and Statewide Planning Goals unless otherwise specified. In the event two or more definitions are provided for a single word or phrase, the most restrictive definition shall be utilized in construing this Agreement.

I. Introductory Information

- A. This Joint Management Agreement is the culmination of a series of actions intended, in part, to facilitate the orderly and efficient transition from rural to urbanizable to urban land uses within the urban growth area. Such actions include the preparation of a city comprehensive plan, the cooperative establishment of an urban growth area, coordination with affected governmental units, and county review of the city comprehensive plan.
- B. The City Council has adopted a comprehensive plan ordinance which includes an urban growth boundary and planning goals and policies.

II. General Comprehensive Plan Provisions

- A. The County shall retain responsibility for land use decisions and actions affecting the City's urban growth area, such responsibility to be relinquished over any land within this area upon its annexation to the City subject to provisions of ORS 215.130(2)(a).

- B. The City's urban growth area has been identified as urbanizable and is considered to be available over time for urban expansion. In order to promote consistency between the City's planning effort and County land use decisions and actions affecting the urban growth area, the County shall incorporate that portion of the City's Comprehensive Plan which addresses the urban growth area into the County Comprehensive Plan (see Attachment B).
- C. After the City's Comprehensive Plan has been reviewed by the County Board of Commissioners, and after County concurrence with and approval of the Plan for the area within corporate city limits and adoption of the Plan for the urban growth area, all public sector actions which fall within the scope of the City's Comprehensive Plan shall be consistent with the Plan.
- D. Land within the urban growth area presently zoned for Exclusive Farm Use shall remain Exclusive Farm Use until rezoning is requested, and such rezoning shall be consistent with the City's Comprehensive Plan.
- E. It is the policy of the City and County to maintain a rapid exchange of information relating to their respective land use decisions which affect the City's urban growth area.

III. Zoning, Subdivision and Mobile Home Park Ordinances

- A. The substantive, as opposed to procedural, portions of the City's Zoning, Subdivision, and Mobile Home Park Ordinances (see Attachments C-1, C-2, and C-3) shall be incorporated by reference into and made a part of the County Zoning, Subdivision and Mobile Home Park Ordinances with exceptions as necessary and as agreed upon in writing by both parties to this Joint Management Agreement no later than 30 days after acknowledgement of compliance of the city plan and implementation measures by Land Conservation Development Commission.
- B. For the purpose of this Joint Management Agreement:
 - 1. Substantive provisions of a zoning ordinance shall be those sections of the ordinance which establish outright uses, conditional uses, and zone requirements (e. g. minimum lot sizes, setback requirements, etc.) and the zoning map; and
 - 2. Substantive provisions of the subdivision and mobile home park ordinances shall be those sections of the ordinances which establish design standards for required improvements.
- C. The City Zoning Map, when adopted as part of the City Zoning Ordinance, shall include the urban growth area and shall:
 - 1. Apply to land within the city limits upon adoption by the City;
 - 2. Apply to land within the urban growth area upon annexation to the City;

3. Be a recommendation to the County for rezoning all lands within the urban growth area where existing zoning is inconsistent with the City Comprehensive Plan by type of use allowed except:
 - a. Land zoned Exclusive Farm Use pursuant to Section II(D) above; and
 - b. Land may be rezoned to a lesser density or intensity of use (i. e. low-density versus medium-density residential).
4. After action is taken by the County pursuant to Section III(C)(3) above, all subsequent rezoning by the County shall be consistent with the City Comprehensive Plan and Zoning Map except that:
 - a. Adequate findings for the need to rezone land shall be required, and;
 - b. Land may be rezoned to a lesser density or intensity of use (i. e. low-density versus medium-density residential).
- D. The above mentioned incorporated Ordinances shall only be applied to building permit, zone change, conditional use, variance, subdivision, major partition, minor partition, and mobile home park requests affecting the City's urban growth area. The County may approve building permits without referral to the City except when the building is to be served by either city water, or sewer or both.

IV. Referred Application/Situations

- A. The County Planning Department shall refer each request affecting the urban growth area to the City for its review and comment within five (5) days of the date the request was filed with the County Planning Department.
- B. The City shall review the request and submit its recommendation to the County Planning Department within thirty (30) days of the date the request was received by the City or within five (5) days after the next regularly scheduled City Council meeting whichever is sooner. The City Planning Commission shall review the request and made recommendations as necessary to the City Council prior to City Council action on the request.
- C. It is agreed that the County will refer any proposed discretionary action back to the City for its review and comment in the event such action was not addressed in the original request for review. The same time limitations imposed by Sections IV A and B above shall be applicable.
- D. The County shall retain final decision-making responsibility for all land use actions affecting the City urban growth area, but such decisions shall only be made after the receipt of timely recommendations from the City.

- E. Should no recommendations be forthcoming within established response times, absent a request for an extension the City shall be presumed to have no negative comment regarding the application.
- F. After the County makes a decision on the application, the City shall be promptly informed of the action taken by the County.

V. City Services

The City shall provide city services only after annexation. City services include but are not limited to sewer and water.

VI. Annexation

Annexation of sites within the City urban growth area shall be in accordance with relevant annexation procedures contained in the Oregon Revised Statutes, Oregon case law, and City Ordinances and shall not occur until such sites become contiguous to the City as required by the Oregon Revised Statutes.

VII. Roads

The County and City shall cooperatively develop an implementation policy regarding streets and roads within the City urban growth area and corporate limits which is consistent with the City Comprehensive Plan. Such policy shall include, but not be limited to, the following.

- A. The circumstances under which the City will assume ownership and maintenance responsibility for County Roads within the corporate limits.
- B. The conditions under which new streets and roads will be developed in conjunction with subdivisions within the City urban growth area.
- C. The conditions under which new public streets and roads, other than subdivisions, will be developed within the City urban growth area.
- D. The conditions under which existing county roads and bridges within the urban growth boundary will be improved.
- E. See Attachments D-1 and D-2 for existing county roads within the corporate limits and the urban growth area.

VIII. Appeals

- A. As the County retains responsibility for land use decisions and actions affecting the urban growth area, appeals from such decisions and actions shall be in accordance with the appeals process specified in the County Zoning, Subdivision, or Mobile Home Park Ordinances, applicable state statute or administrative rule.

- B. In the event that either the County Planning Commission or the County Board of Commissioners, disagrees with the City comment and recommendation provided for in Section IV of this Joint Management Agreement, the City shall have standing to appeal as provided in Section VIII A. above.

IX. Comprehensive Plan and Implementation Measure Review and Amendment

- A. The City Comprehensive Plan, including this Joint Management Agreement, and the zoning, subdivision, mobile home park, and other implementation ordinances or measures shall be reviewed at least annually to determine conformity with changes in:
1. Oregon Revised Statutes and administrative rules;
 2. Oregon Case Law;
 3. Oregon Statewide Planning Goals;
 4. Requirements of the City;
 5. Needs of residents or landowners within the City urban growth area;
 6. Concerns of affected governmental units; and
 7. County administration of land use regulations within urban growth areas.
- B. If the City Comprehensive Plan, implementation measures, or both fail to conform to any or all of the above-mentioned criteria, the non-conforming document shall be amended as necessary and as soon as practicable.
- C. Amendments to this Agreement and the Comprehensive Plan for the urban growth area shall be adopted by a majority of both the full City Council and the County Board of Commissioners after recommendations have been received from both the City and County Planning Commissions.

X. Severability

The provisions of this Joint Management Agreement are severable. If an article, sentence, clause, or phrase shall be adjudged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this Agreement.

Pilot Rock Urban Growth Area Joint Management Agreement

IN WITNESS WHEREOF, this Urban Growth Area Joint Management Agreement is signed and executed by:

UMATILLA COUNTY
BOARD OF COMMISSIONERS

PILOT ROCK CITY COUNCIL

F. K. Smith

Gordon Chapman

Paul Suleman

Kathryn Murray

W. T. [unclear]

Vern McGowan

DATE: 2-14-79

Tommy J. [unclear]

[unclear]

[unclear]

[unclear]

DATE: 11-25-78

ATTACHMENTS

- A * Pilot Rock Comprehensive Plan Ordinance (No. 320)
- B * Umatilla County Ordinance No. 79-12 amending the County Comprehensive Plan by its adoption of the City Comprehensive Plan for the urban growth area.
- C-1 * Pilot Rock Zoning Ordinance (No. 318)
- C-2 * Pilot Rock Subdivision Ordinance (No. 316)
- C-3 * Pilot Rock Mobile Home Park Ordinance (No. 317)
- D-1 * List of existing county roads within the City urban growth boundary
- D-2 * Map of existing county roads within the City urban growth boundary

City of Pilot Rock

Attachment D-1: Urban Growth Area-Joint Management Agreement*
List of County Roads Within Urban Growth Boundary

Name	No.	Length Within UGA	Length Within City Limits	Right of Way Width	Pavement Width	Meets Standards of County (yes/no)	City	Estimated** Cost
N.W. Cedar Street and Sparks Road (Mill Road?)	617							
N.W. Delwood and Cattle Drive Road	672							
Unnamed Road	22							
S.W. Birch Street and East Birch Road	842½							
S.E. Fifth Street and Wagner Road	668							
N.E. Fourth Street and Red School Road	418							

Source: Umatilla County Road Department, February 1979.

Notes: *This table should be completed when the City and County begin to implement Section VII of the agreement.

**Estimated cost to improve road to City or County standards.

IMPLEMENTATION MEASURES

CITY OF PILOT ROCK

ZONING ORDINANCE

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CITY OF PILOT ROCK

ZONING ORDINANCE

ARTICLE 1. INTRODUCTORY PROVISIONS

- 1.10 Title. This ordinance together with the zoning map attached hereto as Appendix A shall be known as the zoning ordinance of the City of Pilot Rock, Oregon.
- 1.20 Purposes. This ordinance is enacted for the purpose of promoting the public health, safety, and welfare; to encourage the most appropriate use of property within the city; to stabilize and protect the value of property; to provide adequate light and air; to prevent overcrowding; to lessen traffic congestion; to facilitate adequate and economical provisions for public improvements, all to implement the comprehensive plan of the City of Pilot Rock; to provide a method of administration and to provide penalties for violations of the provisions herein.
- 1.30 Scope. No structure or lot shall hereinafter be used or occupied and no structure or part thereof shall be erected, moved, reconstructed, extended, enlarged or otherwise altered except as permitted by this ordinance.
- 1.40 Zoning of Areas to be Annexed. Prior to the annexation of any land to the City of Pilot Rock the Planning Commission shall determine, by reference to the comprehensive plan, the appropriate zoning for the property to be annexed. The zoning of the property to be annexed shall be in accordance with the comprehensive plan.
- 1.50 Definitions.
1. Accessory Use or Structure. A use or structure incidental and subordinate to the main use of the property, located on the same lot with the main use.
 2. Alley. A street through a block primarily for vehicular access to the back or side of property otherwise abutting on another street.
 3. Building. Any structure having a roof intended for the support, shelter or enclosure of any persons, animals, property or business activity.
 4. City. The City of Pilot Rock, Oregon.
 5. City Council. The City Council of the City of Pilot Rock, Oregon.

6. Comprehensive Plan, The comprehensive plan of the City of Pilot Rock, Oregon.
7. Dwelling Unit, One or more rooms designed for occupancy by one family, containing complete housekeeping facilities. For the purposes of this ordinance dwelling unit does not include mobile homes or recreational vehicles.
8. Dwelling, Single Family, A detached building containing one dwelling unit.
9. Dwelling, Two Family, A detached building containing two dwelling units.
10. Dwelling, Multi-family, A building containing three or more dwelling units.
11. Family, An individual or two or more persons related by marriage, blood, legal adoption or guardianship, and not more than two unrelated persons living together in one dwelling unit; or not more than five unrelated persons living together in one dwelling unit.
12. Farming, Farm Use, The use of land for raising and harvesting crops, or for the feeding, breeding and management of livestock, or for dairying, or for any other agricultural or horticultural use, or any combination thereof, including disposal of such products by marketing or otherwise. Farming also includes the use and construction of buildings customarily used in the above activities.
13. Floor Area, The total area of all floors of a building as measured to the outside surfaces of exterior walls, including halls, stairways, elevator shafts, attached porches and balconies, excluding open court yards and vent shafts.
14. Grade, The average elevation of the finished ground elevation at the centers of all walls of a building, except that if a wall is parallel to and within five feet of a sidewalk, the sidewalk elevation nearest the center of the wall shall constitute the ground elevation.
15. Height of Building, The vertical distance from the grade to the highest point of the coping of a flat roof, to the deck line on a mansard roof, to the mean point between the eaves and highest gable of a pitched or hipped roof.
16. Home Occupation (business), Accessory use of a dwelling, employing only the inhabitants of the dwelling, wherein the residential character of the dwelling is maintained. The occupation must be lawful and must be conducted in such manner that storage or display of merchandise, equipment or machinery is not visible from off the property on which the occupation

is located, and the occupation may not infringe upon the right of neighboring residents to enjoy the peaceful occupation of their dwelling.

17. Lot. A parcel of land having sufficient area to meet the minimum lot requirements in the zone in which it is located and having its principal frontage on, or permanent access to a street.
18. Lot Area. The total area within the boundary lines of the lot.
19. Lot, Corner. A lot abutting on two or more intersecting streets, other than alleys, where the angle of intersection of the streets does not exceed 135 degrees.
20. Lot Depth. The horizontal distance from the midpoint of the front lot line to the midpoint of the rear lot line.
21. Lot Line. The boundary line of a lot.
22. Lot Line, Front. The line separating the lot from the street other than an alley or the nearest line to the public street. In the case of a corner lot, the shortest lot line along a street other than an alley.
23. Lot Line, Rear. The boundary line opposite and most distant from a front lot line. In the case of a irregular, triangular, or other non-rectangular lot, a line ten (10) feet in length within the lot parallel to and at a maximum distance from the front lot line.
24. Lot Line, Side. Any lot line not a front or a rear lot line.
25. Lot Width. The mean horizontal distance between the side lot lines, ordinarily measured parallel to the front lot line.
26. Mobile Home. A structure designed or used for residential occupancy dependent upon external utility connections and built upon a frame or chassis to which wheels may be attached by which it may be moved upon a highway, irrespective of whether or not such structure has, at any given time, such wheels attached, or is supported upon posts, footings or a foundation.
27. Mobile Home Park. A place where four or more mobile homes are located within 500 feet of one another on a lot, tract or parcel of land under the same ownership, the primary purpose of which is to rent space or keep space for rent to any person for a charge or fee paid or to be paid for the rental or use of facilities or to offer space free in connection with securing the trade or patronage of such person.

28. Modular Home. A sectional or factory built house built to meet the housing standards of the Oregon Department of Commerce, designed to be affixed to real property on a permanent foundation.
29. Owner. The owner of record of real property as shown in the records of the County Assessor, or the registered agent of such owner.
30. Parking Space. A nine (9) foot by twenty (20) foot area having access to a public street, used or intended to be used for parking of a vehicle.
31. Planning Commission. The Planning Commission of the City of Pilot Rock.
32. Public Use. Building or use such as a city hall, fire station, city shop, school, community center, park, and similar uses.
33. Recreational Vehicle. A vacation trailer or other vehicular or portable unit which is either self-propelled or towed or is carried by a motor vehicle; which is intended for human occupancy. Definition also includes "camping vehicle" and "trailer".
34. Recreation Vehicle Park. A lot which is operated on a fee or other basis as a place for the parking of occupied recreation vehicles.
35. Semi-Public Use. Building or use such as a church, hospital, sanitarium, rest home, nursing or convalescent home, utility structure, and similar uses.
36. Sight Obscuring Fence. A solid fence or a slat fence at least six (6) feet in height that completely obscures vision.
37. Sight Obscuring Planting. A dense perennial evergreen planting with sufficient foliage to obscure vision and which will reach an average height of at least six (6) feet within thirty (30) months after planting.
38. Sign. An identification, description or device which directs attention to a product, place, activity, person, institution or business, and which is affixed to or represented upon a building, structure or land. Each display surface of a sign structure shall be considered a separate sign.
39. Street. A public right-of-way for the use of pedestrian or vehicular traffic.
40. Yard. An open space on a lot which is unobstructed from the ground upward except as otherwise provided in this ordinance. Unless otherwise provided in this ordinance, paving is defined as an obstruction.

41. Yard, Front. That yard lying between the front lot line and the front of the building.
42. Yard, Rear. That yard lying between the rear lot line and the rear of the building.
43. Yard, Side. That yard lying between the front and rear yards, between the building and the side lot line.
44. Urban Growth Area. That land between the incorporated limits of the city and the Urban Growth Boundary.
45. Urban Growth Boundary. The Boundary designated in the City's Comprehensive Plan which identifies and separates urbanizable land from rural land.

ARTICLE 2. ESTABLISHMENT OF ZONES

2.10 Classification of Zones. For the purpose of this ordinance the following zones are hereby established:

ZONE	DESIGNATION
1. General Residential	R-1
2. Limited Residential	R-2
3. Farm Residential	R-3
4. Commercial	C-1
5. Light Industrial	M-1
6. Heavy Industrial	M-2
7. Permanent Open Space	POS

2.20 Zone Boundaries. Unless otherwise provided in this ordinance, zone boundaries are section lines, subdivision lines, lot lines, center lines of streets or railroad rights-of-way, or such lines extended.

2.30 Location of Zones. A zoning map showing boundaries of the zones as hereby established shall be adopted and made part of this ordinance and attached hereto as Appendix A. Said map and all notations, references or amendments thereto shall be and remain on file with the City Recorder.

ARTICLE 3. USE ZONES

3.10 General Residential Zone, R-1. In an R-1 zone the following uses and their accessory uses are permitted outright.

1. Single-family dwelling
2. Two-family dwelling but only on a corner lot
3. Mobile home

3.11 Conditional Uses Permitted in a R-1 Zone. In a R-1 zone the following uses and their accessory uses are permitted when authorized in accordance with Article 5 et. seq.

1. Two-family dwelling
2. Multi-family dwelling
3. Mobile home park subject to the requirements of the City of Pilot Rock Mobile Home Park Ordinance.
4. Public or semi-public use

3.12 Dimensional Standards in an R-1 Zone. In a R-1 zone the following dimensional standards shall apply.

1. The front yard shall be a minimum of twenty (20) feet.
2. Each side yard shall be a minimum of ten (10) feet, except that on a corner lot the side yard on the street side shall be a minimum of fifteen (15) feet.
3. The rear yard shall be a minimum of fifteen (15) feet.
4. The lot area shall be a minimum of 6,000 square feet and shall exceed the minimum by 2,000 square feet for each dwelling unit over one.
5. The lot width at the front building line shall be a minimum of fifty (50) feet.
6. The lot depth shall be a minimum of 100 feet.
7. Building height shall be a maximum of twenty-eight (28) feet.
8. Nor more than thirty (30) percent of the lot area shall be covered by buildings.
9. The minimum street frontage shall be sixty (60) feet except on a cul-de-sac where the minimum shall be thirty (30) feet.

3.20 Limited Residential Zone, R-2. In a R-2 zone the following uses and their accessory uses are permitted outright.

1. Single-family dwelling.

3.21 Conditional Uses Permitted in an R-2 Zone. In a R-2 zone the following uses are permitted outright.

1. Two-family dwelling
2. Multi-family dwelling
3. Public or semi-public use

3.22 Dimensional Standards in an R-2 Zone. In an R-2 zone the dimensional standards of an R-1 zone shall apply except that the lot area shall be a minimum of 7,500 square feet and the minimum street frontage shall be 75 feet.

3.30 Farm Residential Zone, R-3. In an R-3 zone the following uses and their accessory uses are permitted outright.

1. Single-family dwelling.
2. Mobile home
3. Farming, not including intensive livestock or poultry operations such as a commercial feed lot or poultry plant.

3.31 Conditional Uses Permitted in an R-3 Zone. In an R-3 zone the following uses and their accessory uses are permitted when authorized in accordance with Article 5 et. seq.

1. Public or Semi-public use

3.32 Dimensional Standards in an R-3 Zone. In a R-3 zone the dimensional standards of an R-1 zone shall apply except that the lot area shall be a minimum of one (1) acre.

3.40 Commercial Zone, C-1. In a C-1 zone the following uses and their accessory uses are permitted outright.

1. Retail or wholesale trade establishment
2. Repair or maintenance establishment
3. Eating or drinking establishment
4. Office
5. Financial institution
6. Amusement establishment
7. Motel or hotel

3.41 Conditional Uses Permitted in a C-1 Zone. In a C-1 zone the following uses and their accessory uses are permitted when authorized in accordance with Article 5 et. seq.

1. Expansion of a use allowed prior to the adoption of this ordinance.
2. Recreational vehicle park
3. Public or semi-public use

3.42 Dimensional Standards in a C-1 Zone. In a C-1 Zone the following dimensional standards shall apply.

1. In a C-1 zone the dimensional standards of the R-1 zone apply to a lot or structure whose primary use is for a dwelling.
2. The lot area shall be a minimum of 6,000 square feet.
3. The rear yard shall be a minimum of ten (10) feet unless the rear lot line is abutting on an alley.
4. Building height shall be a maximum of twenty-eight (28) feet.
5. The street frontage shall be a minimum of sixty (60) feet.

3.50 Light Industrial Zone, M-1. In a M-1 zone any industrial use which will not create a public nuisance because of unsightliness, noise, smoke, odor, dust, vibration, or heavy truck traffic is permitted outright.

3.51 Conditional Uses Permitted in a M-1 Zone. In a M-1 zone the following uses are permitted when authorized in accordance with Article 5 et. seq.

1. Retail or wholesale trade establishment
2. Repair or maintenance establishment
3. Public or semi-public use

3.52 Dimensional Standards in a M-1 Zone. In a M-1 zone the following dimensional standards shall apply.

1. The lot area shall be a minimum of 10,000 square feet.
2. The minimum street frontage shall be 100 feet.
3. The front, side and rear yards shall be a minimum of ten (10) feet each.

4. Building height shall be a maximum twenty-eight (28) feet.

3.53 Limitations on Use. In a M-1 zone, the following limitations and conditions shall apply.

1. Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or otherwise create a health hazard.
2. Any use of property within 100 feet of a lot in a residential zone shall be subject to the review of the Planning Commission. The City Council may impose such limitations as may be required to reduce conflicts between uses.

3.60 Heavy Industrial Zone, M-2. In a M-2 zone any industrial use which may create a public nuisance because of noise, unsightliness, smoke, odor, dust, vibration, or heavy truck traffic may be permitted subject to City Council approval. All cost effective measures to mitigate a potential public nuisance and measures necessary to satisfy all applicable state or federal requirements shall be required as a condition of approval by the City.

3.61 Dimensional Standards in an M-2 Zone. In a M-2 zone the dimensional standards of an M-1 zone shall apply.

3.62 Limitations on Use. In a M-2 zone the limitations and conditions of an M-1 zone shall apply.

3.70 Permanent Open Space Zone, POS. No permanent structures may be built. The following uses are permitted outright in a permanent open space zone.

1. Farming, including crop cultivation, truck gardening or plant nursery enterprises and livestock grazing.
2. Natural areas, including wildlife refuges.
3. Outdoor recreational facilities.

No use shall be allowed which would create a hazard to public health, life, or property at the site or in a floodplain area either upstream or downstream from the site and in addition all uses must be in accordance with the U. S. Department of Housing and Urban Development's Federal Insurance Administration's floodplain regulations.

3.80 Additional Requirements.

3.81 Clear Vision Areas. A clear vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad.

1. A clear vision area shall consist of a triangular area, two sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation, or where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured, and the third side of which is a line across the corner of the lot joining the non-intersecting ends of the other two sides.
2. A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction from the top of the curb or, where no curb exists, from the established street centerline grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to a height of eight (8) feet above the grade.
3. The following measurements shall establish clear-vision areas:
 - a. In a residential zone, the minimum distance shall be thirty (30) feet or, at intersections including an alley, ten (10) feet.
 - b. In all other zones where yards are required, the minimum distance shall be fifteen (15) feet, or at intersections including an alley ten (10) feet, except that when the angle of intersection between streets other than an alley, is less than thirty degrees (30°), the distance shall be twenty-five (25) feet.
 - c. Where any yards are required, the minimum distance shall be as in (b) above and buildings may be constructed within the clear-vision area, providing that any portion of the structure within the clear-vision area is more than eight (8) feet above the top of the curb or street centerline grade and is supported by not more than two columns not more than eight (8) inches in diameter.

3.82 Ground Cover Requirements. Any property in a residential or commercial zone shall be planted with ground cover, trees and bushes so as to prevent any dust blowing from the property; such plantings shall be in place within six (6) months after completion of the structure.

3.83 Hazard Areas. If a structure is proposed for any area subject to flooding or of greater than twelve percent (12%) slope, the developer shall show that he is aware of the flood hazard or steep slope condition and has incorporated necessary safeguards into his site and building plans before the City signs the building permit.

3.84 Access. Before the City approves a building permit, zone change, conditional use, or variance it shall be demonstrated that the property has adequate access to a city street, county road, or state highway. If a county or state permit is required, the permit shall be obtained by the property owner prior to the final city approval. If dedication of a street is necessary to provide adequate access, the street shall be designed and constructed to the requirements established by the City of Pilot Rock Subdivision Ordinance.

ARTICLE 4. NON-CONFORMING USES

4.10 Definition. A structure or use lawfully in existence at the time this ordinance or any amendment thereto becomes effective, which does not conform to the requirements of the zone in which it is located.

4.20 Circumstances for Allowing a Non-conforming Use.

4.21 Continuation and Improvements. A non-conforming use may be continued although not in conformity with the regulations for the zone in which the use is located and improvements to the property or structure or both may be made when necessary to continue but not expand the use.

4.22 Changes and Alterations of Use. A non-conforming use or structure may not be replaced, changed, or altered to another use unless the change or alteration is to the same use classification as permitted in the ordinance, or to a classification that more nearly conforms to the regulations for the zone in which the use is located.

4.23 Discontinuation of Use. If the non-conforming use is discontinued for a period of one year, further use of the property shall conform to the ordinance.

4.24 Destruction of Structure. If a non-conforming structure or a structure containing a non-conforming use is destroyed by any cause to an extent exceeding 80 percent (80%) of its valuation as determined by the County Assessor the non-conforming use or structure shall not be reestablished. A future structure or use on the site shall conform to this ordinance.

4.25 Pre-existing Permits. Nothing contained in this ordinance shall require any change in the plans, construction, alteration or designated use of a structure for which a permit has been issued or approved by the city and construction has commenced prior to the adoption of this ordinance, provided the structure, if non-conforming or intended for a non-conforming use, is completed and in use within two (2) years from the time the permit was issued.

ARTICLE 5. CONDITIONAL USES

5.10 Authorization to Grant or Deny Conditional Uses. A conditional use listed in this ordinance shall be permitted, altered or denied in the accordance with the standards and procedures of this article. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in the use or in lot area or an alteration of structure shall conform with the requirements for conditional use. In judging whether or not a conditional use proposal shall be approved or denied, the City Council shall weigh the proposal's appropriateness and desirability or the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use as proposed, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable.

1. The use will be consistent with the comprehensive plan and the objectives of the zoning ordinance and other applicable policies of the City.
2. Taking into account location, size, design, and operating characteristics, the use will have minimal adverse impact on the (a) livability, (b) value, and (c) appropriate development of the abutting properties and the surrounding area compared to the impact of development that is permitted outright.
3. The location and design of the site and structures for the use will be as attractive as the nature of the use and its setting warrants.
4. The design will preserve environmental assets of particular interest to the community.
5. The applicant has a bona fide intent and capability to develop and use the land as proposed and has some appropriate purpose for submitting the proposal and is not motivated solely by such purposes as the alteration of property values for speculative purposes.

5.20 Placing Conditions on a Permit. In permitting a new conditional use or the alteration of an existing conditional use, the City Council may impose conditions which it finds necessary to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the community as a whole. These conditions may include the following:

1. Limiting the manner in which the use is conducted, including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.

2. Establishing a special yard or other open space or lot area or dimension.
3. Limiting the height, size or location of a building or other structure.
4. Designating the size, number, location and nature of vehicle access points and off-street parking spaces.
5. Increasing the amount of street dedication, roadway width or improvement within the street right-of-way.
6. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or truck loading area.
7. Limiting or otherwise designating the number, size, location, height and lighting of signs.
8. Limiting the location and intensity of outdoor lighting and requiring its shielding.
9. Requiring diking, screening, landscaping or another facility to protect adjacent or nearby property and designating standards for its installation and maintenance.
10. Designating the size, height, location and materials for a fence.
11. Protecting and preserving existing trees, vegetation, water resources, wildlife habitat or another significant natural resource.
12. Imposing other conditions to permit the development of the city in conformity with the intent and purpose of the conditional classification of uses.

5.30 Application for a Conditional Use

1. A request for a conditional use or modification of an existing conditional use may be initiated by a property owner or authorized agent of the owner by filing an application with the City Recorder in accordance with Article 12. In addition to the requirements of Article 12 the applicant must show that the proposed conditional use reasonably meets the need recognized by the ordinance.
2. In addition to filing an application the City Council may require the applicant to post bond up to the amount of the cost of meeting conditions and standards specified by this ordinance or the City Council. The bond shall be returned upon proof by the applicant that the conditions and standards have been met. If conditions and standards required are not met within one year, the bond shall be forfeit and the City may institute proceedings under Article 13 of this ordinance.

5.40 Procedure for Taking Action on a Conditional Use Application. The procedure for taking action on a conditional use application shall be as follows.

5.41 Application Review. Upon receipt of the application the City Recorder shall provide copies of the application material to the Planning Commission members.

5.42 Planning Commission Review. The Planning Commission shall review the application at its next regular meeting and recommend approval, conditional approval or denial of the application to the City Council. The recommendation shall include the findings of fact relied on in making the decision.

5.43 Public Hearing. Before the City Council may act on an application for conditional use a public hearing shall be held as provided in Article 12.

5.44 Notice to Applicant of Action Taken. Following the close of the hearing the City Recorder shall provide the applicant with written notice of the action taken as provided in Article 12.

5.50 Time Limit on a Permit for Conditional Use. Authorization of a conditional use shall be void after one year or such time as the authorization may specify unless all requirements of this ordinance and of the City Council have been met. The City Council may extend such authorization for a period not to exceed one additional year.

5.60 Time Limit on Reapplication. No application for a conditional use permit shall be considered by the City Council within one year of the denial of the request, unless in the opinion of the City Council new evidence or a change of circumstances warrant it.

ARTICLE 6. VARIANCES

6.10 Authorization to Grant or Deny Variances. The City Council may authorize variances from the requirements of this ordinance where it can be shown that owing to special and unusual circumstances relating to a specific piece of property, strict application of the ordinance would cause an undue or unnecessary hardship. No variance shall be granted to allow the use of the property for a purpose not authorized within the zone in which the proposed use would be located. In granting variances the City Council may attach conditions which it finds necessary to protect the best interests of the surrounding property or vicinity and otherwise achieve the purpose of this ordinance.

6.20 Circumstances for Granting a Variance. A variance may be granted only in the event that ALL of the following circumstances exist:

1. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and which result from lot size or shape, topography, or other circumstances over which the owner of the property, since the enactment of this ordinance, has no control.
2. The variance is necessary for the preservation of a property right of the applicant substantially the same as owners of other property in the zone or vicinity possess.
3. There is a public need for the purpose to be achieved by the variance.
4. The public need is reasonably met by the variance.
5. The variance would not be materially detrimental to the purposes of this ordinance, or to property in the same zone or vicinity in which the property is located, and the variance is in compliance with and is not a deviation from the comprehensive plan for the city.
6. The variance requested is the minimum variance which would alleviate the hardship.

6.30 Application for a Variance. A request for a variance may be initiated by a property owner or authorized agent of the owner by filing an application with the City Recorder in accordance with Article 12.

6.40 Procedure for Taking Action on a Variance Application. The procedure for taking action on the application for a variance shall be as follows.

6.41 Application Review. Upon receipt of the application the City Recorder shall provide copies of the application material to Planning Commission members.

6.42 Planning Commission Review. The Planning Commission shall review the application at its next regular meeting and recommend approval, conditional approval or denial of the application to the City Council. The recommendation shall include the findings of fact relied on in making the decision.

6.43 Public Hearing. Before the City Council may act on an application for variance a public hearing shall be held as provided in Article 12.

6.44 Notice to Applicant of Action Taken. Following the close of the hearing the City Recorder shall provide the applicant with written notice of the action taken as provided in Article 12.

6.50 Time Limit on a Permit for a Variance. Authorization for a variance shall be void after one year unless substantial construction has taken place. However the City Council may extend authorization for a period not to exceed one additional year on request.

ARTICLE 7. MOBILE HOME REGULATIONS

7.10 General Requirements for Siting Mobile Homes

7.11 Dimensions. Mobile homes sited on individual lots shall be at least twelve (12) feet in width and forty-eight (48) in length or shall have at least 576 square feet of floor area.

7.12 Insigne of Compliance. The mobile home shall have the Oregon "Insigne of Compliance" as provided for by ORS 446.170. However, upon submission of evidence indicating substantial compliance with the standards required for an "Insigne of Compliance," the City may waive the "Insigne of Compliance" requirement for units manufactured prior to September 1969.

7.13 Ownership. The owner of the mobile home shall be the owner of the lot upon which the mobile home is located and shall agree in writing prior to installation that if the mobile home is removed from its foundation, the owner shall remove the foundation and all additions to the home and permanently disconnect and secure all utilities. This agreement shall authorize the city to perform the work above described and place a lien against the property for the cost of the work in the event the owner fails to accomplish the work within sixty (60) days from the date the mobile home is removed. This condition shall not apply in the event that another mobile home is placed on the original foundation within sixty (60) days of the removal of the original mobile home.

7.20 Installation Requirements.

7.21 Stand Requirement. The mobile home shall be situated on a stand, which has been improved to allow adequate drainage, constructed on soil with a minimum bearing capacity of 1,500 pounds per square foot. In flood prone areas, the floor of the mobile home shall be at least one foot above the 100 year flood elevation.

7.22 Installation and Tie-down Requirements. The mobile home shall be installed, tied down and anchored in accordance with the rules established by the Oregon Department of Commerce, or in accordance with the instructions of the manufacturer which have been approved by the Department of Commerce. Such requirements shall be met within seven (7) days after the mobile home has been placed on the lot.

7.23 Footings or Foundation Requirements. The mobile home shall be installed in accordance with one of the following methods.

1. The mobile home shall be placed upon pieces and footings in accordance with state approved instructions provided by the manufacturer.
2. The mobile home shall be placed on a cement or concrete block foundation, in accordance with Department of Commerce Regulations and accepted engineering standards.

7.24 Tongue Removal. The tongue of the mobile home shall be removed.

7.25 Skirting, Gutters and Downspouts. Unless the foundation is continuous, the unit shall have a continuous skirting of non-decaying, non-corroding material extending at least six (6) inches into the ground or extending to an impervious surface. The skirting or continuous foundation shall have openings which shall be secured against entry of animals under the mobile home. The mobile home shall be provided with gutters and downspouts to direct water into storm drains, if storm drains are available.

7.26 Attached Extensions. No extension or outbuilding shall be physically attached to the mobile home, however, a covered or uncovered carport or patio, or a storage unit for incidental yard and household items may be erected adjacent to the exterior walls of the mobile home. Exception: factory installed tip-outs that are designed to blend in with the rest of the mobile home are allowed.

7.30 Waiver of Installation Requirements. The City Council giving their reasons therefore, may reduce or waive one or more installation requirements that, in its judgement, are not requisite in the interests of the public health, safety and general welfare, or which are inappropriate.

ARTICLE 8. (RESERVED FOR PLANNED UNIT DEVELOPMENT)

ARTICLE 9. OFF STREET PARKING AND LOADING

9.10 General Provisions

9.11 Provision of Facilities. At the time of erection of a new structure, or at the time of enlargement or change of use of an existing structure; off-street parking and loading shall be provided as specified in this section, unless greater requirements are otherwise established.

9.12 Parking Space Maintenance. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented to the city

that show property that is and will remain available for exclusive use of off-street parking and loading space. The subsequent use of the property shall be conditional upon the continuing availability of the amount of parking and loading space required by this ordinance.

9.13 Total Requirements. If several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

9.14 Parking Space Location. Required parking spaces shall be located not more than 500 feet from the building or use they serve.

9.15 Parking Space Use. Required parking spaces shall be available for the parking of passenger automobiles of customers and employees only, and shall not be used for storage of materials or the parking of trucks used in conducting the business or use.

9.20 Off-Street Parking Specifications. Where floor area is specified, that area shall be gross floor area of the structure exclusive of any area devoted to off-street parking or loading. Where the number of employees is used to determine parking requirements, persons counted shall be those intended to be working on the premises, including proprietors during the largest shift in peak season. Fractional requirements shall be counted as a whole space.

9.21 Parking Spaces are required as follows:

<u>USE</u>	<u>STANDARD</u>
Residential	
One or two family dwellings	2 spaces per dwelling unit
Multi-family dwellings	2 spaces per dwelling unit and 1 bicycle space per two dwelling units.
Hotel or Motel	1 space per guest room
Institutional	
Hospital or Nursing Home	1 space per two beds and 1 space per two employees
Preschool or kindergarten	2 spaces per teacher
Elementary or junior high school	1 space per classroom plus 1 space per administrative employee and 1 bicycle space per four students.
Theater, auditorium, church stadium or other assembly area	1 space for each four seats or if not fixed seats then 1 space for each 100 square feet of floor area.

<u>USE</u>	<u>STANDARD</u>
Institutional (Continued) High School	6 spaces per classroom plus 1 space for each employee and 1 bicycle space per four students.
Clubs or meeting halls	1 space per 100 square feet of floor area.
Commercial	
Retail stores	1 space per 200 square feet of floor area plus 1 space per 2 employees and 1 bicycle space per 600 feet of floor area.
Service or repair shop	1 space per 600 square feet of floor area plus 1 space per 2 employees.
Bank or professional offices	1 space per 300 square feet of floor area plus 1 space per employee.
Eating or drinking establishments	1 space per 200 square feet of floor area plus 1 space per 2 employees.
Bowling alley	3 spaces per lane plus 1 space per employee.
Industrial	
Storage warehouse, manufacturing establishments, freight terminal, food processing.	1 space per employee
Wholesale establishment	1 space per employee plus 1 space per 700 square feet of patron serving area.

9.22 School Bus Loading Areas. Each school having a capacity of over twenty-five (25) pupils shall have a driveway designed for a continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

9.23 Residential Parking. In a residential area no parking shall be allowed in the front yard of the dwelling units other than on a driveway.

9.24 Bicycle Racks. Bicycle spaces shall be racks anchored so that they cannot be easily removed. Racks shall be designed so that at least one wheel and the frame of a bicycle can be locked securely to it with a heavy chain, cable or padlock. Bicycle racks shall be clearly labeled as available for bicycles and shall be located to be at least as convenient as the most convenient car parking, and as close to the desired entrances as possible without interfering with pedestrian traffic. Bicycle and auto parking areas should be separated by some form of barrier to eliminate the possibility of a bike being hit by a car.

- 9.30 Joint Parking. Owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, providing that the owners present to the City Council legal evidence of such arrangement in the form of a lease, deed or contract.
- 9.40 Off-street Loading. Any off-street loading other than schools shall be located such that there is no interference with traffic on any street other than an alley.
- 9.50 Nonlisted Uses. Requirements for types of buildings and uses not specifically listed herein shall be determined by the City Council, based upon the requirements of comparable uses listed.
- 9.60 Surfacing. All off-street parking spaces and driveways, except those of single family residences, shall be hard surfaced with concrete, asphalt, cement, oil mat or similar surface which is resistant to dust and mud. Type and thickness of this hard surface shall be approved by the City Engineer.
- 9.70 Access. Groups of more than four (4) off-street parking spaces shall be served by a driveway or aisle so that no backing movements or maneuvering within a street other than an alley will be required. Driveways or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, painting, walls or other appropriate markers and shall not be considered as parking spaces.

ARTICLE 10. SIGNS

- 10.10 Sign Requirements. A sign is permitted only as an accessory use to the use of the property on which the sign is located.
- 10.11 Residential Zone Requirements. In a residential zone the following regulations shall apply.
1. No sign shall be illuminated in any manner.
 2. One name plate or home occupation sign shall be allowed and shall not exceed two (2) square feet in area.
- 10.12 Commercial Zone Requirements. In a commercial zone the following regulations shall apply.
1. Signs shall be set back at least ten (10) feet from any residential zone.
 2. Moving or flashing signs are prohibited.

3. Total area of all signs shall not exceed one (1) square foot per 100 square feet of the building's ground floor area except that a minimum of eighteen (18) square feet shall be allowed.
4. No sign shall project above the roof edge of the building containing the business which the sign identifies.
5. Signs visible from residential properties shall be shielded or directed so as not to constitute a nuisance to residential property owners and shall not interfere with, confuse, or mislead a vehicle operator.

10.13 Industrial Zone Requirements. In an industrial zone the following regulations shall apply.

1. Signs shall be set back at least ten (10) feet from any residential zone.
2. Moving or flashing signs are prohibited.
3. Signs visible from residential properties shall be shielded or directed so as not to constitute a nuisance to residential property owners and shall not interfere with, confuse, or mislead a vehicle operator.

10.14 Temporary Signs.

1. One sign shall be allowed per lot advertising the property for sale, lease or rent and the sign shall not exceed six (6) square feet in area. A "for sale" sign shall not be allowed to remain on the property after the property is sold.
2. One sign shall be allowed per subdivision advertising lots or homes for sale. Such sign shall not exceed fifty (50) square feet in area and shall be set back at least twenty (20) feet from the nearest street.
3. One advertising sign not to exceed eight (8) square feet in area nor advertising for a period exceeding two (2) weeks an event such as a picnic, bazaar, or banquet of a church, service club, fraternal organization, or similar group shall be allowed.
4. One political sign per lot shall be allowed not to exceed two (2) square feet in area nor advertising a candidate or issue for a period exceeding thirty (30) days prior to the date of an election.

10.15 Public or Semi-public Sign. On property in public or semi-public use, an identification sign facing each abutting street not to exceed six (6) square feet in area and a bulletin board not over ten (10) square feet in area shall be allowed.

ARTICLE 11. SUPPLEMENTARY PROVISIONS

11.10 Exceptions

11.11 Projections from Buildings. Cornices, eaves, canopies, sunshades, gutters, chimneys, flues and other architectural features may project not more than two (2) feet into a required yard of open space as established by this ordinance.

11.12 Height Exceptions. The following types of structures or structural parts are not subject to the building height limitations of this ordinance: chimneys, church spires, belfries, radio and television antennae, flagpoles, smoke stacks and other similar projections.

11.13 Lot Size Requirements. If a property ownership, whether it be a lot or more than one contiguous lot held in a single ownership at the time of passage of this ordinance, has an area or dimension which does not meet the lot size requirements of the zone in which the property is located, the holdings may be occupied by a use permitted in the zone subject to the other requirements of the zone, provided that, if there is an area deficiency, residential use shall be limited to a single-family dwelling or to the number of dwelling units consistent with the density requirements of the zone. The record of ownership as recorded in the office of the County Clerk at the time of passage of this ordinance shall be the basis for application of this exception unless the owner submits proof that a different ownership existed at the time the provisions of this ordinance became applicable to the land concerned.

11.20 Accessory Uses and Facilities. Accessory uses and facilities shall be permitted in any district when incidental to and associated with a permitted use or facility, or when incidental to and associated with an allowable and authorized conditional use therein, subject to the provisions of this section.

11.21 Requirements. Accessory uses and facilities shall meet the following requirements.

1. Shall be subordinate to the primary activity of the principal use or the principal facility, respectively.
2. Shall contribute to the comfort, convenience, efficiency, or necessity of the occupants or the activities of a principal use, or the function of a principal structure.
3. Shall be located on the same site as the principal use or structure served.

4. Shall not violate setback requirements or maximum lot coverage standards provided for in Article 3.

11.22 Examples of Accessory Uses include, but are not limited to, the following examples.

1. A home occupation is an accessory use in a residence.
2. A residence is an accessory use in a business.

11.23 Continuation of Allowable Accessory Use. No use or facility permitted as an accessory use or facility pursuant to this section shall be construed to be permitted as a principal use or facility unless specifically authorized as a permitted or conditional use in the district in which it shall be located. Operation, occupancy, and continuance of allowable accessory uses and facilities shall be conditional upon the continued occupancy or use of the principal use or facility being served.

ARTICLE 12. ADMINISTRATIVE PROVISIONS

12.10 Form of Petitions and Applications. Petitions and applications provided for in this ordinance shall be made on forms prescribed by the city. Applications shall be accompanied by plans and specifications, drawn to scale, showing actual shape and dimensions of the lot to be built upon; the size and locations of existing and proposed structures; the intended use of such structures; the number of families, if any, to be accommodated thereon; the relationship of the lot to the surrounding property; the legal description of the lot; the location of any off-street parking; the names and addresses of owners of property within 250 feet of the exterior boundaries of the lot; and such other information as is needed to determine conformance with this ordinance. Applications shall be accompanied by a filing fee in an amount established by the City Council.

12.20 Notice of Public Hearings.

12.21 Published and Posted Public Notice. Notice of public hearing on an application, petition, or an amendment to this ordinance shall be published in a newspaper of general circulation in the City at least ten (10) days prior to the date of the hearing. In the alternative, if there is no newspaper of general circulation, each notice of hearing authorized by this ordinance shall be posted in at least two conspicuous places within the City continuously beginning at least ten (10) days prior to the date of the hearing.

12.22 Personal Written Notice. In addition, a notice of a hearing on a conditional use, a variance or an amendment to the zoning map which would change boundaries, classification or uses shall be sent to owners of property within 250 feet of the property for which the conditional

use, variance or amendment has been requested. Such notice shall be mailed at least the (10) days prior to the date of the hearing.

12.23 Failure to Receive Notice.

Failure of a person to receive notice as prescribed in this article shall not impair the validity of the hearing.

12.24 Purpose of Public Hearing. The hearing shall allow interested persons the opportunity to be heard and to present and rebut evidence.

12.25 Recess of Hearing. The City Council may recess a hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposal being considered. Upon recessing the time and date when the hearing is to resumed shall be announced.

12.26 Notice to Applicant of Action. Within ten (10) days following the close of a hearing the City Recorder shall provide the applicant with a written notice of the City Council's action on the application, the findings of fact on which the action is based, and any conditions imposed, signed by the Mayor and City Recorder.

12.30 Building Permits. No permit shall be approved by the City for the construction, reconstruction, alteration or change of use of a structure or lot that does not conform to the requirements of this ordinance.

12.40 Amendments.

12.41 Authorization to Initiate Amendments. An amendment to the text of this ordinance or to a zone boundary may be initiated by the City Council, the City Planning Commission, an affected governmental unit, or by application of a property owner or resident of the City or urban growth area. The request for an amendment shall be accomplished by filing an application with the City Recorder.

12.42 Public Hearings on a Proposed Amendment. A public hearing shall be held by the Planning Commission with the public notice given as provided in Article 12.20, on any proposed amendment to the Zoning Ordinance, at its earliest practicable meeting after the amendment is proposed. The Planning Commission shall, within ten (10) days after the hearing recommend to the City Council approval, disapproval or conditional approval of the proposed amendment. After receiving the recommendation of the Planning Commission the City Council shall hold a public hearing as provided in Article 12.20 on the proposed amendment before making a decision. Findings of fact upon which the decision was made shall be made a part of the record.

12.43 Record of Amendments. The City shall maintain a record of amendments to the text and maps of this ordinance in a form convenient for use by the public.

12.44 Limitation on Reapplications. No application for an amendment to the text of this ordinance or to a zone boundary shall be considered within the one-year period immediately following a previous denial of such request, except the City Council may permit a new application if in the opinion of the Planning Commission new evidence or a change of circumstances warrants it.

ARTICLE 13. INTERPRETATION AND ENFORCEMENT

13.10 Interpretation. Words used in the present tense include the future, the singular form includes the plural, the plural includes the singular. Where a provision of this ordinance is less restrictive than a provision of another ordinance or requirement of the City, the provision which is more restrictive shall govern.

13.20 Authorization of Similar Uses. The City Council may rule that a use not specifically listed among the allowed uses in a zone shall be permitted as an allowed use, if it is similar to the allowed uses in the zone, if its effect on adjacent properties is substantially the same as that of allowed uses, and if it is not specifically listed as an allowed use in another zone.

13.30 Penalty. A person violating a provision of this ordinance shall upon conviction, be punished by imprisonment for not more than ten (10) days, or by a fine of not more than \$1,000.00. A violation of this ordinance shall be considered a separate offense for each day that the violation continues. In the alternative, where a use exists or is proposed to be located, constructed, repaired, altered or used in violation of this ordinance the City may institute injunction, abatement or other appropriate proceedings to prevent, abate or remove such use.

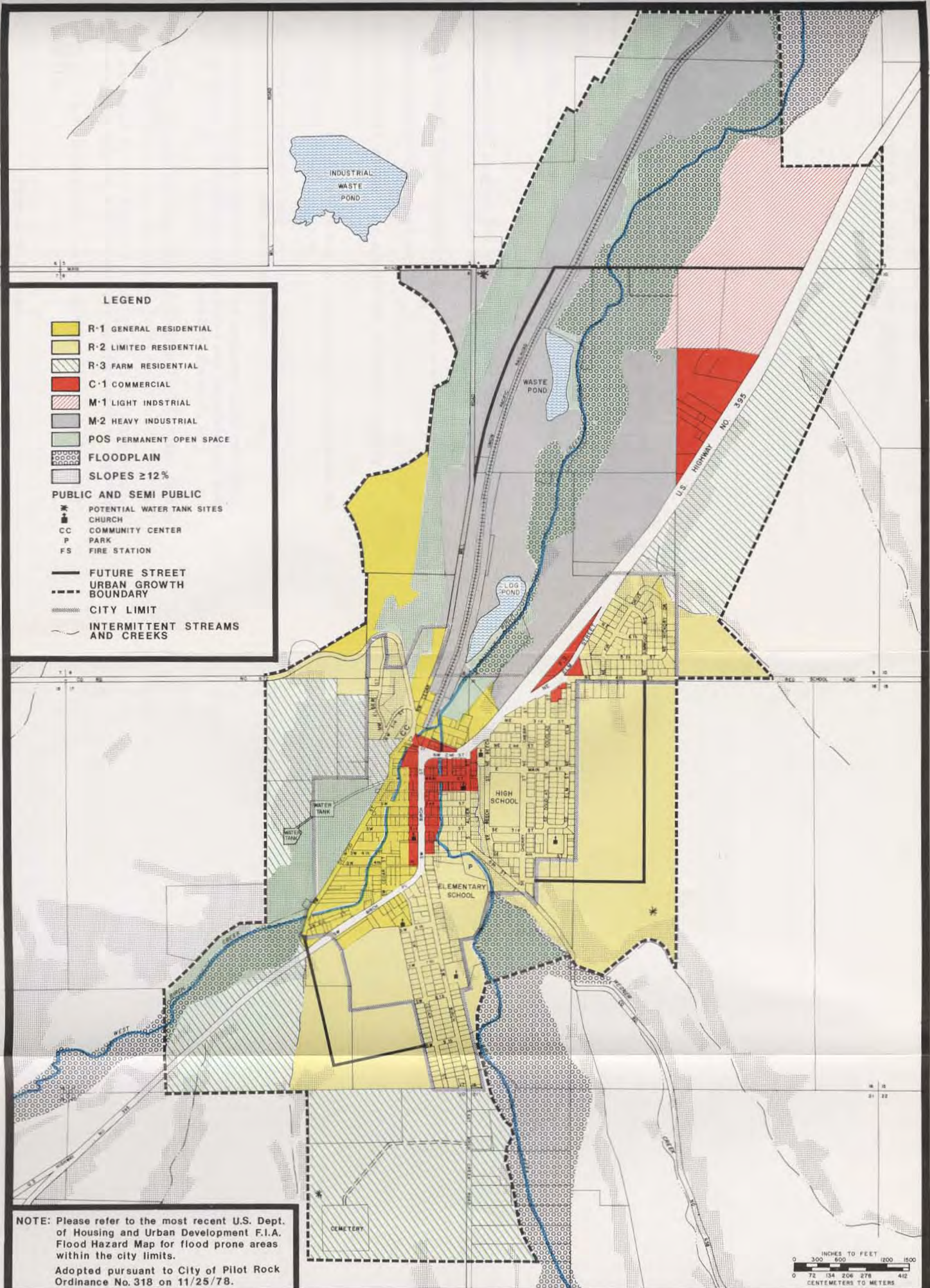
13.40 Severability. The provisions of this ordinance are severable. If a article, sentence, clause or phrase shall be adjudged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this ordinance.

APPROVED AND ADOPTED by the Pilot Rock City Council on this 25 day of November, 1978. City Ordinance No. 235 as adopted on March 5, 1973, and amendments thereto, are hereby repealed.

ATTEST:

Gordon Chapman
Mayor

Frank R. Cole
City Recorder



ZONING MAP

CITY OF PILOT ROCK, OREGON



CITY OF PILOT ROCK, OREGON
APPLICATION TO AMEND ZONING ORDINANCE

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within Urban Growth Boundary _____

Resident (renter) within Urban Growth Boundary _____

Governmental Unit: City of Pilot Rock _____, County _____,

Special District _____, State Agency _____, Federal Agency _____

*Note: If agent, attach written authorization to represent landowner.

TYPE OF AMENDMENT

____ Text: Applicant shall prepare and attach a copy of proposed text amendment to this application. Section to be amended _____

____ Map: Present Zoning Classification is _____

Proposed Zoning Classification is _____

Applicant shall prepare and attach the following to this application:

- (1) 8 1/2" x 11" location map of area subject to proposed map amendment drawn to scale,
- (2) Either assessor's map or other parcel map drawn to scale showing proposed map amendment, and
- (3) A list of names and addresses of property owners** whose property is subject to the proposed map amendment or within 250 feet of the exterior boundary thereof, and
- (4) Other information specified in Section 12.10 of the Zoning Ordinance
- (5) Agreement by the property owner(s) to satisfy the requirements of Section 3.84 of the Zoning Ordinance if applicable.

** Note: This information available from the County Assessor's office.

JUSTIFICATION FOR AMENDMENT

Applicant shall prepare and attach a presentation of facts and reasons which establish need, appropriateness and purpose of the proposed amendment.

FEE

Refer to fee schedule adopted by City Council. \$ _____

I, _____, (Circle one: Landowner, agent, resident, representative of government unit) swear that the details and information contained in the above application and attachments thereto are true and correct to the best of my knowledge.

Signature of Applicant Date

I, _____, City Recorder of Pilot Rock, attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____, from _____ accompanied by a fee of \$ _____.

City Recorder

SCHEDULE AND CHECKLIST

APPLICATION TO AMEND CITY OF PILOT ROCK ZONING ORDINANCE

	Date
1. Application submitted by applicant*	_____
2. Planning Commission hearing date set	_____
3. Public notice of Planning Commission hearing	
a) Mailed to property owners	_____
b) Mailed to affected governmental units	_____
c) Published in local newspaper or posted	_____
4. Planning Commission hearing held	_____
5. Planning Commission recommendation (within 10 days of hearing)	_____
6. City Council hearing date set	_____
7. Public notice of City Council hearing	
a) Mailed to property owners	_____
b) Mailed to affected governmental units	_____
c) Published in local newspaper or posted	_____
8. City Council hearing held	_____
9. City Council decision (within 10 days of hearing)	_____
10. Applicant notified of decision	_____
11. Effective date if amendment adopted by City Council	_____
12. County Planning Department and County Assessor notified, pursuant to ORS 308.342, if amendment approved	_____

*Note: Applications for Zoning Map amendments for areas within the Urban Growth Boundary outside city limits should be made to the County.

CITY RECORDS

APPLICATION TO AMEND CITY OF PILOT ROCK ZONING ORDINANCE

1. Application and attachments thereto
2. Schedule and checklist
3. Copies of public notices
4. Analysis of applicable plan goals and policies. Note: All amendments to the Zoning Ordinance or Map must be consistent with the adopted Comprehensive Plan.
5. Planning Commission hearing record, findings of fact and recommendation
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision
8. Copies of notices to County Planning Department and County Assessor if amendment approved

CITY OF PILOT ROCK, OREGON
VARIANCE/CONDITIONAL USE APPLICATION
(ZONING ORDINANCE)

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within City Limits _____

Governmental Unit: City of Pilot Rock _____, County _____,

Special District _____, State Agency _____, Federal Agency _____.

*Note: If agent, attach written authorization to represent landowner.

TYPE OF APPLICATION

Zoning classification of property is _____

Variance. Please refer to Article 6 of the Zoning Ordinance for variance requirements. If lot size, variance may not be necessary, please refer to Ordinance section 11.13. Briefly describe the type of variance being requested:

Conditional Use. Please refer to Article 5 of the Zoning Ordinance for conditional use requirements and to Article 3 for types of conditional uses allowed. Type of conditional use being requested is _____

ATTACHMENTS

Applicant shall prepare and attach the following to this application:

- (1) A presentation of facts and reasons which establish need, appropriateness and purpose of the Variance/Conditional Use request, and
- (2) 8 1/2" x 11" location map of area subject to proposed Variance/Conditional Use drawn to scale, and
- (3) Either assessor's map, parcel map, or site plan drawn to scale showing proposed Variance/Conditional Use, and

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK VARIANCE/CONDITIONAL USE APPLICATION
(ZONING ORDINANCE)

- | | Date |
|--|-------|
| 1. Application submitted by applicant* | _____ |
| 2. Planning Commission review date set | _____ |
| 3. Planning Commission review held | _____ |
| 4. Planning Commission recommendation (within 10 days of review) | _____ |
| 5. City Council hearing date set | _____ |
| 6. Public notice of City Council hearing | |
| a) Mailed to property owners | _____ |
| b) Mailed to affected governmental units | _____ |
| c) Published in local newspaper or posted | _____ |
| 7. City Council hearing held | _____ |
| 8. City Council decision (within 10 days of hearing) | _____ |
| 9. Applicant notified of decision | _____ |
| 10. Effective date, if request approved by City Council | _____ |

*Note: Applications for Variance/Conditional Use for areas within the Urban Growth Boundary outside city limits should be made to the County.

CITY RECORDS

CITY OF PILOT ROCK VARIANCE/CONDITIONAL USE APPLICATION
(ZONING ORDINANCE)

1. Application and attachments thereto
2. Schedule and checklist
3. Copies of public notices
4. Analysis of applicable plan goals and policies. Note: All Variance/Conditional Use must be consistent with the adopted Comprehensive Plan.
5. Planning Commission review record, findings of fact and recommendation
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision

CITY OF PILOT ROCK, OREGON

APPLICATION FOR BUILDING/MOBILE HOME ZONING SIGNOFF
(ZONING ORDINANCE)

LANDOWNER

Name _____

Address _____

Phone No. _____

APPLICANT* (if different from above)

Name _____

Address _____

Phone No. _____

*Note: Attach written authorization to represent landowner.

TYPE OF APPLICATION

_____ Building: _____ Construct _____ Remodel _____ Other

_____ Mobile Home: _____ Install _____ Other

Brief description of project: _____

BACKGROUND INFORMATION

Lot No. _____, Block No. _____, Assessor's Map No. _____ with

frontage on (name) _____ which is a

(check one) city street _____, county road _____, or state highway _____.

Note: If county road or state highway an access permit shall be required.

In Flood Hazard Area: (yes/no) _____

Fire Zone: One _____ Two _____ Three _____

Utilities: City Water _____ Well _____; City Sewer _____ Septic Tank _____

Zoning classification is _____

Intended use of the building/mobile home is _____

Is intended use allowed as an outright use in the zone? (yes/no) _____

If no, is intended use allowed as a conditional use in the zone? (yes/no) _____

If yes, a conditional use application will be necessary.

If neither an outright or conditional use, a Zoning Ordinance amendment will be necessary. Note: All Zoning Ordinance amendments must be consistent with the Comprehensive Plan.

ZONING ORDINANCE REQUIREMENTS

Type	Requirement*
Dimensional Standards (see Article 3)	
Street Frontage	_____
Lot Depth	_____
Front Yard	_____
Side Yard (each)	_____
Rear Yard	_____
Lot Area (see Section 11.13 for exception)	_____
Lot Width (at front building line)	_____
Lot Coverage (Building Area ÷ Lot Area = _____%)	_____
Building Height	_____
Mobile Homes (see Article 7)	_____
Offstreet Parking and Loading (see Article 9)	_____
Signs (see Article 10)	_____
Additional Requirements (see Section 3.80)	_____
Clear Vision Area	_____
Ground Cover	_____
Hazard Areas	_____
Access	_____

*Note: Fill in applicable dimensional standard or indicate yes, no or n/a as appropriate.

SITE PLAN

Applicant shall prepare and attach to this application a site plan drawn to scale showing how all applicable requirements of the Zoning Ordinance shall be satisfied.

The issuance or granting of a permit or approval of plans and specifications shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Uniform Building Code as administered by the State of Oregon. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work or use which it authorizes is lawful.

I hereby certify that the above information is correct and understand that issuance of a permit based on this application will not excuse me from complying with effective Ordinances of the City of Pilot Rock and Statutes of Oregon, despite any errors on the part of the issuing authority in checking this application.

Signature of Applicant

Date

I, _____, City Recorder of Pilot Rock, Oregon, attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____.

City Recorder

CITY OF PILOT ROCK
(To be filled out by City official)

Applicant's site plan and intended use meet all applicable Zoning Ordinance requirements (yes/no). _____

If yes, the Zoning Signoff Application may be approved by the City.

If no, the Zoning Signoff Application is not approved for the following reason(s):

If the application is not approved, the applicant may revise his application as necessary or (check all appropriate):

- _____ Apply for a variance
- _____ Apply for a conditional use
- _____ Request a Zoning Ordinance amendment
- _____ Request a Comprehensive Plan amendment.

Pilot Rock City Official

Date

Ordinance No. 316
 CITY OF PILOT ROCK
 SUBDIVISION ORDINANCE
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Ordinance No. 316

CITY OF PILOT ROCK

SUBDIVISION ORDINANCE

SECTION 1. GENERAL PROVISIONS

- 1.1 Title. These regulations shall hereafter be known, cited and referred to as the Subdivision Regulations of the City of Pilot Rock.
- 1.2 Purposes. The purpose of this ordinance is to provide for the public health, safety and general welfare of the people of the City by establishing uniform procedures and standards for the partitioning and subdividing of land within the City. These regulations are necessary to:
- (1) guide the future development of the City in accordance with the Comprehensive Plan.
 - (2) insure that public facilities, including but not limited to sanitation systems, water supply systems, streets and fire protection, are adequate to serve the subdivided or partitioned area, and
 - (3) protect and conserve land throughout the City by providing for its most beneficial use and enhancement of the quality of the environment.
- 1.3 Authority. By authority of ordinance of the Council of the City adopted pursuant to the powers and jurisdiction vested by Oregon Revised Statutes, Chapter 92, and other applicable laws of the State of Oregon, the City shall review, approve and disapprove plans, plats, and maps for the subdivision and partitioning of land within the corporate limits of the City.
- 1.4 Jurisdiction.
- (1) These subdivisions regulations shall apply to all subdivision and partitions of lands, as defined herein, located within the corporate limits of the municipality.
 - (2) The City shall review and comment on plans, plats, or maps for subdivisions or partitions beyond the corporate limits of the City and within urban growth boundary.
- 1.5 Enactment. In order that land may be subdivided and partitioned in accordance with these purposes and policy, these regulations are hereby adopted.

1.6 Severability. Where any word, phrase, clause, sentence, paragraph or section, or other part of these regulations is held invalid by court of competent jurisdiction, this judgement shall affect only that part held invalid, and shall not impair the validity of the remainder of these regulations.

1.7 Amendments. An amendment to this ordinance may be initiated by the City Council, Planning Commission, an affected governmental unit, or by application of a property owner or resident in the City or urban growth area. The procedure to be followed for adoption of the proposed amendment shall be that prescribed by ORS 92.048.

1.8 Variances.

- (1) The City Council may authorize variances, with conditions, to the requirements of this ordinance. Application for a variance shall be made by a petition of the land divider, stating fully the grounds of the application and the facts relied upon by the petitioner. The petition shall be filed with the tentative plan or map. A variance may be granted only in the event that all of the following circumstances exist:
 - (a) Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same vicinity, and result from tract size or shape, topography or other circumstances over which the owners of property have no control.
 - (b) The variance is necessary for the preservation of a property right of the applicant substantially the same as possessed by owners of other property in the same vicinity.
 - (c) The variance would not be materially detrimental to the purposes of this ordinance, or to property in the same vicinity in which the property is located or otherwise conflict with the comprehensive plan.
- (2) In granting or denying a variance, the City Council shall make a written record of its findings and the facts in connection therewith, and shall describe the variance granted and the conditions designated. The City shall keep the findings on file as a matter of public record.

1.9 Exceptions in Case of a Planned Unit Development.
(Reserved for Planned Unit Development.)

1.10 Appeal. A person may appeal to the City Council from any decision or requirement made by the Planning Commission or the City Engineer pursuant to this ordinance. Written notice of the appeal must be filed with the City within thirty (30) days after the decision or requirement is made in the case of subdivision or major partition and ten (10) days in the case of a minor partition, pursuant to ORS 92.044 (2) and 92.046 (3).

1.11 Violation and Penalties.

- (1) Every final subdivision plat and partition map shall be approved pursuant to this Ordinance and the provisions of Chapter 92, Oregon Revised Statutes, before title to the subdivided land can be sold or transferred in any manner. If land is transferred or sold contrary to the provisions of this Ordinance, the City Attorney shall commence action to enjoin further sales or transfers and to compel compliance with its provisions. The cost of maintaining this suit shall be imposed against the person transferring or selling the property to be subdivided or partitioned.
- (2) In addition to penalties provided by state law, any person violating or failing to comply with a provision of this Ordinance shall, upon conviction thereof, be punished by a fine of not more than \$500.00 or by imprisonment for not more than 30 days, or both. Every sale or transfer of a parcel of land in violation of this ordinance shall be deemed a separate and distinct offense. In addition the City will not give zoning approval on any application for a building permit to be issued by the State of Oregon as to any piece of property owned by a person in violation of the provisions of this Ordinance.

1.12 Schedule of Fees.

- (1) Any application or submission required by this Ordinance shall be accompanied by a filing fee based on the fee schedule adopted by the City Council.
- (2) No application required by this Ordinance shall be accepted unless accompanied by all applicable fees.

1.13 Definitions. As used in this Ordinance, the following words and phrases shall mean:

- (1) APPROVAL.
 - (a) TENTATIVE. The official action taken by the City Council after a public hearing on the proposed subdivision or partition.
 - (b) FINAL. The final official action taken by the City Council on the proposed subdivision or partition which had previously received tentative approval.
- (2) BUILDING LINE. A line on a plat or map indicating the limit beyond which buildings or structures may not be erected subject to setback requirements in the City's Zoning Ordinance.

- (3) CITY. The City of Pilot Rock, Oregon.
- (4) CITY ENGINEER. A registered professional engineer as defined by ORS 672.002 (6), who is legally contracted to represent the City.
- (5) COMPREHENSIVE PLAN. A generalized, coordinated land use map and policy statement of the City that interrelates all functional and natural systems and activities relating to the use of land, and adopted pursuant to ORS 197.
- (6) DEDICATION. A deliberate appropriation of land by its owner for some public use and accepted for such use by or on behalf of the public.
- (7) EASEMENT. The right of a person to go onto the land in possession of another for a specific purpose or purposes.
- (8) LOT. A unit of land that is created by a subdivision of land.
 - (a) CORNER LOT. A lot situated at the intersection of two streets, provided the interior angle of such intersections does not exceed 135°.
 - (b) REVERSED CORNER LOT. A corner lot, the side street line of which is substantially a continuation of the front line of the first lot to its rear.
 - (c) THROUGH LOT. A lot having frontage on two parallel or approximately parallel streets other than alleys.
- (9) LOT LINE.
 - (a) LOT FRONT LINE. The line abutting a street. For corner lots the front line is that with the narrowest street frontage. For double frontage lots, the lot front line is that having frontage on a street which is so designated by the developer and approved as part of a final plat or map as provided for in this Ordinance.
 - (b) LOT REAR LINE. The lot line that is opposite to and most distant from the front lot line.
 - (c) LOT SIDE LINE. Any lot line that is not a lot front or rear line.
- (10) MAP, PARTITION. A final diagram, drawing or other writing containing all the descriptions, locations, specifications, dedications, provisions and information required by this Ordinance concerning a partition.

- (11) PARCEL. A unit of land that is created by a partitioning of land.
- (12) PARTITION. An area or tract of land divided into two or three parcels within a calendar year, when this area or tract of land exists as a unit or contiguous units of land under a single ownership at the beginning of that year.
- (a) MAJOR PARTITION. A partition which includes the creation of a street.
 - (b) MINOR PARTITION. A partition that does not include the creation of a street, but which is subject to approval of the City under this Ordinance.
- (13) PARTITION LAND. To divide an area or tract of land into two (2) or three (3) parcels within a calendar year when such area or tract of land exists as a unit or contiguous units of land under a single ownership at the beginning of that year. "Partition land" does not include:
- (a) divisions of land resulting from lien foreclosures,
 - (b) divisions of land resulting from the creation of cemetery lots,
 - (c) divisions of land made pursuant to a court order, including but not limited to court orders in proceedings involving testate or intestate succession,
 - (d) any adjustment of a lot line by the relocation of a common boundary where an additional parcel is not created and where the existing parcel reduced in size by the adjustment is not reduced below the minimum lot standards of the zoning ordinance.
- (14) PEDESTRIAN WAY. A right-of-way for pedestrian traffic.
- (15) PERSON. A natural person, firm, partnership, association, social or fraternal organization, corporation, trust, estate, receiver, syndicate, branch of government, or any other group or combination acting as a unit.
- (16) PLANNING COMMISSION. The Planning Commission of the City Pilot Rock, Oregon.
- (17) PLAT, SUBDIVISION. The final map, diagram, drawing, replat or other writing containing all the descriptions, location, specifications, dedications, provisions and information required by this Ordinance concerning a subdivision.

- (18) RIGHT-OF-WAY. A strip of land occupied or intended to be occupied by a street, crosswalk, railroad, road, electric transmission line, water main, oil or gas pipeline, sanitary or storm sewer main, trees, or by another special use.
- (19) ROADWAY. The portion of a street right-of-way developed for vehicular traffic.
- (20) SIDEWALK. A pedestrian walkway with permanent surfacing.
- (21) SKETCH PLAN. A sketch preparatory to the preparation of the tentative subdivision plan to enable the subdivider to save time and expense in reaching general agreement with the City as to the form of the plan and the objectives of these regulations.
- (22) STREET. A public or private right-of-way for the use of pedestrian or vehicular traffic, including the terms "road", "highway", "lane", "avenue", "alley" or similar designations.
- (a) ALLEY. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.
 - (b) ARTERIAL. A street of considerable continuity which is primarily a traffic artery for travel between large areas.
 - (c) COLLECTOR. A street supplementary to the arterial street system and a means of travel between this system and smaller areas, used to some extent for through traffic and to some extent for access to abutting properties.
 - (d) CUL-DE-SAC. A short street having one end to traffic and being terminated by a vehicle turn-around.
 - (e) HALF STREET. A portion of the width of a street, usually along the edge of a subdivision, where the remaining portion of the street could be provided in another subdivision.
 - (f) LOCAL STREET. A street intended primarily for access to abutting properties.
 - (g) MARGINAL ACCESS STREET. A local street parallel and adjacent to an arterial street providing access to abutting properties, but protected from through traffic.

- (23) SUBDIVIDE LAND. To divide an area or tract of land into four or more lots within a calendar year when this area or tract of land exists as a unit or contiguous units of land under a single ownership at the beginning of that year.
- (24) SUBDIVISION. An area or tract of land divided into four or more lots within a calendar year when this area or tract of land exists as a unit or contiguous units of land under a single ownership at the beginning of that year.
- (25) TENTATIVE PLAN. A preliminary map, drawing or chart of the subdivision, dedication, or portion thereof, containing the elements and requirements set forth within this ordinance and which the subdivider submits for tentative approval at a public hearing.
- (26) URBAN GROWTH AREA. Land between the corporate limits of the City and the urban growth boundary.
- (27) URBAN GROWTH BOUNDARY. The boundary designated in the City's Comprehensive Plan identifying and separating urbanizable land from rural land.

SECTION 2. SUBDIVISION AND PARTITION APPLICATION PROCEDURE AND APPROVAL PROCESS

2.1 Subdivisions. Before any permit for the erection of any structure in a proposed subdivision is granted, and before any contract for sale of any part thereof is made, the subdividing owner or his authorized agent shall apply for and secure approval of the proposed subdivision in accordance with the following procedure.

- (1) **DISCUSSION OF REQUIREMENTS:** Before preparing the sketch plan as required in Section 2.1 (2) below, the applicant shall discuss with the City Administrator the procedure for adoption of a subdivision plat and the improvement requirements provided for in this Ordinance.
- (2) **SKETCH PLAN:** Prior to subdividing land, an owner of land or his representative shall file an application for approval of a sketch plan.
 - (a) The application shall:
 - (1) be made on forms available from the City,
 - (2) include all contiguous holdings of the owner, with an indication of the portion which is proposed to be subdivided. It shall also be accompanied by an affidavit of ownership, which shall include the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the County Clerk's office. The affidavit shall list the legal owner of the property, the contract owner of the property, the date contract of sale was executed, and, if any corporations are involved, a complete list of all directors, officers and stockholders of each corporation owning more than 5% of any class of stock,
 - (3) be accompanied by a minimum of five (5) copies of the sketch plan as described in these regulations and complying in all respects with these regulations.
 - (4) be accompanied by the appropriate fee, based on the fee schedule adopted by the City Council.
 - (5) The application shall include an address and telephone number of an agent located within Umatilla County who shall be authorized to receive all notices required by this Ordinance.
 - (b) **Planning Commission review of sketch plan:** At its next regular meeting, the Planning Commission shall study the sketch plan, taking into consideration the requirements of the subdivision regulations and the best use of the

land being subdivided. Particular attention must be given to the arrangement, location and width of streets, their relation to the topography of the land, water supply, sewage disposal, drainage, lot sizes and arrangement, the further development of adjoining lands as yet unsubdivided, and the requirements of the Comprehensive Plan.

- (c) Planning Commission recommendation: Within fourteen (14) days after the Planning Commission reviews the sketch plan, it shall advise the city council and the applicant of the specific changes or additions, if any, it has determined necessary.
- (d) City Council review of sketch plan: The City Council shall review the sketch plan at its next regular meeting after receiving the Planning Commission's recommendation.
- (e) Approval of sketch plan: Within thirty (30) days after the City Council reviews the sketch plan, it shall advise the applicant of the specific changes or additions, if any, it will require in the layout, and the character and extent of required improvements and reservations which it will require as a prerequisite to the approval of the tentative subdivision plan. The City Council may require additional changes as a result of further study of the subdivision in final form. This approval authorizes the applicant to submit a tentative plan.
- (f) Notice to governmental units: All affected governmental units shall be notified of the approval of the sketch plan and shall be given a reasonable period of time to review the plan and to suggest revisions in the public interest prior to the public hearing on the tentative plan.

(3) TENTATIVE PLAN:

- (a) Application procedure and requirements: Based upon the approval of the sketch plan, the applicant shall file in duplicate an application for approval of a tentative plan. The application shall:
 - (1) be accompanied by a minimum of five (5) copies of the tentative plan, as described in Section 5.2 of this Ordinance, and submitted to the City Recorder at least 15 days prior to a regular Planning Commission meeting.
 - (2) be made on forms available from the City, together with the appropriate fee, based on the fee schedule adopted by the City Council.

- (3) include all land which the applicant proposes to subdivide, and if the subdivision pertains to only a part of the tract owned or controlled by the subdivider, then the applicant shall also include a sketch of a tentative layout for streets in the unsubdivided portion.
 - (4) comply in all respects with the sketch plan, as approved.
- (b) Preliminary review by City Engineer: Upon receipt of the application for tentative plan approval, the City Recorder shall furnish one copy of the application to the City Engineer. The City Engineer shall review the tentative plan and prepare his preliminary report to present to the Planning Commission at its next regular meeting.
 - (c) Planning Commission review: at its next regular meeting, the Planning Commission shall review the tentative plan and the preliminary report of the city engineer.
 - (d) Planning Commission recommendation: Within fourteen (14) days after Planning Commission review, the Planning Commission shall advise the City Council, City Engineer, and the applicant of the specific changes or additions, if any, it has determined necessary.
 - (e) City Council review: The City Council shall hold a public hearing to review the tentative plan after receiving the Planning Commission's recommendation and the City Engineer's report.
 - (f) Notice and Opportunity to be Heard:
 - (1) NOTICE:
 - (a) Procedure: The City Recorder shall give notice of the public hearing in the following manner:
 - (1) NEWSPAPER: Notice shall be published in at least two issues of a newspaper of general circulation within the city, the first at least ten (10) days in advance of the public hearing, and the second at least one (1) day in advance of the public hearing.

- (2) MAIL: At least ten (10) days prior to the public hearing, notice of the hearing shall be sent by first class mail to:
 - (a) The applicant and all record owners' and contract purchasers of real property within 250 feet of the property which is the subject of the proposed action, and
 - (b) All affected governmental units which have an interest in the proposed subdivision.
- (3) POSTING: At least ten (10) days prior to the public hearing, a notice of such public hearing shall be posted on the closest public streets in visible locations surrounding the proposed subdivision or property to be partitioned.
- (b) Content: The public notices shall contain the following:
 - (1) Date, time and place of public hearing,
 - (2) General description of the action proposed on the subdivision application,
 - (3) Address, including lot and block number, if any, of the property that is to be subdivided,
 - (4) Notice by mail and posting shall also include a 8½" x 11" diagram of the property to be subdivided, to be provided by the applicant, indicating its location relative to adjacent property owners within 250 feet and at least two clearly marked public streets.
- (2) PUBLIC HEARING:
 - (a) The City Council shall hold a public hearing on the tentative plan within 40 days from the first regular planning commission meeting following submission of the tentative plan.
 - (b) The public hearing shall be conducted in accordance with the requirements governing the conduct of quasi-judicial hearings on land use matters pursuant to ORS 215.412 and 227.170.

- (c) If necessary, the City Council may resolve to continue the public hearing giving the date, time, and place the hearing will be continued.

(g) Action on Tentative Plan:

- (1) Within fifteen (15) days following the close of the public hearing, the City Council shall give written notice to the applicant of approval, disapproval or conditional approval of the tentative plan. Approval shall be indicated by the signature of the Mayor on the plan.
- (2) One copy of the tentative plan shall be returned to the developer with the date of approval, conditional approval or disapproval and the findings and conclusions upon which the City Council's decision was based accompanying the plan.

(h) Effective period of Tentative Approval:

- (1) The approval of a tentative plan for a subdivision shall be effective for one year.
- (2) Any plan not receiving final approval within one year shall be null and void, and the developer shall submit a new tentative plan for approval, subject to all current zoning restrictions and land division regulations.

(4) FINAL SUBDIVISION PLAT:

- (a) Application procedure and requirements: Within one year of the approval of the tentative plan, the applicant, in order to receive final approval of the subdivision plat, shall file with the City Council an application which shall:
 - (1) Be made on forms supplied by the City, together with the appropriate fee, based on the fee schedule adopted by the City Council.
 - (2) Include the entire subdivision or section thereof, access to which is via an existing state, county or local government street.
 - (3) Be accompanied by a minimum of ten (10) copies of the subdivision plat, as described in Section 5.3 of this ordinance.
 - (4) Comply in all respects with the tentative plan, as approved.

- (5) Be presented to the City Recorder, who shall then refer the application to the City Council prior to the next regular meeting of the City Council at which consideration is desired,
- (6) Be accompanied by all formal irrevocable offers of dedication to the public of all streets, local government uses, utilities, parks and easements, without any reservation other than reversionary rights upon vacation of any such street or road and easements for public utilities, pursuant to ORS 92.090 (3).
- (7) Be accompanied by a performance bond or other assurance for completion and maintenance of improvements, as specified in Section 3 of this Ordinance, and which includes a provision that the principal of the bond or other guarantee of financial security shall comply with all the terms specified by the City Council as a condition of approval of the final subdivision plat,
- (8) Be accompanied by written assurance from public utility companies and improvement districts that necessary utilities will be installed and by proof that the applicant has submitted petitions in writing for the creation or extension of any improvement districts as required by the City Council upon tentative plan approval.

(b) Review of Application:

- (1) The City Council shall review the application at the next regular City Council meeting following submission of the application for final plat approval. In order to be considered at the next meeting, the application shall be submitted at least ten (10) working days before the regularly scheduled meeting of the City Council.
- (2) The application for final plat approval and accompanying documents shall be reviewed by the City Engineer and affected governmental units to determine whether it substantially conforms to the tentative plan, the requirements of law and this Ordinance. The City Engineer may make such checks in the field as are desirable to verify that the subdivision plat is sufficiently correct on the ground and he or his representatives may enter the property for this purpose. If the City Engineer determines that the final subdivision plat does not so conform to the tentative plan, the requirements of law and the Ordinance, then he shall advise the applicant of the changes that must be made and shall afford the applicant an opportunity to make the changes or additions.

- (3) Upon receipt of the plat with the approval of the City Engineer, the City Council shall consider the application at a regularly scheduled meeting. Within ten (10) days of the meeting, the City Council shall approve, disapprove or conditionally approve the application, setting forth in detail any conditions of approval or reasons for disapproval.
- (4) The final resolution of the City Council approving the application shall stipulate the period of time when the performance bond or other guarantee of financial security shall be filed or the required improvements installed, whichever is applicable. It shall also contain the written findings of fact and conclusions of law which it relied upon in reaching its decision. One copy of the final subdivision plat or major partition map signed by the Mayor, shall be returned to the developer with the date of approval, conditional approval or disapproval noted thereon, and the reasons therefore accompanying the plat or map.
- (5) Filing of Plat: Without delay, the subdivider shall submit the final plat for signatures of other public officials required by the law. Approval of the plat shall be null and void if the plat is not recorded within 90 days after the date the last required approving signature has been obtained, or within one year of approval of the final plat or map, whichever is sooner.

2.2 Major Partitions. The procedure for approval by the City of a major partition shall be the same as provided for in Section 2.1 pertaining to subdivision, except that the applicant need not file and obtain approval of a sketch plan, procedures for which are specified in Section 2.1 (2) of this Ordinance.

2.3 Minor Partitions.

- (1) Application procedure and requirements: Prior to creating a minor land partition, an owner of land or his representative shall file with the City Recorder an application for approval of a sketch plan. The application shall:
 - (a) be made on forms available from the City,
 - (b) include all contiguous holdings of the owner, with an indication of the portion which is proposed to be partitioned. It shall also be accompanied by an affidavit of ownership, which shall include the dates the respective holdings of land were acquired together with the

book and page of each conveyance to the present owner as recorded in the County Clerk's office. The affidavit shall list the legal owner of the property, the contract owner of the property, the date contract of sale was executed and, if any corporations are involved, a complete list of all directors, officers and stockholders of each corporation owning more than 5% of any class of stock,

- (c) be accompanied by a minimum of five (5) copies of the sketch plan, as described in Section 5.1 of this ordinance, and complying in all respects with this Ordinance,
 - (d) be accompanied by the appropriate fee, based on the fee schedule adopted by the City Council.
- (2) Review by City Engineer: The City Recorder, within ten (10) days of receipt of the application, shall refer the application to the City Engineer, who shall determine if dedication of land, easements or conditions for approval of the sketch plan are required.
- (3) Review by Planning Commission
- (a) After receipt of the application and report by the City Engineer the Planning Commission shall review the application, sketch plan and recommendations of the City Engineer at its next regular meeting.
 - (b) Planning Commission's Recommendation: Within fourteen (14) days after the Planning Commission reviews the sketch plan and the report of the City Engineer, it shall send its findings and recommendations to the City Council and the applicant.
- (4) Hearing by City Council:
- (a) The City Council shall hold a public hearing on the application at its next regular meeting after the Planning Commission reviews the sketch plan and the report by the City Engineer.
 - (b) The public hearing shall be conducted in accordance with the requirements governing the conduct of quasi-judicial hearings on land-use matters, and notice shall be given in accordance with the requirements of Section 2.1 (3) (f) of this ordinance.
- (5) Action on application: The City Council shall approve, conditionally approve, or deny the application for creation of a minor land partition and state the reasons therefore within fourteen (14) days after close of the hearing.

SECTION 3. ASSURANCE FOR COMPLETION AND MAINTENANCE OF IMPROVEMENTS

3.1 Improvements and Guarantees of Financial Security

- (1) Completion of improvements. Before the final subdivision plat or major partition map is signed by the Mayor, all applicants shall be required to complete, in accordance with the City Council's decision and to the satisfaction of the City Engineer, all the street, sanitary and other improvements, as required in these regulations, specified in the final subdivision plat, and as approved by the City Council and to dedicate same to the City, free and clear of all liens and encumbrances on the property and public improvements thus dedicated.
- (2) The City Council in its discretion may waive the requirement that the applicant complete and dedicate all public improvements prior to the signing of the subdivision plat, and that, as an alternative, the applicant shall provide assurance of financial security at the time of application for final subdivision approval in an amount estimated by the applicant and determined by the City Engineer as sufficient to secure to the City the satisfactory construction, installation, and dedication of the incompleted portion of required improvements. The guarantee of financial security shall also secure all lot improvements on the individual lots of the subdivision as required in these regulations, and may take the form of any of the following:
 - (a) Escrow Account: The subdivider or land partitioner shall deposit cash, or collateral readily convertible to cash at face value, either with the governing body or in escrow with a bank. The use of collateral other than cash, and the selection of the bank with which funds are to be deposited are subject to the approval of the City Council. Where an escrow account is to be employed, the subdivider shall file with the City Council his agreement with the bank guaranteeing the following:
 - (1) that the funds in the escrow account are to be held in trust until released by the governing body and may not be used or pledged by the subdivider as security for any obligation during that period;
 - (2) that in the event that the subdivider fails to complete the required improvements, the bank shall immediately make the funds in escrow available to the City for the completion of these improvements.
 - (b) Property Escrow: The subdivider may offer as a guarantee land or personal property, including corporate stocks or bonds. A qualified real estate appraiser shall establish the value of any real property so used and in

so doing, shall take into account the possibility of decline in the value of said property during the guarantee period. The City Council reserves the right to reject the use as collateral of any property when the value of the property is unstable, when the property may be difficult to sell or when other factors exist which will inhibit the City Council from exchanging the property for an amount of money sufficient to complete the required improvements. When property is offered as an improvement guarantee, the subdivider shall:

- (1) execute an agreement with the escrow agent when it is not the City, instructing the agent to release the property to the City in case of default. The agreement shall be placed on file with the City Recorder.
 - (2) file with the City Council an affidavit affirming that the property to be used as a guarantee is free and clear of any encumbrances or liens at the time it is to be put in escrow.
 - (3) execute and file with the City Council an agreement stating that the property to be placed in escrow as an improvement guarantee will not be used for any other purpose, or pledged as a security in any other matter, until it is released by the governing body.
- (c) Special Improvement District: The City Council may enter into an agreement with the subdivider, and the owners of the property proposed for subdivision or partition, if other than the person subdividing or partitioning the land, that the installation of required improvements will be financed through a special improvement district created pursuant to Oregon law. This agreement shall provide that no lots within the subdivision or major partition will be sold, rented, or leased, and no contract for the sale of lots executed, before the improvements district has been created. An agreement to finance improvements through creation of a special improvements district constitutes a waiver by the subdivider or partitioner, or the owners of the property, of the right to protest or petition against the creation of the district.
- (d) Letter of Credit: Subject to the approval of the City Council the subdivider or land partitioner shall provide a letter of credit from a bank or other reputable institution or individual. This letter shall be deposited with the governing body and shall certify the following:

- (1) that the creditor guarantees funds in amount equal to the cost, as estimated by the subdivider or land partitioner and approved by the City Council, of completing all required improvements.
 - (2) that if the subdivider or land partitioner fails to complete the specified improvements within the required period, the creditor will pay to the City immediately, and without further action, such funds as are necessary to finance the completion of those improvements, up to the limit of credit stated in the letter.
 - (3) that this letter of credit may not be withdrawn, or reduced in amount, until released by the City Council.
- (e) Surety performance bond: The bond shall be executed by a surety company authorized to do business in the State of Oregon and acceptable as a surety to the City Council and countersigned by an Oregon agent. The bond shall be payable to the City and shall be in effect until the completed improvements are accepted by the City Council.
- (3) Cost of Improvements. All required improvements shall be made by the applicant, at his expense, without reimbursement by the City, except in the case of a creation of a local improvement district, as provided for in Section 3.1 (2)(c) of this ordinance.
 - (4) Failure to Complete Improvements: For subdivisions or major partitions for which guarantees of performance have not been made, if the improvements are not completed within the period specified by the City Council in the resolution approving the plat, the approval shall be deemed to have expired. In those cases where a guarantee of financial security has been made and required improvements have not been installed within the stated period of time, the City may declare the subdivider or major land partitioner to be in default and require that all the improvements be installed regardless of the extent of the building development at the time that default is declared.
 - (5) Acceptance of dedication offers. Acceptance of formal offers of dedication of streets, public areas, easements and parks shall be by ordinance of the City Council.

3.2 Inspection of Improvements

- (1) General Procedure and Fees. The City Council shall provide for inspection of required improvements during construction and insure their satisfactory completion. The applicant shall pay to the City an inspection fee of two percent (2%) of the amount of the estimated cost of required improvements, and the subdivision plat or major partition map shall not be signed by the Mayor unless this fee has been paid at the time of the

application. These fees shall be due and payable upon demand of the City, and the City will not give zoning approval on the developer's application for a building permit issued by the State of Oregon until all fees are paid. If the City Engineer finds upon inspection that any of the required improvements have not been constructed in accordance with the City's construction standards and specifications, the applicant shall be responsible for completing the improvements.

- (2) Certificate of Satisfactory Completion: The City Council will not accept dedication of required improvements, not release or direct the release of property or money held in escrow, or the surety performance bond or letter of credit, until the City Engineer has submitted a certificate stating that all required improvements have been satisfactorily completed and until the applicant's engineer or surveyor has certified to the City Engineer, through submission of detailed "as-built" survey plat of the subdivision, indicating location, dimensions, materials, and other information required by the City, that the layout of the line and grade of all public improvements is in accordance with construction plans for the subdivision or major partition, and that title insurance policy has been furnished to and approved by the City Attorney indicating that the improvements shall have been completed, are ready for dedication to the local government and are free and clear of any and all liens and encumbrances. Upon such approval and recommendation, the City Council shall thereafter accept the improvements for dedication in accordance with the established procedure, and shall release all performance guarantees posted by the developer, as provided for in Section 3.1 (2).

3.3 Maintenance of Improvements

- (1) The applicant shall be required to maintain all improvements on the individual subdivided lots until acceptance of said improvements by the City Council.
- (2) The applicant shall be required to file a maintenance bond with the City Council, prior to dedication, in an amount considered adequate by the City Engineer and in a form satisfactory to the City Attorney, in order to assure the satisfactory condition of the required improvements, including all lot improvements on the individual subdivided lots for a period of one (1) year after the date of their acceptance by the City Council and dedication of same to the City.

3.4 Deferral or Waiver of Required Improvements

- (1) The City Council giving its reasons therefore, may defer or waive at the time of tentative plan approval the provision of one or more improvements as, in its judgement, are not requisite in the interests of the public health, safety, and general welfare, or which are inappropriate because of lack of connecting facilities.

- (2) Whenever it is deemed necessary by the City Council to defer the construction of any improvement required herein because of incompatible grades, future planning, inadequate or lack of connecting facilities, or for other reasons, the applicant shall pay his share of the costs of the future improvements to the City prior to signing of the final subdivision plat, or the applicant may post a bond insuring the completion of said improvements upon demand of the City.

SECTION 4. REQUIREMENTS FOR IMPROVEMENTS, RESERVATIONS AND DESIGN

4.1 General Improvements

- (1) CONFORMANCE TO APPLICABLE RULES AND REGULATIONS. In addition to the requirements established herein, all subdivision or major partitions shall comply with the following laws, rules, and regulations:
 - (a) The City's Comprehensive Plan, Zoning Ordinance, Capital Improvement Program and other applicable city ordinances.
 - (b) All applicable Oregon Statutes and administrative rules.
 - (c) The requirements of the State Highway Division or County Road Department if the subdivision or partition or any lot contained therein abuts a state highway or county road.
 - (d) Plat approval may be withheld if a subdivision or partition is not in conformity with the above guides or policy and purposes of these regulations established in Section 1.4 herein.
- (2) SELF-IMPOSED RESTRICTIONS. If the owner places restrictions on any of the land contained in the subdivision or partition greater than those required by the Zoning Ordinance or these regulations, such restrictions or reference thereto may be required to be indicated on the subdivision plat or partition map, or the City Council may require that restrictive covenants be recorded with the County Clerk in a form to be approved by the City Attorney.
- (3) MONUMENTS. The applicant shall have permanent reference monuments placed in the subdivision or partition as required by ORS 92.050 to 92.070.
- (4) CHARACTER OF LAND. Land unsuitable for subdivision, partition or development due to flooding, improper drainage, steep slopes, rock formations, adverse earth formations or topography, utility easements or other features which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the subdivision and/or its surrounding areas, shall not be subdivided or developed unless adequate methods are formulated by the developer and approved by the City Council, upon recommendation of the City Engineer, to solve the problems created by the unsuitable land conditions. This land shall be set aside for uses as shall not involve such a danger.

- (5) LOW DENSITY RESIDENTIAL AREAS. Subdivisions and partitions in low density residential areas as shown on the comprehensive plan shall be designed so that such areas may be further subdivided or partitioned at a later time while still insuring that necessary public facilities can be developed.
- (6) SUBDIVISION NAME. The proposed name of the subdivision shall not duplicate or too closely approximate phonetically, the name of any other subdivision in the area covered by these regulations. The City Council shall have final authority to designate the name of the subdivision which shall be determined at the time of tentative plan approval.

4.2 Streets

(1) GENERAL REQUIREMENTS

- (a) Frontage on Improved Streets. No subdivision or major partition shall be approved unless the area to be subdivided shall have frontage on and access from an existing street. This street shall be suitably improved as required by city, county or state rules, regulations, specifications or orders, or be secured by a performance bond required under these regulations, with the width and right-of-way required by these regulations.
- (b) Grading and Improvement Plan. Streets shall be graded and improved and conform to the city construction standards and specifications and shall be approved as to design and specifications by the City Engineer, in accordance with the construction plans required to be submitted prior to final plat approval.
- (c) Topography and Arrangement.
 - (1) Roads shall be related appropriately to the topography. Local roads shall be curved wherever possible to avoid conformity of lot appearance. All streets shall be arranged so as to obtain as many as possible of the building sites at, or above the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided. Specific standards are contained in the design standards of these regulations.
 - (2) All streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated right-of-way as established by the Comprehensive Plan.

- (d) Road Names. The sketch plan as submitted shall not indicate any names upon proposed streets. The City Council shall name all streets at the time of tentative plan approval, in the case of a subdivision, or preliminary map approval, in the case of a major partition. Names shall be sufficiently different in sound and spelling from other street names in the City so as not to cause confusion. A street which is or is planned as a continuation of an existing road shall bear the same name.
- (e) Road regulatory signs. The applicant shall install all street signs, to be placed at all intersections within or abutting the subdivision or major partition, the type and location of which to be approved by the City Engineer.
- (f) Street lights. Street lights shall be installed by the developer in accordance with design and specification standards approved by the City Engineer.

(2) DESIGN STANDARDS

- (a) General. In order to provide for streets of suitable location, width, and improvement to accommodate prospective traffic and afford satisfactory access to police, firefighting, snow removal, sanitation, and road maintenance equipment, and to coordinate roads so as to compose a convenient system and avoid undue hardships to adjoining properties, the following design standards for roads are hereby required as given in Table 1 and as follows:
- (b) Road Surfacing and Improvements. After sewer, water, and other required utilities have been installed by the developer, the applicant shall construct curbs and gutters as required by Section 4.6 of this ordinance and shall surface roadways to the widths prescribed in these regulations. The surfacing shall be of such character as is suitable for the expected traffic and in harmony with similar improvements in the surrounding areas. Types of pavements shall be as determined by the City Engineer. Adequate provision shall be made for culverts, drains and bridges.

All road pavement, shoulders, drainage improvements and structures, curbs, turnarounds, and sidewalks shall conform to all construction standards and specifications adopted by the City Council upon recommendation of the City Engineer, and shall be incorporated into the construction plans required to be submitted by the developer for plat approval.

- (c) Excess Right-of-Way. Right-of-way widths in excess of the standards designated in these regulations shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slope shall not be in excess of three to one.
- (d) Intersections.
- (1) Streets shall be laid out so as to intersect as nearly as possible at right angles. A proposed intersection of two (2) new streets at an angle of less than seventy-five (75) degrees shall not be acceptable. An oblique street should be curved approaching an intersection and should be approximately at right angles for at least one hundred (100) feet therefrom. Not more than two (2) streets shall intersect at any on point.
 - (2) Proposed new intersections along one side of an existing street shall, wherever practicable, coincide with an existing intersections on the opposite side of such street. Street jogs with center line offsets of less than 150 feet shall not be permitted, except where the intersected street has separated dual drives without median breaks at either intersection. Where streets intersect arterial streets, their alignment shall be at least 800 feet apart.
 - (3) Minimum curb radius at the intersection of two (2) local streets shall be at least twenty (20) feet; and minimum curb radius at an intersection involving a collector street shall be at least twenty-five (25) feet. Alley intersections and abrupt changes in alignment within a block shall have the corners cut off in accordance with standard engineering practice to permit safe vehicular movement.
 - (4) Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a two percent (2%) rate at a distance of sixty feet, measured from the nearest right-of-way line of the intersecting street.
 - (5) Where any street intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the developer shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent necessary to provide an adequate sight distance.

4.3 Drainage and Storm Sewers

- (1) GENERAL REQUIREMENTS. All subdivisions or major partitions shall have adequate provision for storm or flood water runoff channels or basins. The storm water drainage system shall be separate and independent of any sanitary sewer system. Storm sewers, where required, shall be designed by the Rational Method, or other methods as approved by the City Council and a copy of the design computations shall be submitted along with the plans. Inlets shall be provided so that surface water is not carried across or around any intersection, not for a distance of more than 600 feet in the gutter. When calculations indicate that curb capacities are exceeded at a point, no further allowance shall be made for flow beyond that point, and basins shall be used to intercept flow at that point. Surface water drainage patterns shall be shown for each and every lot and block.
- (2) NATURE OF STORM WATER FACILITIES.
 - (a) Location. The applicant may be required to carry away by pipe or open ditch any spring or surface water that may exist either previously to, or as a result of the subdivision or partition. Such drainage facilities shall be located in the road right-of-way where feasible, or in perpetual unobstructed easements of appropriate width, and shall be constructed in accordance with the construction standards and specifications recommended by the City Engineer and adopted by the City Council.
 - (b) Accessibility to Public Storm Sewers
 - (1) Where a public storm sewer is accessible, the applicant shall install storm sewer facilities, or if no outlets are within a reasonable distance, adequate provision shall be made for the disposal of storm waters, subject to the specifications of the City Engineer. However, in subdivision or partitions containing lots less than 15,000 square feet in area and in business and industrial districts, the City Council may require underground storm sewer systems to be constructed throughout the subdivision or partition and be conducted to an approved outfall. Inspection of facilities shall be conducted by the City Engineer.
 - (2) If a connection to a public storm sewer will be provided eventually, the developer shall make arrangements for future storm water disposal at the time the plat receives final approval. Provision for such connection shall be incorporated by inclusion in the performance bond required for the subdivision plat or partition map.
 - (c) Accommodation of Upstream Drainage Areas. A culvert or other drainage facility shall in each case be large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the subdivision or partition. The City Engineer shall determine the

necessary size of the facility, based on provisions of the construction standards and specifications assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.

- (d) Effect on Downstream Drainage Areas. The City Engineer shall also study the effect of each subdivision or partition on existing downstream drainage facilities outside the area of the subdivision or partition. City drainage studies together with such other studies as shall be appropriate, shall serve as a guide to needed improvements. Where it is anticipated that the additional runoff incident to the development of the subdivision or partition will overload an existing downstream drainage facility, the City Council may withhold approval of the subdivision or partition until provision has been made for the improvement of said potential condition in such sum as the City Council shall determine. No subdivision or partition shall be approved unless adequate drainage will be provided to an adequate drainage watercourse or facility.
- (e) Areas of Poor Drainage. Whenever a plan, plat or map is submitted for an area which is subject to flooding, the City Council may approve such subdivision or partition provided that the applicant fills the affected area of the subdivision or partition to an elevation sufficient to place the elevation of streets and lots at a minimum of twelve (12) inches above the elevation of the maximum probable flood, as determined by the City Engineer. The plan, plat or map of the subdivision or partition shall provide for an overflow zone along the bank of any stream or watercourse, in a width which shall be sufficient in time of high water to contain or move the water, and no fill shall be placed in the overflow zone nor shall any structure be erected or placed therein. The boundaries of the overflow zone shall be subject to approval by the City Engineer. Development will be discouraged in areas of extremely poor drainage.
- (f) Flood Plain Areas. The City Council, when it deems necessary for the health, safety, or welfare of the present and future population of the area and necessary to the conservation of water, drainage, and sanitary facilities may prohibit the subdivision or partition of any portion of the property which lies within the flood plain of any stream or drainage course. These flood plain areas shall be preserved from clearing, grading, or dumping of earth, waste material, or stumps, except at the discretion of the City Council.

(3) DEDICATION OF DRAINAGE EASEMENTS

- (a) General Requirements. Where a subdivision or partition is traversed by a watercourse, drainageway, channel or stream, there shall be provided a storm water easement

or drainage right-of-way conforming substantially to the lines of such watercourse, and of such width and construction or both as will be adequate for the purpose. Whenever possible, it is desirable that the drainage be maintained by an open channel with landscaped banks and adequate width for maximum potential volume of flow.

(b) Drainage Easements

- (1) Where topography or other conditions are such as to make impractical the inclusion of drainage facilities within road rights-of-way, perpetual unobstructed easements at least fifteen (15) feet in width for such drainage facilities shall be provided across property outside the road lines and with satisfactory access to the road. Easements shall be indicated on the plat. Drainage easements shall be carried from the road to a natural watercourse or to other drainage facilities.
- (2) When a proposed drainage system will carry water across private land outside the subdivision or partition, appropriate drainage rights must be secured and indicated on the plat.
- (3) The applicant shall dedicate, either in fee or by drainage or conservation easement of land on both sides of existing watercourses, to a distance to be determined by the City Council.
- (4) Low-lying lands along watercourses subject to flooding or overflowing during storm periods, whether or not included in areas for dedication, shall be preserved and retained in their natural state as drainage ways. Such land or lands subject to periodic flooding shall not be computed in determining the number of lots to be utilized for average density procedure nor for computing the area requirement of any lot.

4.4 Water Facilities

(1) GENERAL REQUIREMENTS

- (a) Necessary action shall be taken by the applicant to provide a water-supply system capable of adequately meeting domestic water use and fire protection requirements.
- (b) Where a public water main is accessible, the applicant shall install adequate water facilities including fire hydrants subject to the specifications of State law. All water mains shall be at least six (6) inches in diameter.

- (c) All water improvements shall conform to the construction standards and specifications adopted by the City Council, upon recommendation of the City Engineer, and shall be incorporated into the construction plans required to be submitted by the developer for plan approval.
- (d) The location of all fire hydrants and all water supply improvements shall be shown on the tentative plan, and the cost of installing same shall be included in the performance bond or other appropriate guarantee of financial security furnished by the developer.

(2) INDIVIDUAL WELLS AND CENTRAL SYSTEMS

- (a) In low-density residential zones if a public water system is not available, individual wells may be used or a central water system provided in such a manner that an adequate supply of potable water will be available to every lot in the subdivision or partition. Water samples shall be submitted to the (appropriate government agency) for its approval, and individual wells and central water systems shall be approved by (appropriate government agency). Orders of approval shall be submitted to the City Council.
- (b) If the City Council requires that a connection to a public water main eventually be provided as a condition to approval of an individual well or central water system, the applicant shall make arrangements for future water service at the time the plat or map has received final approval. Performance or cash bonds may be required to insure compliance.

- (3) FIRE HYDRANTS. Fire hydrants shall be required for all subdivision and partitions except those coming under Section 4.4 (2). Fire hydrants shall be located no more than 500 feet apart and within 500 feet of any structure and shall be approved by the City and appropriate fire district. To eliminate future street openings, all underground utilities for fire hydrants together with the fire hydrants themselves and all other supply improvements shall be installed before any final paving of a street shown on the subdivision plat or partition map.

4.5 Sewerage Facilities

- (1) GENERAL REQUIREMENTS. The applicant shall install sanitary sewer facilities in a manner prescribed by this ordinance. All plans shall be designed in accordance with the rules, regulations and standards of the City and appropriate state and federal agencies. Plans shall be approved by such agencies. Necessary action shall be taken by the applicant to provide sewerage facilities to the subdivision.

- (2) HIGH-DENSITY RESIDENTIAL AND NONRESIDENTIAL DISTRICTS. Sanitary sewerage facilities shall connect with the public sanitary sewerage system. Sewers shall be installed to serve each lot and to grades and sizes required by approving officials and agencies. No individual disposal system or treatment plants (private or group disposal systems) shall be permitted.
- (3) LOW AND MEDIUM DENSITY RESIDENTIAL DISTRICTS. Sanitary sewerage systems shall be constructed as follows:
- (a) Where a public sanitary sewerage system is reasonably accessible the applicant shall connect with same and provide sewers accessible to each lot in the subdivision or partition.
 - (b) Where public sanitary sewerage systems are not reasonably accessible but will become available within a reasonable time (not to exceed ten years), the applicant may choose one of the following alternatives:
 - (1) Central Sewerage System, the maintenance cost to be assessed against each property benefited. Where plans for future public sanitary sewerage systems exist, the applicant shall install the sewer lines, laterals, and mains to be in permanent conformance with such plans and ready for connection to such public sewer mains; or
 - (2) Individual disposal systems, provided the applicant shall install sanitary sewer lines, laterals, and mains from the street curb to a point in the subdivision or partition boundary where a future connection with the public sewer main shall be made. Sewer lines shall be laid from the house to the street line, and a connection shall be available in the home to connect from the individual disposal system to the sewer system when the public sewers become available. Such sewer systems shall be capped until ready for use and shall conform to all plans for installation of the public sewer system, where such exists, and shall be ready for connection to such public sewer main.
 - (c) Where sanitary sewer systems are not reasonably accessible or will not become available for at least ten (10) years, the applicant may install sewerage systems as follows:

- (1) Medium-Density Residential Districts. A central sewerage system only. No individual disposal system will be permitted. Where plans exist for a public sewer system to be built, for a period in excess of ten (10) years, the applicant shall install all sewer lines, laterals, and mains to be in permanent conformance with such plans and ready for connection to such public sewer main.
- (2) Low-Density Residential District. Individual disposal systems or central sewerage systems shall be used.
- (4) MANDATORY CONNECTION TO PUBLIC SEWER SYSTEM. If a public sanitary sewer is accessible and a sanitary sewer is placed in a street or alley abutting upon property, the owner thereof shall be required to connect to said sewer for the purpose of disposing of waste, and it shall be unlawful for any such owner or occupant to maintain upon any such property an individual sewage disposal system.
- (5) INDIVIDUAL DISPOSAL SYSTEM REQUIREMENTS. If public sewer facilities are not available and individual disposal systems are proposed, minimum lot areas shall conform to the requirements of the Zoning Ordinance and those of the Department of Environmental Quality for the State of Oregon. The individual disposal system, including the size of the septic tanks and size of the tile fields or other secondary treatment device, shall also be approved by the Department of Environmental Quality.

4.6 Curbs, Gutters and Sidewalks

- (1) REQUIRED IMPROVEMENTS
 - (a) Concrete curbs and gutters shall be required on all streets.
 - (b) Sidewalks shall be included within the dedicated non-pavement right-of-way of all streets as given in Table 2. Sidewalks may be required at the discretion of the City Council on local or collector residential streets.
- (2) PEDESTRIAN ACCESSES. The City Council may require in order to facilitate pedestrian access from streets to schools, parks, playgrounds, or other nearby streets, perpetual unobstructed easements at least twenty (20) feet in width. Easements shall be indicated on the plan, plat or map.

4.7 Utilities

- (1) LOCATION. All utility facilities, including but not limited to, gas, electric power, telephone and CATV cables, shall be located underground throughout the subdivision or partition. Wherever existing utility facilities are located above ground except where existing on public roads and rights-of-way, they shall be removed and placed underground. All utility facilities existing and proposed throughout the subdivision or partition shall be shown on the tentative plan or map. Underground service connections to the street property line of each platted lot shall be installed at the developer's expense. At the discretion of the City Council the requirements for service connections to each lot may be waived in the case of adjoining lots to be retained in single ownership and intended to be developed for the same primary use.
- (2) EASEMENTS
 - (a) Easements centered on rear lot line shall be provided for utilities (private and municipal); such easements shall be at least ten (10) feet wide. Proper coordination shall be established between the developer and the appropriate utility companies for the establishment of utility easements established in adjoining properties.
 - (b) Where topographical or other conditions are such as to make impractical the inclusion of utilities within the rear lot lines, perpetual unobstructed easements at least ten (10) feet in width shall be provided along side lot lines with satisfactory access to the road or rear lot lines. Easements shall be indicated on the plan, plat, or map.

4.8 Public Uses

(1) PARKS, PLAYGROUNDS AND RECREATION AREAS

- (a) Recreation Standards. Land shall be reserved for parks and playgrounds or other recreation purposes. Each reservation shall be of suitable size, dimension, topography, and general character and shall have adequate road access, for the particular purposes envisioned by the City. When recreation areas are required, the number of acres to be reserved shall be determined from Table 3, which has been prepared on the basis of providing two (2) acres of recreation area for every one hundred (100) dwelling units. The developer shall dedicate all such recreation area to the City as a condition of final subdivision or partition approval.

- (b) **Minimum Size of Park and Playground Reservations.** In general, land reserved for recreation purposes shall have an area of at least two (2) acres. When the percentages from Table 3 would create less than two (2) acres, the City Council may require that the recreation area be located at a suitable place on the edge of the subdivision or partition so that additional land may be added at such time as the adjacent land is subdivided or partitioned. The City Council may allow or require provision of tot lots in addition to or instead of parks and playgrounds. Where recreation land in any subdivision or partition is not reserved, or the land reserved is less than the percentage in Table 3 the provisions of Section 4.8 (1) (d) shall be applicable.
- (c) **Recreation Sites.** Land reserved for recreation purposes shall be of a character and location suitable for use as a playground, playfield, or for other recreation purposes, and shall be relatively level and dry; and shall be improved by the developer to the standards required by the City Council such improvements shall be included in the performance bond or other guarantee of financial security. All land to be reserved for dedication to the City for park purposes shall have prior approval of the City Council and shall be shown marked on the plat or map, "Reserved for Park and/or Recreation Purposes."
- (d) **Alternative Procedure: Money in Lieu of Land.** Where, with respect to a particular subdivision or partition, the reservation of land required pursuant to this section does not equal the percentage of total land required to be reserved in Table 3, the applicant shall deposit with the City Council a cash payment in lieu of land reservation prior to the final approval of the subdivision plat or partition map. Such deposit shall be placed in a Neighborhood Park and Recreation Improvement Fund to be established by the City Council. Such deposit shall be used for facilities that will be actually available to and benefit the persons in said subdivision or division or partition. The City Council shall determine the amount to be deposited, based on the following formula: two hundred (\$200) multiplied by the number of times the total area of the subdivision or partition is divisible by the required minimum lot size of the zoning district in which it is located, less a credit for the amount of land actually reserved for recreation purposes, or streets, or both, if any, as the land reserved bears in proportion to the land required for reservation in Table 3.

- (e) Other Recreation Reservations. The provisions of this section are minimum standards. None of the above shall be construed as prohibiting a developer from reserving other land for recreation purposes in addition to the requirements of this section.

(2) OTHER PUBLIC USES

- (a) Plat to Provide for Public Uses. Whenever a tract to be subdivided includes a school, recreation uses in excess of the requirements of Table 3, or other public uses as indicated on the Comprehensive Plan or any portion thereof, such space shall be suitably incorporated by the applicant into his sketch plan. After proper determination of its necessity by the City Council and the appropriate local government official or other public agency involved in the acquisition and use of each such site and a determination has been made to acquire the site by the public agency, the site shall be suitably incorporated by the applicant into the tentative plan and final plat.
- (b) Referral to Public Body. The City Council shall refer the sketch plan to the public body concerned with acquisition for its consideration and report. The City Council may propose alternate areas for such acquisition and shall allow the public body or agency 30 days for reply. The agency's recommendation, if affirmative, shall include a map showing the boundaries and area of the parcel to be acquired and an estimate of the time required to complete the acquisition.
- (c) Notice to Property Owner. Upon a receipt of an affirmative report the City Council shall notify the property owner and shall designate on the tentative plan and final plat that area proposed to be acquired by the public body.
- (d) Duration of Land Reservation. The acquisition of land reserved by a public agency on the final plat shall be initiated within 12 months of notification, in writing, from the owner that he intends to develop the land. Such letter of intent shall be accompanied by a sketch plan of the proposed development and a tentative schedule of construction. Failure on the part of the public agency to initiate acquisition within the prescribed 12 months shall result in the removal of the "reserved" designation from the property involved and the freeing of the property for development in accordance with these regulations.

4.9 Preservation of Natural Features and Amenities

- (1) GENERAL. Existing features which would add value to the development or to the City as a whole, such as trees, watercourses and falls, historic and archeological sites,

and similar irreplaceable assets, shall be preserved in the design of the subdivision or partition. No trees shall be removed from any subdivision or partition nor any change of grade of the land effected until approval of the tentative plan or map has been granted. All trees where required to be retained shall be preserved, and all trees where required shall be welled and protected against change of grade. The sketch plan (or tentative plan in the case of a major partition) shall show the number and location of existing trees, as required by these regulations and shall further indicate all those marked for retention, and the location of all proposed trees required along the street side of each lot as required by these regulations.

(2) TREES PLANTED BY DEVELOPER

(a) As a requirement of subdivision or partition approval, the applicant shall plant trees on the property of the subdivision or partition. Such trees are to be planted within five (5) feet of the right-of-way of the road or roads within and abutting the subdivision or partition, or, at the descretion of the City Council, within the right-of-way or on the abutting property which in the opinion of the City Council comply with these regulations.

(b) New trees to be provided pursuant to these regulations shall be approved by the City. Such trees shall have a minimum trunk diameter of not less than two (2) inches, measured 12 inches above ground level.

(1) Only long-lived trees which are suited to the City's climate and soils shall be planted.

(2) On east-west streets, a tree shall mean a deciduous tree which loses its leaves in winter.

(3) On north-south streets, a tree shall mean an evergreen tree which retains its leaves or needles throughout the year.

(3) TREE EASEMENT AND DEDICATION. The tentative plan or map and final plat or map shall reserve an easement authorizing the City to plant trees within five (5) feet of the required street right-of-way of the City. No street shall be accepted for dedication until the City Engineer informs the City Council that compliance, where necessary, has been made with this requirement.

4.10 Nonresidential Subdivisions

(1) GENERAL. If a proposed subdivision includes land that is zoned for commercial or industrial purposes, the layout of

the subdivision with respect to such land shall make such provision as the City Council may require. A nonresidential subdivision shall be subject to all the requirements of these regulations, additional standards required by the City Council, and shall conform to the Comprehensive Plan and Zoning Ordinance.

- (2) STANDARDS. In addition to the principles and standards in these regulations, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the City Council that the street, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The following principles and standards shall be observed.
- (a) Proposed industrial parcels shall be suitable in area and dimensions to the type of industrial development anticipated.
 - (b) Street rights-of-way and pavement shall be adequate to accommodate the type and volume of traffic anticipated to be generated thereupon.
 - (c) Special requirements may be imposed with respect to street, curb, gutter, and sidewalk design and construction.
 - (d) Special requirements may be imposed with respect to the installation of public utilities, including water, sewer, and storm water drainage.
 - (e) Every effort shall be made to protect adjacent residential areas from potential nuisance from a proposed commercial or industrial subdivision, including the provision of extra depth in parcels backing upon existing or potential residential development and provisions for a permanently landscaped buffer strip when necessary.
 - (f) Streets carrying nonresidential traffic, especially truck traffic, shall not normally be extended to the boundaries of adjacent existing or potential residential areas.

TABLE 1
DESIGN STANDARDS FOR ROADS

	Residential	Business-Industrial
<u>Minimum Right-of-Way Width (in feet)</u>		
Arterial Street	80	100
Collector Street	60	70
Local Street	50	60
Alleys	20	24
<u>Minimum Surfaced Width (in feet)</u>		
Arterial Street	44	48
Collector Street	38	44
Local Street	38	38
Alleys	20	24
<u>Maximum Grade (Per Cent)</u>		
Local Street	12	8
Collector Street	10	7
Arterial Street	8	5
<u>Minimum Grade</u>	0.5	0.5
<u>Minimum Radius of Curve (in feet)</u>		
Local Street	200	300
Collector Street	300	400
Arterial Street	400	500

TABLE 1 (continued)
DESIGN STANDARDS FOR ROADS

	Residential	Business - Industrial
<u>Minimum Length of Tangents Between Reverse Curves (in feet)</u>		
Local Street	100	200
Collector Street	200	300
Arterial Street	300	400
<u>Minimum Sight Distance (in feet)</u>		
Local Street	150	200
Collector Street	200	275
Arterial Street	275	300
Intersection	Across Corners - 75 feet Back	
<u>Minimum Cul De Sac Diameter (in feet)</u>	70	90
<u>Design Speed (Miles per Hour)</u>		
Local Street	25	30
Collector Street	35	40
Arterial Street	40	45
<u>Minimum Length of Vertical Curves</u>		
Local Street	100 feet, but not less than 20 feet for each algebraic difference in grade.	
Collector Street	200 feet, but not less than 50 feet for each 1 per cent.	
Arterial Street	300 feet, but not less than 50 feet for each algebraic difference in grade.	

TABLE 2
SIDEWALKS REQUIRED

Type of Street	Residential	Business-Industrial
Local	Optional*	Both Sides Six (6) Feet Wide
Collector	Optional*	Both Sides Six (6) Feet Wide
Arterial	Both Sides Four (4) Feet Wide	Both Sides Six (6) Feet Wide

*NOTE: Optional, but where provided by the developer or required by the City Council, four (4) feet minimum on one side of the road with concrete curbs and gutters.

TABLE 3
TABLE OF RECREATION REQUIREMENTS*

Size of Lot	Percentage of Total Land in Subdivision to be Reserved for Recreation Purposes
40,000 S. F. or larger	2.0 per cent
20,000 S. F.	4.0 per cent
10,000 S. F. or less	8.0 per cent

*NOTE: Calculated on the basis of two (2) acres of park per 100 dwelling units.

SECTION 5. SPECIFICATIONS FOR DOCUMENTS TO BE SUBMITTED

5.1 Sketch Plan. The following shall be required:

- (1) Scale: Sketch plans shall be drawn to a convenient scale of not more than one hundred (100) feet to an inch.
- (2) Name: The sketch plan shall show the name of the subdivision if property is within an existing subdivision, and if not, it shall show the proposed name which does not duplicate the name of any plat previously recorded.
- (3) Ownership: The sketch plan shall show:
 - (a) Name and address, including telephone number, of legal owner or agent of property, and citation of last instrument conveying title to each parcel of property involved in the proposed subdivision, giving grantor, grantee, date, and land records reference.
 - (b) Citation of any existing legal right-of-way or easements affecting the property.
 - (c) Existing covenants on the property, if any.
 - (d) Name and address, including telephone number, of the professional person(s) responsible for subdivision design, for the design of public improvements, and for surveys.
- (4) Description. The sketch plan shall describe the location of property by government lot, section, township, range and county, graphic scale, north arrow, and date.
- (5) Features. The following are the required features of the sketch map.
 - (a) Location of property lines, existing easements, burial grounds, railroads right-of-way, watercourses, and existing wooded areas or trees eight (8) inches or more in diameter, measured four (4) feet above ground level; location, width, and names of all existing or platted streets or other public ways within or immediately adjacent to the tract; names and addresses of adjoining property owners from the latest assessment rolls within two hundred fifty (250) feet of any perimeter boundary of the subdivision.
 - (b) Location, sizes, elevations, and slopes of existing sewers, water mains, culverts, and other underground structures within the tract and immediately adjacent thereto; existing permanent building and utility poles on or immediately adjacent to the site and utility rights-of-way.

- (c) Approximate topography, with contour intervals of at least 20 feet.
- (d) The approximate location and widths of proposed streets.
- (e) Preliminary proposals for connection with existing water supply and sanitary sewage systems, or alternative means of providing water supply and sanitary waste treatment and disposal, preliminary provision for collecting and discharging surface water drainage, accompanied by tentative approval by the Department of Environmental Quality and other appropriate agencies.
- (f) The approximate location, dimensions, and areas of all proposed or existing lots.
- (g) The approximate location, dimensions, and area of all parcels of land proposed to be set aside for park or playground use or other public use, or for the use of property owners in the proposed subdivision.
- (h) The location of temporary stakes to enable City officials to find and appraise features of the sketch plan in the field.
- (i) Whenever the sketch plan covers only a part of an applicant's contiguous holdings, the applicant shall submit, at the scale of no more than two hundred (200) feet to the inch, a sketch in ink of the proposed subdivision area, together with its proposed street system, and an indication of the probable future street system and drainage system of the remaining portion of the tract.
- (j) A vicinity map showing streets and other general development of the surrounding area. The sketch plan shall show all school and improvements district lines with the zones properly designated.

5.2 Tentative Plan

- (1) Required: The following shall be required of a tentative subdivision plan or major partition map.
 - (a) Scale. The plan or map shall be drawn on a sheet 18 by 24 inches in size or a multiple thereof at a scale of one inch equals 100 feet or, for areas over 100 acres, one inch equals 200 feet.

- (b) Name: The plan or map shall show the name of the subdivision or partition if property is within an existing subdivision, and if not, it shall show the proposed name which does not duplicate the name of any plan or map previously recorded, as provided by ORS 92.01 (1).
- (c) Ownership:
 - (1) Name and address, including telephone number, of legal owner or agent of property, and citation last instrument conveying title to each parcel of property involved in the proposed subdivision or major partition giving grantor, grantee, date and land records reference.
 - (2) Citation of any existing legal rights-of-way or easements affecting the property.
 - (3) Existing covenants on the property, if any.
 - (4) Name and address, including telephone number, of the professional person(s) responsible for subdivision or partition design, for the design of public improvements, and for surveys.
- (d) Description. The location of property by government lot, section, township, range and county, graphic scale, north arrow, and date.
- (e) Features.
 - (1) Scale of drawing.
 - (2) Appropriate identification of the drawing as a tentative plan or map.
 - (3) The location, widths and names of both opened and unopened streets within or adjacent to the tract, together with easements and other important features such as section lines, sections corners, city boundary lines and monuments.
 - (4) Contour lines related to some established bench mark or other datum approved by the City Engineer and having minimum intervals as follows:
 - (a) For slopes of less than five percent (5%): show the direction of slope by means of arrows or other suitable symbol together with not less than four spot elevations per acre, evenly distributed.

- (b) For slopes of five percent (5%) to fifteen percent (15%): five feet.
- (c) For slopes of fifteen percent (15%) to twenty percent (20%): ten feet.
- (d) For slopes of over twenty percent (20%): twenty feet.
- (5) The location of at least one temporary bench mark within the subdivision or partition boundaries.
- (6) The location and direction of perennial or intermittent water courses and the location of areas subject to flooding, including informational sources relied on.
- (7) Natural features such as rock outcroppings, marshes, wooded areas and isolated preservable trees.
- (8) Existing uses of the property and location of existing structures to remain on the property after platting.
- (9) The location, width, approximate grades and radii of curves of proposed streets. The relationship of streets to projected streets to assure adequate traffic circulation.
- (10) A plan for domestic water supply lines and related water service facilities.
- (11) Proposals for sewage disposal, storm water drainage and flood control, including profiles of proposed drainage ways.
- (12) Proposals for the improvements, such as electric lines, natural gas, sidewalks, cable TV, telephone lines, and so on.
- (13) A donation to the city of all common improvements, including but not limited to streets, parks, sewage disposal and water supply lines, the donation of which shall be a condition of approval of the tentative plan.
- (14) The location, width and purpose of proposed easements.
- (15) The location and approximate dimensions of proposed lots and the proposed lot and block numbers.
- (16) Proposed sites, if any, allocated for purposes other than single-family dwellings.

- (2) The following may be required at the discretion of the City Council. If the information cannot be shown practicably on tentative plan or map, it shall be submitted in separate statements accompanying the plan or map.
- (a) A vicinity map showing existing subdivisions and unsubdivided land ownerships adjacent to the proposed subdivision or partition and showing how proposed streets and utilities may be extended to connect to existing streets and utilities.
 - (b) Proposed deed restrictions, if any, in outline form.
 - (c) The location within the subdivision and in the adjoining streets of existing sewers, water mains, culverts, drain pipes and electric lines.
 - (d) A sketch of a tentative layout for streets in the unsubdivided portion, if the subdivision proposal pertains to only part of the track owned or controlled by the subdivider.
 - (e) Approximate center line profiles with extensions for reasonable distance beyond the limits of the proposed subdivision or partition, showing the finished grade of streets and the nature and extent of street construction.
 - (f) If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.

5.3 Final Subdivision Plat or Major Partition Map

- (1) Information required on Final Plat or Map: The final subdivision plat or partition map shall be presented in india ink and shall contain all information, except for any changes or additions required by resolution of the City Council showing on the tentative plan or map. In addition, the following information shall also be shown on the final subdivision plat or partition map:
- (a) Reference points of existing surveys identified, related to the plat or map as follows:
 - (1) Stakes, monuments or other evidence found on the ground and used to determine the boundaries of the subdivision or partition.

- (2) Adjoining corners of adjoining subdivisions or partitions.
 - (3) Other monuments found or established in making the survey of the subdivision or required to be installed by provisions of this ordinance.
- (b) The exact location and width of streets and easements intercepting the boundary of the tract.
 - (c) Tract, block and lot boundary lines and street right-of-way and center lines, with dimensions, bearings, or deflections angles, radii, arcs, points and curvature and tangent bearings. Normal high water lines and the hundred-year flood plain for any creek or other body of water. Tract boundaries and street bearing shall be shown to the nearest 30 seconds with basis of bearings. Distance shall be shown to the nearest 0.01 feet. No ditto marks shall be used.
 - (d) The width of the portion of streets being dedicated and the width of existing right-of-way. For streets on curvature, curve data shall be based on the street center line. In addition to the center line dimensions, the radius and central angle shall be indicated.
 - (e) Easements denoted by fine dotted lines, clearly identified and, if already of record, their recorded reference. If an easement is not definitely located of record, a statement of the easement shall be given. The width of the easement, its length and bearing, and sufficient ties to locate the easement with respect to the subdivision shall be shown. If the easement is being dedicated by the map, it shall be properly referenced in the owner's certificates of dedication.
 - (f) Lot numbers beginning with the number "1" and numbered consecutively in each block.
 - (g) Block numbers beginning with the number "1" and continuing consecutively without omission or duplication throughout the subdivision. The numbers shall be solid, of sufficient size and thickness to stand out and so placed as not to obliterate any figure. Block numbers in an addition to a subdivision of the same name shall be a continuation of the numbering in the original subdivision pursuant to ORS 92.090 (1).
 - (h) Identification of land to be dedicated for any purpose, public or private, to distinguish it from lots intended for sale.

- (i) Building setback lines, if required, are to be made a part of the subdivision restrictions.
- (j) Explanations of all common improvements required as conditions of approval of the tentative plan, pursuant to Section 5.2 (1) (e) (13) of this ordinance.
- (k) The following certificates, which may be combined, where appropriate:
 - (1) A certificate signed and acknowledged by all parties having any record title interest in the land, consenting to the preparation and recording of the plat.
 - (2) A certificate signed and acknowledged as above, dedicating all land intended for public use except land which is intended for the exclusive use of the lot owners in the subdivision, their licensees, visitors, tenants and servants.
 - (3) A certificate with the seal of and signed by the City Engineer or the surveyor responsible for the survey and final map.
 - (4) A certificate of approval signed by the City Engineer stating that streets and roads held for private use and indicated on the tentative plan have been approved by the City pursuant to ORS 92.090 (3) (b).
 - (5) Any other certifications now or hereafter required by law.
- (2) Supplemental information required. The following data shall accompany the final plat or map:
 - (a) A preliminary title report issued by a title insurance company in the name of the owner of the land, showing all parties whose consent is necessary and their interest in the premises.
 - (b) Sheets and drawings showing the following:
 - (1) Traverse data including the coordinates of the boundary of the subdivision and ties to section corners and donation land claim corners, and showing the error of closure, if any.
 - (2) The computation of distances, angles and courses shown on the plat.
 - (3) Ties to existing monuments, proposed monuments, adjacent subdivisions, street corners and state highway stationing.

- (c) A copy of any deed restrictions applicable to the subdivision.
- (d) A copy of any dedication requiring separate documents.
- (e) A list of all taxes and assessments on the tract which have become a lien on the tract.
- (f) A certificate by the City Engineer that the subdivider or land partitioner has complied with the requirements of this ordinance.

APPROVED AND ADOPTED by the Pilot Rock City Council on this 21st day of November, 1978.

Gordon Chapman
Mayor

ATTEST:

Quinn R. Cole
City Recorder

CITY OF PILOT ROCK, OREGON
APPLICATION TO AMEND SUBDIVISION ORDINANCE

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within Urban Growth Boundary _____

Resident (renter) within Urban Growth Boundary _____

Governmental Unit: City of Pilot Rock _____, County _____,

Special District _____, State Agency _____, Federal Agency _____

*Note: If agent, attach written authorization to represent landowner.

TYPE OF AMENDMENT

Applicant shall prepare and attach a copy of proposed text amendment to this application. Section(s) to be amended _____.

JUSTIFICATION FOR AMENDMENT

Applicant shall prepare and attach a presentation of facts and reasons which establish need, appropriateness and purpose of the proposed amendment.

FEE

Refer to fee schedule adopted by City Council. \$ _____.

I, _____, (Circle one: Landowner, agent, resident, representative of government unit) swear that the details and information contained in the above application and attachments thereto are true and correct to the best of my knowledge.

Signature of Applicant

Date

I, _____, City Recorder of Pilot Rock attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____, from _____ accompanied by a fee of \$ _____.

City Recorder

SCHEDULE AND CHECKLIST

APPLICATION TO AMEND CITY OF PILOT ROCK SUBDIVISION ORDINANCE

- | | Date |
|---|-------|
| 1. Application submitted by applicant | _____ |
| 2. Planning Commission hearing date set | _____ |
| 3. Public notice of Planning Commission hearing | _____ |
| a) Mailed to affected governmental units | _____ |
| b) Published in local newspaper (two times) | _____ |
| 4. Planning Commission hearing held | _____ |
| 5. Planning Commission recommendation (within 60 days of hearing) | _____ |
| 6. City Council hearing date set | _____ |
| 7. Public notice of City Council hearing | _____ |
| a) Mailed to affected governmental units | _____ |
| b) Published in local newspaper (two times) | _____ |
| 8. City Council hearing held | _____ |
| 9. City Council decision (within 10 days of hearing) | _____ |
| 10. Applicant notified of decision | _____ |
| 11. Effective date, if amendment adopted by City Council | _____ |
| 12. Copy of adopted amendment sent to the County Clerk pursuant to ORS 92.048(4), and to the County Planning Department | _____ |

CITY RECORDS

APPLICATION TO AMEND CITY OF PILOT ROCK SUBDIVISION ORDINANCE

1. Application and attachments thereto
2. Schedule and checklist
3. Copies of public notices
4. Analysis of applicable plan goals and policies. Note: All amendments to the Subdivision Ordinance must be consistent with the adopted Comprehensive Plan.
5. Planning Commission hearing record, findings of fact and recommendation
6. City Council hearing record, findings of fact and recommendation
7. Copy of notice to applicant of decision
8. Copies of notices to County Clerk and County Planning Department if amendment adopted.

CITY OF PILOT ROCK, OREGON

APPLICATION FOR PARTITION/SUBDIVISION
(SUBDIVISION ORDINANCE)

LANDOWNER

Name _____

Address _____

Phone No. _____

APPLICANT* (if different from above)

Name _____

Address _____

Phone No. _____

*Note: Attach written authorization to represent landowner.

TYPE OF APPLICATION

Minor Partition (two-three lots** without street)

Sketch Plan

Major Partition (two-three lots** with street)

Tentative Map

Final Map

Subdivision (four or more lots**)

Sketch Plan

Tentative Plan

Final Plat

**Note: Refer to Zoning Ordinance for minimum lot size.

ATTACHMENTS

Applicant shall prepare and attach to this application as appropriate

1. 8 1/2" x 11" location map of proposed partition/subdivision and adjacent property and at least two clearly marked public streets;
2. A list of names and addresses of property owners*** whose property is within 250 feet of the exterior boundary of the proposed partition/subdivision; and

***Note: This information available from County Assessor's office.

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK APPLICATION FOR MINOR PARTITION
(SUBDIVISION ORDINANCE)

Date

1. Application and sketch plan submitted by applicant _____
2. Sketch plan referred to City Engineer for review _____
Note: Engineer's fee to be paid for out of applicant's deposit.
3. Sketch plan reviewed by Planning Commission _____
4. Planning Commission recommendation (within 14 days of review) _____
5. City Council hearing date set _____
6. Public notice of hearing _____
 - a) Published in local newspaper (two times) _____
 - b) Mailed to property owners _____
 - c) Posted _____
7. City Council hearing held _____
8. City Council decision (within 14 days of hearing) _____
9. Applicant notified of decision _____
10. If Minor Partition approved, County Clerk and Assessor notified _____

CITY RECORDS

CITY OF PILOT ROCK APPLICATION FOR MINOR PARTITION
(SUBDIVISION ORDINANCE)

1. Application, sketch plan and attachments thereto
2. City Engineer's report
3. Planning Commission meeting record, findings of fact and recommendation
4. Copies of public notices
5. City Council hearing record, findings of fact, conclusions and decision
6. Copy of notice to applicant
7. Copies of notices to County Clerk and Assessor (if Minor Partition approved)
8. Schedule and checklist

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK APPLICATION FOR MAJOR PARTITION
(SUBDIVISION ORDINANCE)

Date

A. Tentative Map

1. Application and tentative map submitted by applicant _____

2. Tentative map referred to City Engineer for review _____

Note: Engineer's fee to be paid for out of applicant's deposit.

3. Tentative map reviewed by Planning Commission _____

Note: At least fifteen (15) days after application submitted to allow for review by City Engineer.

4. Planning Commission recommendation (within fourteen (14) days of review) _____

5. City Council hearing date set _____

6. Public notice of hearing

a) Published in local newspaper (two times) _____

b) Mailed to property owners _____

c) Posted _____

7. City Council hearing _____

8. City Council decision (within fifteen (15) days of hearing) _____

9. Notice to applicant of decision _____

B. Final Map (within one year of tentative map approval)

1. Application and final map submitted by applicant _____

2. Final map referred to City Engineer for review _____

Note: Engineer's fee to be paid for out of applicant's deposit.

3. Final map reviewed by City Council _____

Note: At least ten (10) days after application submitted to allow for review by City Engineer.

4. City Council decision (within ten (10) days of review)
5. Notice to applicant of decision
6. If major partition approved, County Clerk and Assessor notified

CITY RECORDS

CITY OF PILOT ROCK APPLICATION FOR MAJOR PARTITION (SUBDIVISION ORDINANCE)

A. Tentative Map

1. Application, tentative map and attachments thereto
2. City Engineer's report
3. Planning Commission meeting record, findings of fact, and recommendation
4. Copies of public notices
5. City Council hearing record, findings of fact, conclusions and decision
6. Copy of notice to applicant of decision
7. Schedule and checklist

B. Final Map

1. Application, final map and attachments thereto
2. City Engineer's report
3. City Council meeting record, findings of fact, conclusions and decision
4. Copy of notice to applicant of decision
5. Copy of notices to County Clerk and Assessor, if major partition approved
6. Documents dedicating street and other common improvements to City
7. Schedule and checklist

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK APPLICATION FOR SUBDIVISION

Date

A. Sketch Plan

1. Applicant discusses sketch plan requirements with City Engineer _____
2. Application and sketch plan submitted by applicant _____
3. Sketch plan reviewed by Planning Commission _____
4. Planning Commission recommendation (within 14 days of review) _____
5. City Council review of sketch plan _____
6. City Council decision (within 30 days of review) _____
7. Notice to applicant of decision _____
8. Notice to affected governmental units (if sketch plan approved) _____

B. Tentative Plan

1. Application and tentative plan submitted by applicant _____
2. Tentative plan referred to City Engineer for review _____

Note: Engineer's fee to be paid for out of applicant's deposit

3. Tentative plan reviewed by Planning Commission _____

Note: At least fifteen (15) days after application submitted to allow for review by City Engineer

4. Planning Commission recommendation (within 14 days of review) _____
5. City Council hearing date set _____
6. Public notice of hearing _____
 - a) Published in local newspaper (two times) _____
 - b) Mailed to property owners _____
 - c) Posted _____

7. City Council hearing
 8. City Council decision (within 15 days of hearing)
 9. Notice to applicant of decision
- C. Final Plat (within one year of tentative plan approval)
1. Application and final plat submitted by applicant
 2. Final plat referred to City Engineer for review
- Note: Engineer's fee to be paid for out of applicant's deposit.
3. Final plat reviewed by City Council
- Note: At least ten (10) days after application submitted to allow for review by City Engineer.
4. City Council decision (within 10 days of review)
 5. Notice to applicant of decision
 6. If subdivision approved, County Clerk and Assessor notified

CITY RECORDS

CITY OF PILOT ROCK APPLICATION FOR SUBDIVISION

A. Sketch Plan

1. Application, sketch plan and attachments thereto
2. Planning Commission meeting record, findings of fact and recommendation
3. City Council meeting record, findings of fact, conclusions and decision
4. Copy of notice to applicant of decision
5. Copies of notice to affected governmental units (if sketch plan approved)
6. Schedule and checklist

B. Tentative Plan

1. Application, tentative plan and attachments thereto
2. City Engineer's report
3. Planning Commission meeting record, findings of fact, and recommendation

4. Copies of public notices
5. City Council hearing record, findings of fact, conclusions and decision
6. Copy of notice to applicant of decision
7. Schedule and checklist

C. Final Plat

1. Application, final plat and attachments thereto
2. City Engineer's report
3. City Council meeting record, findings of fact, conclusions and decision
4. Copy of notice to applicant of decision
5. Copy of notices to County Clerk and Assessor, if subdivision approved
6. Documents dedicating streets and other common improvements to City
7. Schedule and checklist

CITY OF PILOT ROCK

MOBILE HOME PARK ORDINANCE

SECTION 1. GENERAL PROVISIONS

1.1 Title. These regulations shall hereafter be known, cited and referred to as the Mobile Home Park Regulations of the City of Pilot Rock.

1.2 Purposes. The purpose of this ordinance is to provide for the public health, safety and general welfare of the people of the City by establishing uniform procedures and standards for Mobile Home Parks within the City. These regulations are necessary to:

- (1) guide the future development of the City in accordance with the Comprehensive Plan.
- (2) insure that facilities, including but not limited to sanitation systems, water supply systems, streets and fire protection, are adequate to serve a Mobile Home Park, and
- (3) protect and conserve land throughout the City by providing for its most beneficial use and enhancement of the quality of the environment.

1.3 Jurisdiction.

- (1) These regulations shall apply to all Mobile Home Parks located within the corporate limits of the municipality.
- (2) The City shall review and comment on plans for Mobile Home Parks to be developed beyond the corporate limits of the City and within the urban growth boundary.

1.4 Severability. Where any word, phrase, clause, sentence, paragraph or section, or other part of these regulations is held invalid by court of competent jurisdiction, this judgement shall affect only that part held invalid, and shall not impair the validity of the remainder of these regulations.

1.5 Amendments. An amendment to this ordinance may be initiated by the City Council, Planning Commission, an affected governmental unit, or by application of a property owner or resident in the City or urban growth area.

1.6 Violation and Penalties. In addition to penalties provided by state law, any person violating or failing to comply with a provision of this Ordinance shall, upon conviction thereof, be punished by a fine of not more than \$500.00 or by imprisonment for not more than 30 days, or both. In addition, the City shall not give zoning approval of any application for a building permit to be issued by the State of Oregon as to any piece of

property owned by a person in violation of the provisions of this Ordinance.

1.7 Schedule of Fees.

- (1) Any application or submission required by this Ordinance shall be accompanied by a filing fee based on the fee schedule adopted by the City Council.
- (2) No application required by this Ordinance shall be accepted unless accompanied by all applicable fees.

1.8 Definitions. The words and phrases used in this Ordinance shall have the meaning given in the City Zoning and Subdivision Ordinances.

1.9 Mobile Home Park License

- (1) It shall be unlawful for any person to operate a mobile home park within the City unless such person holds a valid license issued by the City.
- (2) Every person holding a license shall give notice in writing to the City within twenty-four hours after having sold, transferred or otherwise disposed of any interest in or control of a mobile home park. Such notice shall include the name and address of such person's successor in interest or control.
- (3) Applications for licenses shall be in writing. Such applications shall contain the name and address of the applicant and the location and legal description of the property, showing stands, individual mobile home space, buildings, roads and other service facilities. The license shall be granted upon inspection of the mobile home park if it is in compliance with the design requirements of this ordinance.
- (4) If a pre-existing mobile home park is found not to be in compliance with the design requirements of this ordinance, the applicant shall either make necessary alterations or seek a waiver of required improvements.
- (5) After the license has been issued, the City may conduct periodic inspections. If any violations of the conditions of this ordinance are found, the City Recorder shall give notice to the person to whom the license was issued. Unless the specified violations are made to conform to this ordinance within 30 days the license shall be suspended and operation of the park shall cease.
- (6) Upon withdrawal of a license, the licensee shall have 30 days to request a hearing before the City Council. The filing of the request shall operate as a stay of suspension. A hearing shall be set within 30 days. If the City Council finds that the licensee is in compliance, the notice of violation shall be modified or withdrawn. If the City Council finds that the licensee has failed to comply with this Ordinance, the license shall be revoked.

SECTION 2. PROCEDURE FOR MOBILE HOME PARK PLAN APPROVAL

2.1 Discussion of Requirements. Before preparing the sketch plan as required in Section 2.2 below, the applicant shall discuss with the City Administrator the procedure for approval of a Mobile Home Park plan and the improvement requirements provided for in this Ordinance.

2.2 Sketch Plan. Prior to development of a Mobile Home Park the owner of land or his representative shall file an application for approval of a sketch plan.

- (1) The application shall:
 - (a) be made on forms available from the City.
 - (b) include all land which the applicant proposes to develop, and if the mobile home park pertains to only a part of the tract owned or controlled by the developer, then the applicant shall also include a sketch of a tentative layout for streets in the remaining portion. It shall also be accompanied by an affidavit of ownership, which shall include the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present owner as recorded in the County Clerk's office. The affidavit shall list the legal owner of the property, the contract owner of the property, the date contract of sale was executed and, if any corporations are involved, a complete list of all directors, officers and stockholders of each corporation owning more than 5% of any class of stock.
 - (c) be accompanied by a minimum of five (5) copies of the sketch plan and submitted to the City Recorder at least fifteen days prior to a regular Planning Commission meeting.
 - (d) be accompanied by the appropriate fee, based on the fee schedule adopted by the City Council.
 - (e) the application shall include an address and telephone number of an agent located within Umatilla County who shall be authorized to receive all notices required by this Ordinance.
- (2) Review by City Engineer: The City Recorder shall refer the application to the City Engineer, who shall determine if conditions for approval of the sketch plan are required.
- (3) Review by Planning Commission
 - (a) after receipt of the application and report by the City Engineer the Planning Commission shall review the application, sketch plan and the recommendations of the City Engineer at its next regular meeting.

- (b) Planning Commission's Recommendation: Within fourteen (14) days after the Planning Commission reviews the sketch plan and the report of the City Engineer, it shall send its findings and recommendations to the City Council and the applicant.
- (4) Review by City Council: At its next regular meeting after receiving the Planning Commission's recommendation, the City Council shall review the application.
- (5) Action on Application: The City Council shall approve, conditionally approve, or deny the application and state the reasons therefore within fourteen (14) days after its review is completed. This approval authorizes the applicant to submit a final plan.
- (6) Notice to Governmental Units: All affected governmental units shall be notified of the approval of the sketch plan and shall be given a reasonable period of time to review the sketch plan and to suggest revisions in the public interest prior to the public hearing on the final plan.
- (7) Effective Period of Approval:
 - (a) The approval of a sketch plan for a mobile home park shall be effective for one year.
 - (b) Any plan not receiving final approval within one year shall be null and void, and the developer must submit a new sketch plan for approval, subject to all current land regulations.

2.3 Final Mobile Home Park Plan

- (1) Application procedure and requirements. Within one year of the approval of the sketch plan, the applicant, in order to receive final approval of the mobile home park, shall file an application which shall:
 - (a) be made on forms supplied by the City, together with the appropriate fee, based on the fee schedule adopted by the City Council.
 - (b) be accompanied by a minimum of ten copies of the final mobile home park plan.
 - (c) comply in all respects with the sketch plan, as approved.
 - (d) be presented to the City Recorder at least fifteen (15) days prior to the regular meeting of the Planning Commission at which consideration is desired.

- (2) Preliminary review by City Engineer: Upon receipt of the application for final plan approval, the City Recorder shall furnish one copy of the application to the City Engineer. The City Engineer shall review the final plan and prepare his preliminary report to present to the Planning Commission at its next regular meeting.
- (3) Planning Commission review: At its next regular meeting, the Planning Commission shall review the final plan and the preliminary report of the City Engineer.
- (4) Planning Commission recommendations: Within fourteen (14) days after Planning Commission review, the Planning Commission shall advise the City Council, City Engineer, and the applicant of the specific changes or additions, if any, it has determined necessary.
- (5) City Council review: The City Council shall hold a public hearing to review the final plan after receiving the Planning Commission's recommendation and the City Engineer's report.
- (6) Notice:
 - (a) Procedure: The City Recorder shall give notice of the public hearing in the following manner:
 1. NEWSPAPER: Notice shall be published in at least two issues of a newspaper of general circulation within the city, the first at least ten (10) days in advance of the public hearing, and the second at least one (1) day in advance of the public hearing.
 2. MAIL: At least ten (10) days prior to the public hearing, notice of the hearing shall be sent by first class mail to:
 - a. The applicant and all record owners and contract purchasers of real property within 250 feet of the property which is the subject of the proposed action, and
 - b. All affected governmental units which have an interest in the proposed Mobile Home Park.
 3. POSTING: At least ten (10) days prior to the public hearing, a notice of such public hearing shall be posted on the closest public streets in visible locations surrounding the proposed Mobile Home Park.

(b) Content: The public notices shall contain the following:

1. Date, time and place of public hearing.
2. General description of the action proposed on the application.
3. Address, including lot and block number, if any, of the property.
4. Notice by mail and posting shall also including a 8½" x 11" diagram of the property, to be provided by the applicant, indicating its location relative to adjacent property owners within 250 feet and at least two clearly marked public streets.

(7) Public Hearing:

- (a) the City Council shall hold a public hearing on the final plan within 40 days from the first regular planning commission meeting following submission of the final plan.
- (b) the public hearing shall be conducted in accordance with the requirements governing the conduct of quasi-judicial hearings on land use matters pursuant to ORS 215.412 and 227.170.
- (c) If necessary, the City Council may resolve to continue the public hearing giving the date, time, and place the hearing will be continued.

(8) Action on Final Plan:

- (a) Within fifteen (15) days following the close of the public hearing, the City Council shall give written notice to the applicant of approval, disapproval or conditional approval of the final plan. Approval shall be indicated by the signature of the Mayor on the plan.
- (b) One copy of the final plan shall be returned to the developer with the date of approval, conditional approval or disapproval and the findings and conclusions upon which the City Council's decision was based accompanying the plan.

SECTION 3. REQUIREMENTS FOR IMPROVEMENTS, PRESERVATION, AND DESIGN

3.1 State Requirements. All improvements included in ORS Chapter 446 and OAR Chapter 814.28 are hereby incorporated by reference into this Ordinance and shall be required.

3.2 Character of the Land. Land which is subject to flooding, poor drainage, steep slopes, rock formations, adverse earth formations or topography, utility easements or other features which will reasonably be harmful to the safety, health, and general welfare of the future inhabitants of the mobile home park shall not be developed. Existing features which would add value to the development or to the City as a whole, such as trees, watercourse, historic and archaeological sites, and similar irreplaceable assets, shall be preserved in the design.

3.3 General. Applicable standards of the City Subdivision Ordinance shall be followed by the developer.

3.4 Phasing. If the mobile home park is to be built in phases, each phase shall be built in accordance with these regulations and improvements required as each phase is constructed shall be determined based upon the total number of mobile home spaces which will exist after completion of all phases.

3.5 Required Improvements. The following improvements shall be required subject to applicable standards as approved by the City Council upon recommendation of the City Engineer.

- (1) Interior streets
- (2) Water lines and fire hydrants
- (3) Sewer lines
- (4) Underground utilities
- (5) Provision for adequate drainage
- (6) Six (6) foot sight obscuring perimeter fence or landscaping

3.6 Optional Improvements. The following improvements may be required subject to applicable standards as approved by the City Council upon recommendation of the City Engineer.

- (1) Curbs or sidewalks or both
- (2) Street lights
- (3) Guest or recreation vehicle parking or both
- (4) Fenced play area(s) or park(s) or both
- (5) Recreational facilities
- (6) Groundcover or trees or both
- (7) Laundry facilities
- (8) Other suitable improvements as determined by the Planning Commission and City Council.

3.7 Connection with Public Water and Sewage Systems. Mobile Home Park water and sewer lines shall be connected to City water and sewer systems. The developer may be required to pay for or perform the work or both to extend or increase the capacity of lines or both of City water or sewer lines or both to the site.

3.8 Deferral or Waiver of Required Improvements. The City Council giving their reasons therefore, may defer or waive the provision of one or more improvements as, in its judgement, are not requisite in the interests of the public health, safety, and general welfare, or which are inappropriate.

SECTION 4. SITING AND INSTALLATION OF MOBILE HOMES IN MOBILE HOME PARKS

4.1 Mobile Home Spaces. Each space for a mobile home shall contain not less than 2,500 square feet exclusive of space provided for the common use of tenants, such as roadways, general use structures, guest parking, walkways and areas for recreation and landscaping purposes. See subsection 4.2 and 4.3 (2) below for related requirements.

4.2 Setback Requirements. No mobile home in the park shall be located closer than fifteen (15) feet from another mobile home or from a general use building in the park. No mobile home accessory building or other building or structure on a mobile home space shall be closer than ten (10) feet from a mobile home accessory building or other building or structure on another mobile home space. No mobile home or other building or structure shall be within 25 feet of a public street property boundary or ten (10) feet of another property boundary.

4.3 Installation Requirements.

- (1) Insigne of Compliance. The mobile home shall have the Oregon "Insigne of Compliance" as provided for by ORS 446.170. However, upon submission of evidence indicating substantial compliance with the standards required for an "Insigne of Compliance", the City may waive the "Insigne of Compliance" requirement for units manufactured prior to September 1969.
- (2) A mobile home shall occupy not more than 40 percent of the contiguous space provided for the exclusive use of the occupants of the mobile home and exclusive of space provided for the common use of tenants, such as roadways, general use structures, parking spaces, walkways and areas for recreation and landscaping.
- (3) Installation and Tie-Down Requirements. The mobile home shall be installed, tied down and anchored in accordance with rules established by the Oregon Department of Commerce, or in accordance with the instructions of the manufacturer which have been approved by the Department of Commerce. Such requirements shall be met within seven (7) days after the mobile home has been placed on the space.

- (4) Footings or Foundation Requirements. The mobile home shall be installed in accordance with one of the following methods.
- (a) The mobile home shall be placed upon pieces and footings in accordance with state approved instructions provided by the manufacturer.
 - (b) The mobile home shall be placed on a cement or concrete block foundation, in accordance with Department of Commerce Regulations and accepted engineering standards.
- (5) Tongue Removal. The tongue of the mobile home shall be removed.
- (6) Skirting, Gutters and Downspouts. Unless the foundation is continuous, the unit shall have a continuous skirting of non-decaying, non-corroding material extending at least six inches into the ground or extending to an impervious surface. The skirting or continuous foundation shall have openings which shall be secured against entry of animals under the mobile home. The mobile home shall be provided with gutters and downspouts to direct water into storm drains, if storm drains are available.
- (7) Attached Extensions. No extension or outbuildings shall be physically attached to the mobile home, however, a covered or uncovered carport or patio, or a storage units for incidental yard and household items may be erected adjacent to the exterior walls of the mobile home. Exception: factory installed tip-outs that are designed to blend in with the rest of the mobile home are allowed.

4.4 Waiver of Installation Requirements. The City Council giving their reasons therefore, may reduce or waive one or more installation requirements that, in its judgement, are not requisite in the interests of the public health, safety and general welfare, or which are inappropriate.

APPROVED AND ADOPTED by the Pilot Rock City Council on this 11th day of November 1978.

Gordon Chapman
Mayor

ATTEST:

Shane K. Cole
City Recorder

CITY OF PILOT ROCK, OREGON

APPLICATION TO AMEND MOBILE HOME PARK ORDINANCE

APPLICANT

Name _____

Address _____

Phone No. _____

TYPE OF APPLICANT (Check one)

Landowner (agent*) within Urban Growth Boundary _____

Resident (renter) within Urban Growth Boundary _____

Governmental Unit: City of Pilot Rock _____, County _____

Special District _____, State Agency _____, Federal Agency _____

*Note: If agent, attach written authorization to represent landowner.

TYPE OF AMENDMENT

Applicant shall prepare and attach a copy of proposed text amendment to this application. Section(s) to be amended _____.

JUSTIFICATION FOR AMENDMENT

Applicant shall prepare and attach a presentation of facts and reasons which establish need, appropriateness and purpose of the proposed amendment.

FEE

Refer to fee schedule adopted by City Council. \$ _____

I, _____, (Circle one: Landowner, agent, resident, representative of government unit) swear that the details and information contained in the above application and attachments thereto are true and correct to the best of my knowledge.

Signature of Applicant

Date

I, _____, City Recorder of Pilot Rock, Oregon, attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____, from _____

_____ accompanied by a fee of \$ _____.

City Recorder

SCHEDULE AND CHECKLIST

APPLICATION TO AMEND CITY OF PILOT ROCK MOBILE HOME PARK ORDINANCE

	Date
1. Application submitted by applicant	_____
2. Planning Commission hearing date set	_____
3. Public notice of Planning Commission hearing	_____
a) Mailed to affected governmental units	_____
b) Published in local newspaper	_____
4. Planning Commission hearing held	_____
5. Planning Commission recommendation (within 10 days of hearing)	_____
6. City Council hearing date set	_____
7. Public notice of City Council hearing	_____
a) Mailed to affected governmental units	_____
b) Published in local newspaper	_____
8. City Council hearing held	_____
9. City Council decision (within 10 days of hearing)	_____
10. Notice to applicant of decision	_____
11. Effective date, if amendment adopted by City Council	_____
12. County Planning Department notified of amendment	_____

CITY RECORDS

APPLICATION TO AMEND CITY OF PILOT ROCK MOBILE HOME PARK ORDINANCE

1. Application and attachments thereto
2. Schedule and checklist
3. Copies of public notices
4. Analysis of applicable plan goals and policies. Note: All amendments to the Mobile Home Park Ordinance must be consistent with the adopted Comprehensive Plan.
5. Planning Commission hearing record, findings of fact and recommendation
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision
8. Copy of notice to County Planning Department if amendment approved

CITY OF PILOT ROCK, OREGON

MOBILE HOME PARK SKETCH PLAN APPLICATION

OWNER

Name _____

Address _____

Phone No. _____

APPLICANT* (if different from above)

Name _____

Address _____

Phone No. _____

*Note: Attach written authorization to represent landowner.

BACKGROUND INFORMATION

Zoning classification of property is _____

Is a Mobile Home Park allowed as a conditional use in this zone? (yes/no) _____. If no, the applicant may apply for a Zoning Ordinance amendment (text or map). Note: All amendments to the Zoning Ordinance must be consistent with the Comprehensive Plan.

Has a conditional use permit been approved by the City for the proposed Mobile Home Park? (yes/no) _____. If no, the applicant may apply for a conditional use permit. Note: No Mobile Home Park Sketch Plan Application will be approved by the City until a conditional use permit is approved.

Has the applicant met with the City Engineer to discuss the City's Mobile Home Park design requirements? (yes/no) _____. If no, this should be done before application is submitted to the City.

Has the applicant contacted the Oregon Department of Commerce to discuss state Mobile Home Park design requirements? (yes/no) _____. If no, this should be done before application is submitted to the City.

ATTACHMENTS

The applicant shall prepare and attach the following to this application:

1. A map showing all land which the applicant proposes to develop, and if the mobile home park pertains to only a part of the tract owned or controlled by the developer, then the applicant shall also include a sketch of a tentative layout for streets in the remaining portion.
2. An affidavit of ownership, which shall include the dates the respective holdings of land were acquired, together with the book and pages of each conveyance to the present owner as recorded in the County

Clerk's office. The affidavit shall list the legal owner of the property and as applicable the contract owner of the property, the date contract of sale was executed and, if any corporations are involved, a complete list of all directors, officers and stockholders of each corporation owning more than 5% of any class of stock.

3. Five (5) copies of the sketch plan showing:
 - (a) Natural Features (see Ordinance Section 3.2)
 - (b) Required Improvements (see Ordinance Section 3.1 and 3.5)
 - (c) Other Improvements (planned by developer)
 - (d) Mobile Home Spaces and Stands (see Ordinance Section 4.1, 4.2, and 4.3(2))
4. If necessary, a request for waiver of one or more required improvements including justification for the request. (see Ordinance Section 3.8)
5. A plan showing how the Mobile Home Park water and sewer lines could be connected to City water and sewer systems. (see Ordinance Section 3.7)

FEE AND DEPOSIT

Fee	\$ _____	
Deposit	_____	(to pay for engineer/legal fees)
Total	\$ _____	

I, _____, (Circle one: Landowner, agent) swear that the details and information contained in the above application and attachments thereto are true and correct to the best of my knowledge.

Signature of Applicant

Date

I, _____, City Recorder of Pilot Rock, Oregon, attest that the foregoing application and attachments thereto were received by me on the _____ day of _____, 19 _____, from _____ accompanied by a fee and deposit of \$ _____.

City Recorder

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK MOBILE HOME PARK SKETCH PLAN APPLICATION

Date _____

1. Application submitted by applicant _____

Note: Do not accept application unless a conditional use for a Mobile Home Park has already been approved by the City or applications for a conditional use and a Mobile Home Park sketch plan are submitted at the same time. If a Mobile Home Park is not a conditional use in the zone in which the property is located do not accept a Mobile Home Park sketch plan application, a zone change is required first.

2. Application referred to City Engineer for review _____

Note: Engineer's fee to be paid for out of applicant's deposit.

3. Oregon Department of Commerce notified that the City has received an application for a Mobile Home Park _____

4. Review of sketch plan by Planning Commission _____

Note: At least fifteen (15) days after application submitted to allow for review by City Engineer.

5. Planning Commission recommendation (within 14 days of review) _____

6. Review of sketch plan by City Council _____

7. Decision made by City Council (within fourteen (14) days after review completed) _____

8. Applicant notified of City Council's decision _____

9. Affected governmental units (especially Department of Commerce) notified of City Council's decision _____

CITY RECORDS

CITY OF PILOT ROCK MOBILE HOME PARK SKETCH PLAN APPLICATION

1. Application and attachments thereto
2. Schedule and checklist
3. City Engineer's report
4. Planning Commission meeting record, findings of fact and recommendation
5. City Council meeting record, findings of fact, conclusions, decision
6. Copy of notice to applicant of decision
7. Copy of notice to affected governmental units

CITY OF PILOT ROCK, OREGON

MOBILE HOME PARK FINAL PLAN APPLICATION

OWNER

Name _____

Address _____

Phone No. _____

APPLICANT* (if different from above)

Name _____

Address _____

Phone No. _____

*Note: Attach written authorization to represent landowner.

BACKGROUND INFORMATION

Zoning classification of property is _____

Conditional Use Permit approved on _____

Mobile Home Park Sketch Plan** approved on _____

**Note: Final plan application must be submitted within one year of sketch plan approval.

ATTACHMENTS

The applicant shall prepare and attach the following to this application:

1. Ten (10) copies of the final plan showing:
 - (a) Natural Features (see Ordinance Section 3.2)
 - (b) Required Improvements (see Ordinance Sections 3.1 and 3.5) including conditions specified at the time of sketch plan approval.
 - (c) Other Improvements (planned by the developer)
 - (d) Mobile Home Spaces and Stands (see Ordinance Sections 4.1, 4.2, and 4.3(2))
2. If necessary, a request for waiver of one or more required improvements including justification for the request. (see Ordinance Section 3.8)

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK MOBILE HOME PARK FINAL PLAN APPLICATION

Date

1. Application submitted by applicant _____
2. Application referred to City Engineer for review _____
Note: Engineer's fee to be paid for out of applicant's deposit.
3. Review of sketch plan by Planning Commission _____
Note: At least fifteen (15) days after applicaton submitted to allow for review by City Engineer.
4. Planning Commission recommendation (within fourteen days after review completed) _____
5. City Council hearing date set _____
6. Public notice of City Council hearing _____
 - a) Mailed to property owners _____
 - b) Mailed to affected governmental units _____
 - c) Published in local newspaper (two times) _____
 - d) Posted _____
7. City Council hearing held _____
8. City Council decision (within fifteen (15) days after hearing) _____
9. Applicant notified of City Council's decision _____
10. Affected governmental units (especially Department of Commerce) notified of City Council's decision _____

CITY RECORDS

CITY OF PILOT ROCK MOBILE HOME PARK FINAL PLAN APPLICATION

1. Application and attachments thereto
2. Schedule and checklist
3. City Engineer's report
4. Planning Commission meeting record, findings of fact and recommendation
5. Copies of public notices
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision
8. Copy of notice to affected governmental units

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK MOBILE HOME PARK FINAL PLAN APPLICATION

Date

1. Application submitted by applicant _____
2. Application referred to City Engineer for review _____
Note: Engineer's fee to be paid for out of applicant's deposit.
3. Review of sketch plan by Planning Commission _____
Note: At least fifteen (15) days after applicaton submitted to allow for review by City Engineer.
4. Planning Commission recommendation (within fourteen days after review completed) _____
5. City Council hearing date set _____
6. Public notice of City Council hearing _____
 - a) Mailed to property owners _____
 - b) Mailed to affected governmental units _____
 - c) Published in local newspaper (two times) _____
 - d) Posted _____
7. City Council hearing held _____
8. City Council decision (within fifteen (15) days after hearing) _____
9. Applicant notified of City Council's decision _____
10. Affected governmental units (especially Department of Commerce) notified of City Council's decision _____

CITY RECORDS

CITY OF PILOT ROCK MOBILE HOME PARK FINAL PLAN APPLICATION

1. Application and attachments thereto
2. Schedule and checklist
3. City Engineer's report
4. Planning Commission meeting record, findings of fact and recommendation
5. Copies of public notices
6. City Council hearing record, findings of fact, conclusions, decision
7. Copy of notice to applicant of decision
8. Copy of notice to affected governmental units

CITY OF PILOT ROCK, OREGON

APPLICATION FOR MOBILE HOME PARK LICENSE

NAME OF MOBILE HOME PARK _____

OWNER OF MOBILE HOME PARK

Name _____

Address _____

Phone No. _____

APPLICANT* (if different from above)

Name _____

Address _____

Phone No. _____

*Note: Attach written authorization to represent landowner.

BACKGROUND INFORMATION

Were plans for the Mobile Home Park reviewed and approved by the Oregon Department of Commerce prior to construction? (yes/no) _____

Date _____ Conditions (yes/no) _____

Were plans for the Mobile Home Park reviewed and approved by the City prior to construction? (yes/no) _____

Date _____ Conditions (yes/no) _____

Has the Mobile Home Park been inspected and certified by the Oregon Department of Commerce? (yes/no) _____

Date _____ Conditions (yes/no) _____

Have all City design requirements and conditions been met? (yes/no) _____

If no, which requirements or conditions have not been met? _____

Has the City been given a set of "as built" plans for the Mobile Home Park? (yes/no) _____

SCHEDULE AND CHECKLIST

CITY OF PILOT ROCK APPLICATION FOR MOBILE HOME PARK LICENSE

Date

APPLICATION SUBMITTED BY APPLICANT

OREGON DEPARTMENT OF COMMERCE CONTACTED

1. Mobile Home Park plan reviewed* on
2. Mobile Home Park inspected* on
3. Mobile Home Park certified* on

*Note: If any of these steps not completed, request letter from Department of Commerce specifying what needs to be done.

REVIEW OF CITY RECORDS

1. Sketch plan of Mobile Home Park reviewed on
2. Final plan of Mobile Home Park reviewed on

CITY INSPECTION OF MOBILE HOME PARK

To determine that all City design requirements and conditions have been met. Inspection done by:

LICENSE ISSUED

Only after all State and City requirements have been met.

MOBILE HOME PARK LICENSE

ISSUED PURSUANT TO THE CITY OF PILOT ROCK,
OREGON ORDINANCE NO. 317

THE _____
MOBILE HOME PARK MEETS THE DESIGN STANDARDS AND REQUIREMENTS OF THE CITY
OF PILOT ROCK, OREGON. THE LICENSEE SHALL GIVE NOTICE IN WRITING TO THE
CITY RECORDER WITHIN TWENTY-FOUR HOURS AFTER HAVING SOLD, TRANSFERRED OR
OTHERWISE DISPOSED OF ANY INTEREST IN OR CONTROL OF THE MOBILE HOME PARK.
SUCH NOTICE SHALL INCLUDE THE NAME AND ADDRESS OF SUCH PERSON'S SUCCESSOR
IN INTEREST OR CONTROL.

LICENSE ISSUED TO:

NAME _____
ADDRESS _____
PHONE NO. _____

MOBILE HOME PARK LICENSE ISSUED ON _____ DAY OF _____, 19 ____.

MAYOR

ATTEST:

CITY RECORDER

RESOLUTION NO. 150

City of Pilot Rock

Land Use Application Fees, Deposits
and Variable Development Costs

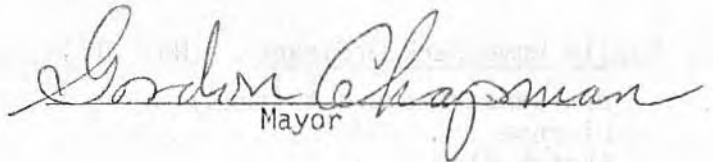
WHEREAS the City of Pilot Rock Plan Ordinance No. 320, Zoning Ordinance No. 318, Subdivision Ordinance No. 316, and Mobile Home Park Ordinance No. 317 require application fees, engineering and legal reviews and other variable development costs, and

WHEREAS the City will incur costs in reviewing applications including but not limited to staff time, public notices, hearings, and overhead, and

WHEREAS the cost of engineering or legal reviews or both will vary, and

WHEREAS applicants should pay for those costs incurred by the city rather than being subsidized by other residents and property owners,

NOW, therefore, the Pilot Rock City Council Approves and Adopts the attached "Land Use Application Fee Schedule" and summary of Variable Land Use Developments Costs" on this 24th day of January, 1979.


Mayor

Attest:


Recorder

City of Pilot Rock
Land Use Application
Fee Schedule

	Fee	Deposit*
<u>Plan Ordinance</u> (No. 320)		
Ordinance Amendment (text or map)	\$ 50.00	---
<u>Zoning Ordinance</u> (No. 318)		
Ordinance Amendment (text or map)	50.00	---
Conditional Use	50.00	---
Variance	50.00	---
<u>Subdivision Ordinance</u> (No. 316)		
Ordinance Amendment (text)	50.00	---
Minor Partition (1-3 lots w/o street)		
Sketch Plan	50.00	\$ 50.00
Major Partition (1-3 lots w/ street)		
Tentative Plan	75.00	150.00
Final Map	50.00	150.00
Subdivision (4 or more lots)		
Sketch Plan	30.00	---
Tentative Plan	100.00	200.00
Final Plat	50.00	200.00
<u>Mobile Home Park Ordinance</u> (No. 317)		
Ordinance Amendment (text)	50.00	---
License	50.00	---
Sketch Plan	50.00	200.00
Final Plan	50.00	100.00
<u>Combined Fee</u>		
Two or more applications made at the same time for the same piece of land with combined public notices and hearings.	75% of separate fees and deposits	

*Note: Deposit will be used to pay for engineering or legal reviews or both as necessary. Applicant will be charged actual cost of such review(s).

City of Pilot Rock

Variable Land Use Development Costs

<u>Plan Ordinance</u> (No. 320)	None
<u>Zoning Ordinance</u> (No. 318)	
Conditional Use	Bond
<u>Subdivision Ordinance</u> (No. 316)	
Major Partition (if improvements made after final map approval)	Bond*
Subdivision (if improvements made after final plat approval)	Bond*
Facilities Inspection Fee	2% of estimated cost of improvements
Fee in lieu of park land	See ordinance
Extension of water or sewer lines or both to site, additional water storage if necessary	At cost or fair share as determined by City Council
Maintenance (one-year period)	Bond
<u>Mobile Home Park Ordinance</u> (No. 317)	
Extension of water or sewer lines or both to site, additional water storage if necessary	At cost or fair share as determined by City Council

*Note: Bond or other guarantee of financial security.

Draft*

City of Pilot Rock

Preliminary Capital Improvement Program

Project	Estimated Cost	Funding Sources
1. Street Paving		
2. Industrial Park		
3. Sewage Collection System Improvements		
4. Community Center Rehabilitation		
5.		
6.		
7.		

*Note: To be completed by April 1979.

NATURAL ENVIRONMENT

NATURAL ENVIRONMENT

CHAPTER VII NATURAL ENVIRONMENT

Climate

Umatilla County is located in the southeastern part of the Columbia Basin. This Basin is bounded on the south by the high country of central Oregon, on the north by the mountains of western Canada, on the west by the Cascade Range and on the east by the Blue Mountains and the north Idaho plateau. The gorge in the Cascades through which the Columbia River reaches the Pacific is the primary break in the barriers surrounding this basin. These physical features have important influences on the general climate of Umatilla County. The Columbia River approaches the area from the northwest to its junction with the Walla Walla River at an elevation of 351 feet and some 25 miles north of Pendleton, then turns southwestward to be joined a few miles below by the Umatilla River. Both the Walla Walla and Umatilla Rivers have their sources in the Blue Mountains and flow westward to the Columbia.

Precipitation is definitely seasonal in occurrence with an average of only 10 percent of the annual total occurring in the 3-month period July-September. Most precipitation reaching this area accompanies cyclonic storms moving in from the Pacific Ocean. These storms reach their greatest intensity and frequency from October through April. The Cascade Range west of the Columbia Basin reduces the amount of precipitation received from the Pacific cyclonic storms. This influence is felt, particularly, in the desert area of the central part of the Basin. A gradual rise in elevation from the Columbia River to the foothills of the Blue Mountains again results in increased precipitation. This increase supplies sufficient moisture for productive wheat, pea, and stock raising activity. The lighter summertime precipitation usually accompanies thunderstorms which often move into the area from the south or southwest. On occasion, these storms are quite intense, causing flash flooding.

Under usual atmospheric conditions, air from the Pacific, with moderate temperature characteristics, moves across the Cascades or through the Columbia Gorge to result in mild temperatures. When this flow of air from the west is impeded by slow-moving high pressure systems over the interior of the continent, temperature conditions sometimes become rather severe; hot in summer and cold in winter. During the summer or early fall, if a stagnant high predominates to the north or east, the hot, dry conditions may prove detrimental to crops during late May and June, and cause fire danger to rise in forest and grassland areas. During winter, coldest temperatures occur when air from a cold high pressure system in central Canada moves southwestward across the Rockies and flows into the Columbia Basin. Under this condition the heavy cold air sometimes remains at low levels in the Basin for several days while warmer air from the Pacific flows above it, to give comparatively mild temperatures at higher elevations.

TABLE 1: 1976 Climatological Data

Factor	Echo/Stanford *1	Pilot Rock	Ukiah
Temperature			
High (date)	101 (7-17)	101 (7-17)	93 (9-1)
Summer Average	73.0	69.5	61.1
Low (date)	7.0 (2-6)	1.0 (2-5)	-12.0 (2)
Winter Average	33.2	35.3	25.6
Rainfall			
Annual	6.06	11.23	14.71
Departure from Normal	-2.87	-3.25	-3.51
Growing Season			
(# of days between 32° lows)	175	111	4 *2

NOTES: *1 OSU Agriculture Experiment Station.
 *2 # of days between 28° lows - 72

SOURCE: "Climatological Data, Annual Summary, Oregon, 1976," Vol. 82, #13, NOAA, Asheville, N.C..

Geology

The extensive plateaus of north-central Oregon are a part of the Columbia Plateau physiographic province. The unit of plateau and canyon topography defined as the Deschutes-Umatilla Plateau includes a 100-mile-long strip of east sloping piedmont along the base of the Cascade Range and a main part in which the surface descends generally northward from the 3,500- to 4,000-foot levels in the mountains of Central Oregon to the 400- to 1,000-foot altitude along the Columbia, Umatilla, and Walla Walla Rivers.

This 150 mile long by 10 to 70-mile wide main body of the plateau unit is the largest part of Oregon devoted predominantly to the growing of small grains.

The oldest rocks are schists and gneisses. They have been bared by erosion in the steeper part of the north slope of the Blue Mountains and occur within this plateau unit only in stream canyons south of Pendleton.

The principal rock unit of the plateau is the volcanic sequence now named the basalt of the Columbia River Group but referred to herein as the Columbia River basalt. It consists of Miocene and early Pliocene, accordantly layered, dark basaltic lavas with some interbedded tuffs near the top. The greatest total thickness of basalt beneath these plateaus is estimated at 3,000 feet. It thins to the south, where relatively small areas of the underlying rocks are exposed within this plateau.

The Columbia River basalt is the greatest unit of lava on the continental areas of the world. The extrusion consisted of successive flows of very liquid lava that spread great distances from fissures and non-elevated orifices. The main body of the basalt extends west from the consolidated rock beneath most of this plateau. Over part of the plateau the basalt is overlain by a relatively thin covering of sedimentary deposits.

The upper Pleistocene glaciofluvial deposits consist of the waterlain gravel and sand that underlie the lower benches adjacent to the Columbia River and wide areas in the lowermost part of the Umatilla River valley.

The crustal deformation that has framed the large structural and physiographic characteristics of the Deschutes-Umatilla Plateau resulted from broad open folding in Pliocene and Pleistocene time. This folding is most readily discerned by the tilt and altitude of the once-horizontal Columbia River basalt. The master structure is the broad Dalles-Umatilla syncline, whose axial trough extends 160 miles from the Cascade Range to the intersection of the Horse Heaven anticline with the Blue Mountains anticline east of Pendleton. This great east-west downwarp, because of its connection with the east end of the Columbia Gorge through the Cascade Range, is a major transportation route to the interior of the Pacific Northwest.

The Deschutes-Umatilla Plateau contains very little in the way of metallic minerals or carbonaceous fuels, the common concept of mineral resources. It does have large areas of loessial soil; great amounts of road metal and common rock; access to large amounts of good quality water; and minor amounts of other usable mineral materials.

The growing-season flow of the Walla Walla and Umatilla Rivers and most of the creeks of the plateau is used for irrigation in adjacent valley plains. The only storage of surface runoff for irrigation is in Cold Springs and McKay Reservoirs in the Umatilla River basin and in a few scattered farm reservoirs.

The area along Birch Creek is Alluvium (Qal) made up of consolidated gravel, sand and silt. Beginning just south of Pilot Rock and extending northeast to Mission, are Sedimentary Rocks (Ts). The Agency Syncline goes through this area. A Syncline is a low toughlike area in bedrock in which rock incline together from opposite sides. Most of central Umatilla County is part of the Columbia River Group (Tcr) made up of columnar jointed basalt flows ten to one-hundred feet thick.

Mineral and Aggregate Resources

Pilot Rock is located in TIS-R32E. Five rock quarries are located in this area - - one private and four Oregon State Highway Division. Please refer to "Rock Material Resources of Umatilla County, Oregon," Oregon State Department of Geology and Mineral Industries, Portland, 1976, for further information.

Topography and Natural Hazards

Pilot Rock, for which the city is named, is a large outcropping of weathered basalt just west of town. Elevation of the city is about 1,650 feet above sea level. The city is located in and adjacent to three canyons through which East Birch Creek, West Birch Creek and Birch Creek flow. Key features shown on the Natural Hazards Map include:

1. Floodplains at the bottom of each canyon;
2. The bluff west of town rises eighty feet or more forming a natural barrier with slopes greater than 12% and portions greater than 20%; and
3. Drainage is from south to north.

Six natural drainageways flow into the creeks from south and east of the city. Land adjacent to these drainageways is typically greater than 12% slope. Flash flooding is an occasional hazard in these areas; for example, where Wegner Creek joins East Birch Creek just south of town.

Areas subject to flooding or of slopes greater than 12% generally should not be developed. If such areas are developed special care should be taken to protect structures on-site and adjacent property. Two areas subject to these hazards have already been developed. Downtown Pilot Rock is in the floodplain and homes have been built on the steep slopes west of downtown.

Ways to reduce or alleviate the flood hazard downtown include:

1. Discouraging new development in floodplain areas north, south and southwest of town;
2. Periodically cleaning the creeks of brush and debris; and
3. Evaluating the amount of water backup caused by existing bridges and if significant taking measures to reduce this problem.

Homes have been built on the steep slope west of downtown to take advantage of the excellent views of the Blue Mountains to the east. New homes may be allowed in this area but their foundations should be designed to insure the safety of the occupants and other structures downslope.

New collector streets and water tank sites should be identified based on topography and located to serve developing areas. Main water and sewer lines should be placed in collector street rights-of-way. These facilities need to be located to allow water and sewage to flow downhill and to connect and loop with existing streets and main lines.

Flood Hazard

According to present Department of Housing and Urban Development, Federal Insurance Administration emergency flood insurance program regulations land use and control measures adopted by the community for the flood plain must:

"'b' When the Administrator has designated areas of special flood hazards (A zones) by the publication of a community's FHBM, but has neither produced water surface elevation data nor identified a floodway or coastal high hazard area, the community shall:

- (1) Require permits for all proposed construction and other developments including the placement of mobile homes, within Zone A on the community's FHBM:
- (2) Require the application of the standards in paragraphs (a) (2), (3), (4), (5), and (6) of this section to development within Zone A on the community's FHBM;
 - (a)(2) Review proposed development to assure that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334;
 - (a)(3) Review all permit applications to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements (including the placement of prefabricated buildings and mobile homes) shall (i) be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure, (ii) be constructed with materials and utility equipment resistant to flood damage, and (iii) be constructed by methods and practices that minimize flood damage;
 - (a)(4) Review subdivision proposals and other proposed new development to determine whether such proposals will be reasonably safe from flooding. If a subdivision proposal or other proposed new development is in a flood-prone area, any such proposals shall be reviewed to assure that (i) all such proposals are consistent with the need to minimize flood damage within the flood-prone area, (ii) all public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage, and (iii) adequate drainage is provided to reduce exposure to flood hazards;

- (a)(5) Require within flood-prone areas new and replacement water supply systems to be designed to minimize or eliminate infiltration of flood waters into the systems; and
 - (a)(6) Require within flood-prone areas (i) new and replacement sanitary sewage systems to be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters and (ii) onsite waste disposal systems to be located to avoid impairment to them or contamination from them during flooding.
- (3) Require that all subdivision proposals and other proposed new developments greater than 50 lots or 5 acres, whichever is the lesser, include within such proposal base flood elevation data;
 - (4) Obtain, review, and reasonably utilize any base flood elevation data available from a Federal, State, or other source, until such other data has been provided by the Administrator, as criteria for requiring that (i) all new construction and substantial improvements of residential structures have the lowest flood (including basement) elevated to or above the base flood level and (ii) all new construction and substantial improvements of nonresidential structures have the lowest floor (including basement) elevated or floodproofed to or above the base flood level;
 - (5) For the purpose of the determination of applicable flood insurance risk premium rates within Zone A on a community's FHBM, (i) obtain the elevation (in relation to main sea level) of the lowest habitable floor (including basement) of all new or substantially improved structures, and whether or not such structures contain a basement, (ii) obtain, if the structure has been floodproofed, the elevation (in relation to mean sea level) to which the structure was floodproofed, and (iii) maintain a record of all such information with the official designated by the community under § 1909.22(a)(9)(iii);
 - (6) Notify, in riverine situations, adjacent communities and the State Coordinating Office prior to any alteration or relocation of a watercourse, and submit copies of such notifications to the Administrator;
 - (7) Assure that the flood carrying capacity within the altered or relocated portion of any watercourse is maintained;
 - (8) Require that all mobile homes to be placed within Zone A on a community's FHBM shall be anchored to resist flotation, collapse, or lateral movement by providing over-the-top and frame ties to ground anchors. Specific requirements shall be that (i) over-the-top ties be provided at each of the four corners of the mobile home, with two additional ties per side at intermediate locations and mobile homes less than 50 feet long requiring one additional tie per side; (ii) frame ties be provided at each corner of the home with five additional ties per side at intermediate points and mobile homes less than 50 feet long requiring four additional ties per side; (iii) all components of the anchoring system be capable of carrying a force of 4,800 pounds; and (iv) any additions to the mobile home be similarly anchored;

- (9) Require that an evacuation plan indicating alternative vehicular access and escape routes be filed with appropriate Disaster Preparedness Authorities for mobile home parks and mobile home subdivisions located within Zone A on the community's FHBM."

(From Chapter X-Federal Insurance Administrations, Subchapter B-National Flood Insurance Program, Part 1910.3 [b].)

As more current flood plain maps and elevations are available, lenders, insurance salesmen, and city officials will be notified. City flood plain management ordinances and regulations will need to be updated and brought into compliance as new information is available if the city wishes to continue to participate in the program. If the city chooses not to participate, flood insurance would not be available for city residences and businesses.

Soils

Soil conditions are one of the most important features related to land use planning. Soils concerns are twofold: (1) capability or productivity potential and (2) limitations related to development. These limitations can be overcome, although in many instances, substantial expenditures will be required. U. S. Department of Agriculture, Soil Conservation Service definitions for the various soils capabilities are given below.

Capability Classes. Capability classes show the suitability of soils for most kinds of field crops including soil limitations, risk of soil damage, and soil response to various treatments. Roman numerals I through VIII indicate capability classes with progressively greater limitations and narrower choices for practical use. They are defined as follows:

- Class I soils have few limitations that restrict their use.
- Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.
- Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.
- Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.
- Class V soils are not likely to erode but have other limitations, impracticable to remove, that limit their use largely to pasture, range, woodland, or wildlife.
- Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife.
- Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife, water supply, or to esthetic purposes.

Letter designations are often added to the capability numerals, and indicate the following:

- (e) Shows that the main limitation is risk of erosion unless close-growing plant cover is maintained.
- (s) Shows that the soil is limited mainly because it is shallow, droughty, or stony.
- (w) Shows that water in or on the soil interferes with plant growth or cultivation (in some soils the wetness can be partly corrected by artificial drainage).
- (c) Shows chief limitation is climate that is too cold, too dry, or too cloudy for production of many crops.

The soil mapping unit boundaries (see soils map) are determined by soil scientists digging pits and auger holes into the soil, studying road cuts, measuring slopes and soil depths, estimating percent gravel, cobbles, sand silt and clay and considering any limiting or enhancing features of the various soils. A combination of stereoscopic study, aerial photograph interpretation and walking over the land is used to determine kinds of land forms and soils present.

Limitation Rating. Each soil mapping unit has definite limitations for specific uses. The limitations are rated as follows:

Slight soil limitation is the rating given soils that have properties favorable for the rated use. This degree of limitation is minor and can be overcome easily. Good performance and low maintenance can be expected.

Moderate soil limitation is the rating given soils that have properties moderately favorable for the rated use. This degree of limitation can be overcome or modified by special planning, design, or maintenance. During some part of the year the performance of the structure or other planned use is less desirable than for soils rated slight. Some soils rated moderate require treatment such as artificial drainage, run-off control to reduce erosion, extended sewage absorption fields, extra excavation, or some modification of certain features through manipulation of the soil. For these soils, modification is needed for those construction plans generally used for soils of slight limitation. Modification may include special foundations, extra reinforcements, sump pumps, and the like.

Severe soil limitation is the rating given soils that have one or more properties unfavorable for the rated use, such as steep slopes, bedrock near the surface, flood hazard, high shrink-swell potential, a seasonal high water table, or low bearing strength. This degree of limitation

requires major soil reclamation, special design or intensive maintenance. Some of these soils, however, can be improved by reducing or removing the soil feature that limits use, but in many situations, it is difficult and costly to alter the soil or to design a structure to compensate for a severe degree of limitation.

Some of the specific uses evaluated include:

Dwellings with and without basements, as considered here, are for structures not more than three stories high that are supported by foundation footings placed in undisturbed soil. The features that affect the rating of a soil for dwellings are those that relate to capacity, to support load and resist settlement under load, and those that relate to ease of excavation. Soil properties that affect capacity to support load are wetness, susceptibility to flooding, density, plasticity, texture, and shrink-swell potential. Those that affect excavation are wetness, slope, depth to bedrock, and content of stones and rocks.

Small commercial buildings, as considered here, have the same requirements and features as described for dwellings. The main difference for commercial buildings is a reduction of slope limits for each limitation class. Canneries, foundries, and the like are not considered here because foundation requirements generally would exceed those of ordinary three-story dwellings.

Local roads and streets, as rated here, have an all-weather surface expected to carry automobile traffic all year. They have a subgrade of material stabilized with lime or cement; and a flexible or rigid surface, commonly asphalt or concrete. These roads are graded to shed water and have ordinary provisions for drainage. They are built from soil at hand, and most cuts and fills are less than six feet deep.

Boundaries delineated by the soil mapping units (see soils map) are seldom sharp or clear cut. Since soil type boundaries are transitional or grade into each other, the map delineations shown may include up to 15 percent other soil types.

Careful examination of the soils information presented here will aid in general decision making, but does not preclude the need for specific on-site data. Information included here will:

1. Provide preliminary estimates of soil limitations for general planning of building sites, highways, drainage systems, and other community developments.
2. Indicate potential sources of topsoil, sand or gravel.
3. Aid in developing land use regulations.
4. Aid in planning locations for developments.
5. Indicate areas particularly susceptible to erosion or flooding.
6. Supplement the information obtained from other published maps and reports.

The soil survey table summarizes information associated with each soil mapping unit as shown on the soil map.

Table 2: PILOT ROCK SOIL INFORMATION

Map Symbol	Soil Name	Development Limitation Rating						Agriculture Capability Class	
		Septic Tank Absorption Fields	Dwellings without Basements	Dwellings with Basements	Small Commercial Buildings and Streets	Local Roads	Non-Irrigated	Irrigated	
H	Hermiston silt loam and fine sandy loam, 0-3 percent slopes	Moderate	Severe	Severe	Severe	Severe	Severe	IIc	I
L	Licksillet very stony loam, 7-40 percent slopes	Severe	Severe	Severe	Severe	Severe	Severe	VIIIs	--
Ma	McKay silt loam, 1-7 percent slopes	Severe	Severe	Severe	Severe	Severe	Severe	IIIIe	IIIIe
Mc	Morrow silt loam, shallow, 1-20 percent slopes	Severe	Moderate	Severe	Severe	Severe	Moderate	VIIIs	--
Oa	Onyx silt loam, 0-3 percent slopes	Moderate	Severe	Severe	Severe	Severe	Moderate	IIc	I
PRa	Pilot Rock silt loam 1-7 percent slopes	Severe	Moderate	Severe	Severe	Moderate	Severe	IIIIe	--
PRb	Pilot Rock silt loam, 7-12 percent slopes	Severe	Moderate	Severe	Severe	Severe	Severe	IIIIe	--
PRc	Pilot Rock silt loams, 12-20 percent north and south slopes	Severe	Severe	Severe	Severe	Severe	Severe	IVe	--
R	Riverwash	Severe	Severe	Severe	Severe	Severe	Severe	VIIIs	--
Va	Valby silt loam, 1-7 percent slopes	Severe	Moderate	Severe	Severe	Moderate	Moderate	IIIIe	--
Vb	Valby silt loam, 7-12 percent slopes	Severe	Moderate	Severe	Severe	Severe	Moderate	IIIIe	--
Vc	Valby silt loams, 12-20 percent slopes	Severe	Severe	Severe	Severe	Severe	Severe	IIIIe/IVe	--
Ya	Yakima gravelly loam, moderately deep, 0-3 percent slopes	Moderate	Severe	Severe	Severe	Severe	Moderate	IIIIc	IIIIe

Source: Soil Conservation Service, U.S. Department of Agriculture, Pendleton, Oregon, 1977

Fish and Wildlife

In Umatilla County there are 26 species of amphibians and reptiles, 12 species of fish, 259 species of birds and 89 species of mammals. Fish and wildlife provided several hundred thousand recreation days with a value of over \$7.7 million in 1977. Hunting and outdoor recreational activities contribute to the economy of Pilot Rock and are an important part of local life-style.

Fish in Birch Creek include Summer Steelhead and Rainbow Trout. Land adjacent to the creek and its tributaries provide important wildlife habitat. The Birch Creek drainage area is used by deer and elk for grazing during critical winter periods.

All development will have impacts on fish and wildlife. Creeks and floodplains are the most sensitive areas and should be protected through designation as permanent open space. Concentrating residential, commercial and industrial development within urban growth boundaries will help maintain the fish and wildlife carrying capacity for the remainder of the county.

Steelhead move up Birch Creek from the Umatilla River to headwaters in the Blue Mountains. Minimum stream flows should be maintained in order to protect fish. Bridge construction, flood prevention measures, and development adjacent to streams and flood areas should be designed to maintain stream integrity and wildlife habitat.

Management of agricultural, grazing and forest lands in central and southern Umatilla County affects fish and wildlife in the Pilot Rock area. For example, deer and elk require adequate grazing areas for forage in both summer and winter. The city should be concerned with and review and comment on county and Forest Service plans and private agriculture, grazing and forest activities to protect fish and wildlife. Also, two local industries depend on the sustainability of timber supply. Overcutting, too little reforestation or harvesting of timber in sensitive areas will hurt the city's economy, liveability and environment.

Open Space

Land has been set aside as open space in the city's urban planning area. After the comprehensive plan is adopted by the city, reviewed and co-adopted by Umatilla County, and has received acknowledgment of compliance from LCDC, land within open space areas qualify for a special tax assessment. Landowners desiring this special assessment must make application to the County Assessor.

Open Space Lands is State legislation which provides for tax reductions for lands which are approved as worthy of special consideration because of their value to the public as open space. The reduced assessment of the true cash value of the designated land is based upon the assumption that open space use is the highest and best use of the land. Oregon has 4,956 acres so classified for 1976.

The purpose of this legislation is:

" . . . to maintain, preserve, conserve and otherwise continue in existence adequate open space lands and the vegetation thereon to assure continued public health by counteracting pollutants and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the state and its citizens . . . to prevent the forced conversion of open space land to more intensive uses as the result of economic pressures caused by the assessment thereof for purposes of property taxation at values incompatible with their preservation as such open space land, and that assessment practices must be so designed as to permit the continued availability of open space lands for these purposes . . . (ORS 308.740).

Preservation of applicable lands should achieve one or more of the following:

- (a) Conserve or enhance natural or scenic resources;
- (b) Protect air or streams or water supplies;
- (c) Promote conservation of soils, wetlands, beaches or tidal marshes;
- (d) Conserve landscaped areas, such as public or private golf courses, which enhance the value of abutting or neighboring property.
- (e) Enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, natural reservations, sanctuaries, or other open spaces;
- (f) Enhance recreation opportunities;
- (g) Preserve historic sites;
- (h) Promote orderly urban or suburban development; or
- (i) Affect any other factors relevant to the general welfare of preserving the current use of the property . . . [ORS 308.755(2)].

Once classified, lands remain classified until request to withdraw is made by the landowner or land use has been changed to uses not allowed under this classification. If Open Space lands are declassified additional taxes equal to those at which the land would have been assessed without Open Space classification, plus interest, are imposed on the land for each year the land was classified as Open Space.

The legislation allows land uses to change from an Open Space use to another (such as a park to a golf course) and still retain Open Space classification. Thus, the legislation encourages preservation of land by providing a tax break but does not stipulate any requirements for the preservation of natural values.

Air, Water and Land Resources Quality

Please refer to the Oregon Department of Environmental Quality "Handbook for environmental quality elements of land use plans" (July, 1978) for detailed information on environmental regulations. The handbook covers coordination, air quality, noise control, solid waste and water quality. Pilot Rock should approve or deny a DEQ request for a "statement of compatibility" for site specific actions affecting land use based on the best available information and technical advise.

Air quality in Pilot Rock is good except for periodic dust from agricultural operations and odors from local industries and sewage treatment facilities. There is no apparent conflict with Class II PSD (Prevention of Significant Deterioration) air quality standards or violation of the 8-hour carbon monoxide standard.

Major sources of noise in Pilot Rock are traffic on U. S. Highway 395 especially trucks and log handling equipment in the industrial area. Noise can be controlled by locating industry north of town, providing a new road from U. S. 395 to the industrial area to keep truck traffic to a minimum in town, and by providing buffers around the industrial area. Requirements to control noise may be included in the zoning ordinance.

A solid waste disposal site is located north of Pilot Rock and pickup service is available. Umatilla County completed its Solid Waste Management Plan on 8-14-74. Pilot Rock should work with the County to up-date the plan as necessary. Solid waste may be recycled, used as an energy resource or disposed in a sanitary landfill.

Pilot Rock provides adequate sewage treatment. The lagoon type system is presently utilized as sixty percent of capacity. In addition to the municipal system, two industrial waste ponds are located north of town. Water quality concerns may be broken down as follows:

1. Point-Source Pollution
 - A. Central Treatment Facility
 1. Residential, commercial and industrial - - future treatment capacity needed.
 2. Collection system - - future extension.
 - B. Non-Central Treatment Facilities
 1. Industrial (separate from municipal)
 2. Low density residential and commercial - - septic systems.
2. Non-Point Source Pollution
 - A. Developed areas - - storm drains and settling basin.
 - B. Undeveloped areas - - natural drainage.

Pilot Rock has all the above except 2(A); there are no storm drains. Also 1(A)(1) does not include industrial.

Three major issues will need to be addressed as development takes place in Pilot Rock. First, should the municipal and industrial treatment systems be combined at some time in the future? Second, should a storm drainage system be developed? Third, can an overall sewage collection system design be developed even though the system will probably be extended on a piece-meal basis? Each issue raised could be answered with a qualified yes; the qualification in each case being a need for specific engineering and financial studies to determine whether the benefits from each project would be worth the cost. After study, other arrangements might be shown to better serve the needs of the community. In regard to the third issue raised above, two things should be noted. The urban growth boundary should be established, in part, based on sewage collection system design requirements. Also, low density residential areas within the urban growth boundary may need to be served by the central treatment facility if soil tests done by DEQ show that septic tank absorption fields will not work adequately.

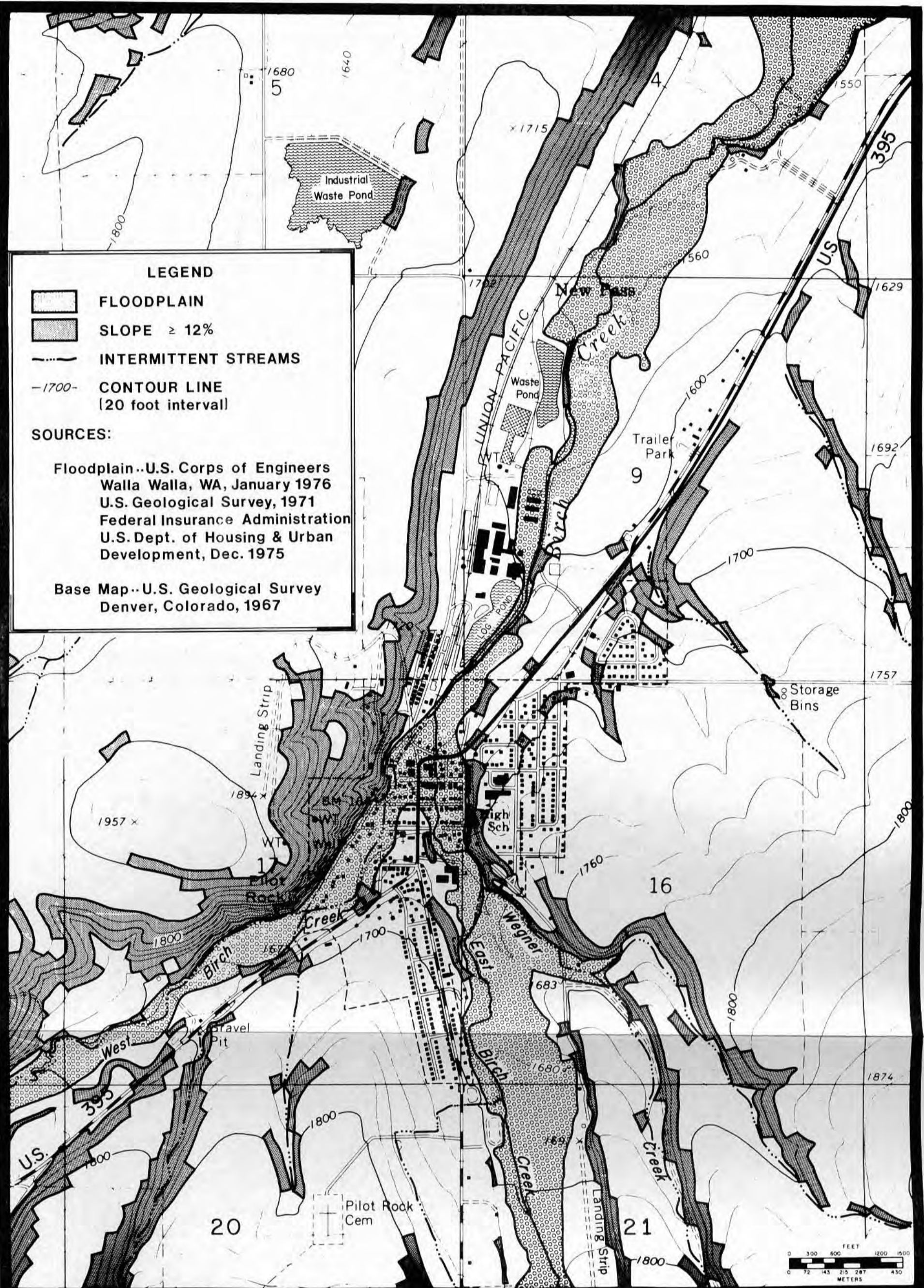
Scientific, Natural and Cultural Areas

No significant, natural or cultural areas are located in the Pilot Rock urban planning area. However, creeks and flood prone areas provide important fish and wildlife habitat. Please refer to the fish and wildlife section of this chapter for additional information.

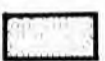
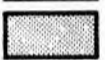
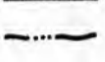
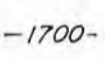
Energy Resources

Potentially usable energy resources in Pilot Rock include solar energy, wind and solid wastes. No hydro or thermal electric facility sites have been identified near the city. Solar energy could be used for water and space heating. Wind energy is available for pumping or generation of electricity.

Five sources of solid waste are available: Residential/commercial trash, industrial, sewage sludge, agricultural, and forest (non-commercial grade wood). These wastes could be used for generation of electricity and steam production by either an industrial or municipal cogeneration facility.



LEGEND

-  FLOODPLAIN
-  SLOPE ≥ 12%
-  INTERMITTENT STREAMS
-  CONTOUR LINE
(20 foot interval)

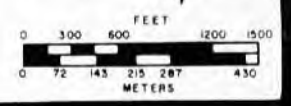
SOURCES:

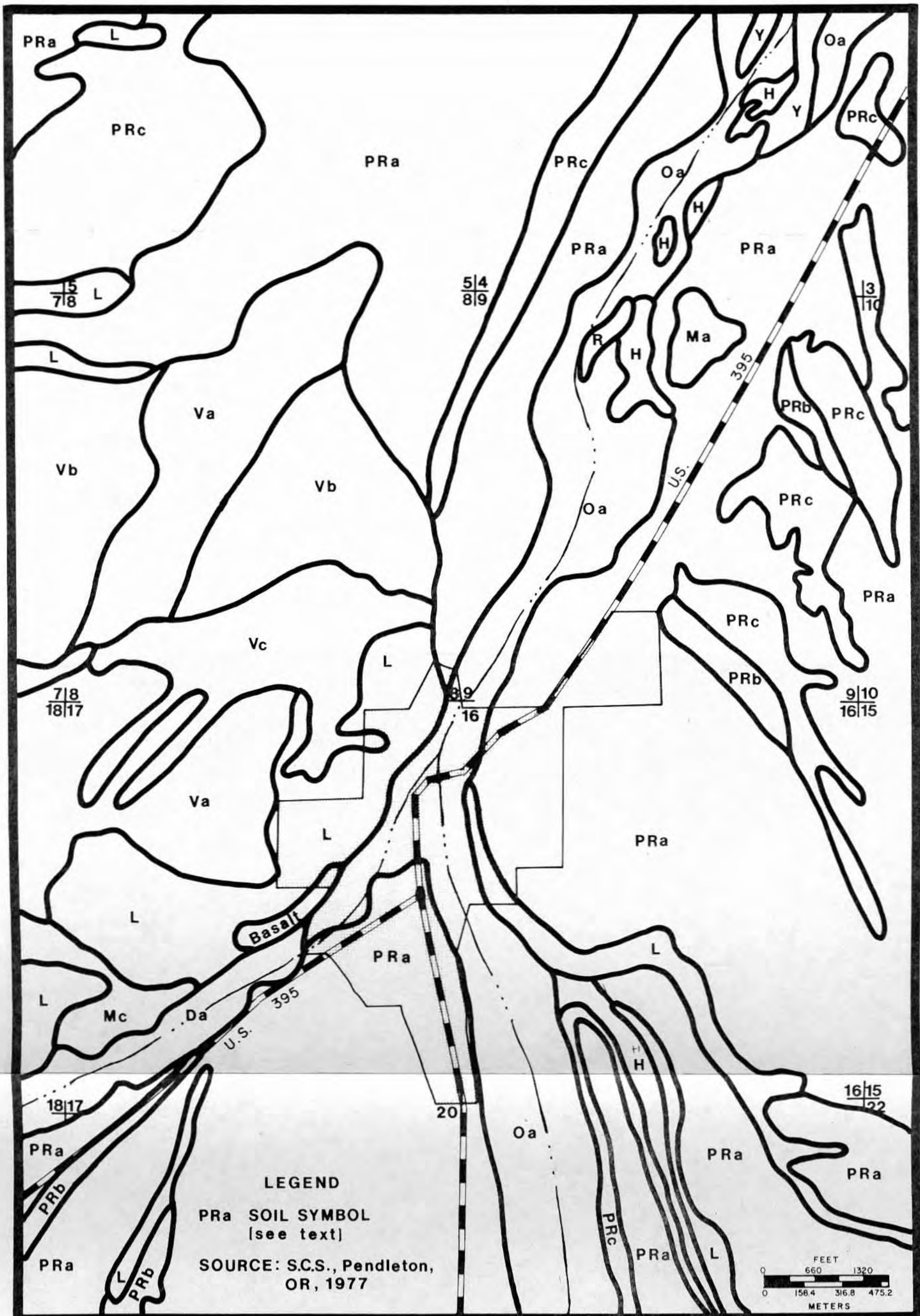
Floodplain..U.S. Corps of Engineers
Walla Walla, WA, January 1976
U.S. Geological Survey, 1971
Federal Insurance Administration
U.S. Dept. of Housing & Urban
Development, Dec. 1975

Base Map..U.S. Geological Survey
Denver, Colorado, 1967

NATURAL HAZARDS

CITY OF PILOT ROCK, OREGON





SOILS MAP

CITY OF PILOT ROCK, OREGON



SOCIO - ECONOMIC ENVIRONMENT

Chapter VIII

Socioeconomic Environment

Economic History and Resource Base

Prior to white settlement in Umatilla County, the native Cayuse Indians of the region often summered in the Ukiah vicinity. The mountain meadows, streams, and forests of southern Umatilla County provided roots, berries, fish and game, the key elements in the Indian hunting and gathering economy. After the arrival of wild horses from the Southwest, these were pastured in the Blue Mountains during the summer as well.

The great westward migrations of the 1840's and 1850's passed through Umatilla County without settlement. The Indian population was decimated, however, by disease and, after the destruction of the Whitman Mission on the Walla Walla River in 1846, by wars with white settlers from the Willamette Valley. In 1855 and 1858, warfare broke out between the native inhabitants and the increasingly populous white settlers. During this period, the main reservations in Eastern Oregon and Washington were established, including the Umatilla.

After the Cayuse War of 1847 and 1848 and the Treaty of 1855, the local Indians retired to the Umatilla Reservation. They fought on the side of the white settlers against the Bannocks in the last Pacific Northwest Indian war in 1878. The decisive conflict occurred at Battle Mountain near the Umatilla/John Day Basin divide in the Blue Mountains south of Pilot Rock.

The discovery of gold in the John Day area led to the establishment of permanent settlements in southern Umatilla County, which arose to supply the needs of miners and teamsters traveling up the canyons of the Birch Creek Forks, over the divide and down into the John Day River North Fork drainage.

During the 1870's, Umatilla County experienced an expansion in livestock production, centered on sheep, that lasted for thirty or more years. During the last quarter of the nineteenth century, the county's mix of lower elevation winter pasture and irrigated hay fields in stream bottoms combined with higher elevation summer grazing lands provided an ideal environment for sheep. The rich native grasses of the region were already suffering depletion from overgrazing by 1885. In 1905, Pendleton was still the leading wool railhead in the world. By this time, however, the growth of grain production and restrictions on grazing in the newly established National Forests had limited the area's potential for sheep production.

Where the sheep had eaten down the bunchgrass and broken up the sod with their feet, farmers began planting wheat. Early experiments in grain production had been attempted in the higher rainfall areas of eastern Umatilla County in the late 1860's, but it was not until after 1880 that large scale wheat farming developed in Umatilla County. Commercial grain farming was made more economically feasible by the arrival of the railroad in 1883. Prior to that time, sacks of grain had been hauled by wagon to the Columbia at Umatilla or Wallula from the higher elevation Columbia Plateau farmlands of eastern and southern Umatilla County.

Irrigation

Farmers have practiced irrigation in Umatilla County since the fur trapping days of the early nineteenth century. The Hudson Bay Company farm near present-day Umapine in the Walla Walla Valley used canals to irrigate its crops through the summer. The Whitman Mission west of Walla Walla also used diverted river flows limited to streamside canal techniques.

Later in the nineteenth century, as commercial farming spread on the Columbia Plateau, some farmers used windmill pumped groundwater for domestic, livestock and crop purposes. These were increasingly replaced by gasoline and later electric power during the first four decades of this century. In 1882 the Columbia Valley Land and Irrigation Company under O. D. Teel took over a ditch built in the 1860's south of Echo to divert Umatilla River flows onto dryland farms. This earliest irrigation canal in the West End was still in use when the Federal projects began after 1900.

The first large scale irrigation project attempted on the lower elevation Columbia Basin lands, however, was the Hermiston Project, completed in 1908. Cold Springs Reservoir was the surface impoundment providing water to the canal system dug for this project, which enabled the production of field and truck crops on the sand and loam soils of the Columbia Basin.

About this time, a proposal known as the Teel Project was promoted to transfer water through a mountain tunnel from Snipe Creek in the John Day drainage to the upper reaches of Butter Creek in the Umatilla drainage basin. This proposal has recently been revived by Butter Creek irrigators in the form of the Snipe Creek Project, which similarly calls for development of a reservoir north of Ukiah connected by a tunnel with Butter Creek's East Fork.

In 1916, the West Extension was added to the Hermiston Project in hopes of irrigating sandy soils to the west of Hermiston and in Morrow County around Irrigon. It was less successful than the original Cold Springs system.

Since 1969, the West End of Umatilla County and northern Morrow County have experienced rapid increases in agricultural production due to new irrigation techniques. Relying on water pumped from raised pools behind the John Day and McNary Dams and from deep wells, improved alkalinity leaching methods and center pivot and wheel-line sprinkler pipe irrigation, corporate and family farms have watered about 90 thousand acres of previously un- or under-productive land in Oregon's Columbia Basin during the last nine years. Production of alfalfa, wheat, and especially potatoes on this land has enabled the development of a vigorous food processing industry in the West End of Umatilla County.

Pilot Rock

The history of white settlement in the Pilot Rock area began over a century ago at a site called Mount Pleasant, about one and a half miles south of present day Pilot Rock. The Birch Creek drainage afforded teamsters bound for the post-1862 gold mining operations of the John Day area a choice of alternative routes. When the Army returned to Eastern Oregon after the Civil War the freight and pack train traffic from the Columbia at Umatilla Landing to the gold fields increased as travel was made safer and economic activity revived. In 1867, A. J. Sturtevant, a partner in the Mount Pleasant trading post, decided to move his business to the confluence of the East

and West Forks of Birch Creek in order to attract the trade of people following both branches of the Creek. The establishment of Pilot Rock dates from this move. The basalt bluff above West Birch Creek that became a landmark for approaching wagon trains lent its name to the town, which was platted in 1876.

The history of land use in Pilot Rock recapitulates the economic history of Eastern Oregon. The subsistence economy of the nomadic Cayuse Indians, consisting of hunting, fishing, and root-gathering, was altered more than a century before the arrival of white trappers in the 1820's by the domestication of wild horses, descendants of escaped stock from Mexico and the Southwest. By the time Hudson Bay trappers began working the streams of the Northwest, the Indians of Umatilla County owned vast herds of a hardy breed of pony that came to bear their name, the Cayuse.

From its foundation, Pilot Rock has served as an important transportation conduit between the major east-west routes (Columbia River, Oregon Trail, I-80 Freeway) and more populous trade centers of the Columbia Basin and Plateau in the north and the mining, livestock and lumber country of the Blue Mountains to the south. The area around Pilot Rock in the upper reaches of Birch and McKay Creeks of south central Umatilla County has always been important to the livestock and grain production industries. It has long been a center of sheep production in Oregon, and although numbers have declined steadily during this century, the Pilot Rock area continues to have one of the state's largest remaining groups of bands, especially for summer range.

The records of School District No. 1 of Pilot Rock, date back to 1873, and consist of school board minutes, a register, and a record book, however, a school existed several years prior to that time. The first school in the district was a log cabin on the old Dick Waugh place, and was constructed in 1866. In 1869 a new building was erected of lumber above the bridge on the road to Jack Canyon. In 1873 voters met at Mt. Pleasant and voted a tax to build a school house, a quarter mile south of the present town. A frame building 28 x 36 feet, double floored and ceiled with planed boards, was erected on land donated by Mr. Fletcher and Mr. Wilson. In July 1883, the site where the present Pilot Rock school (the old building owned now by Golden's) was donated by A. J. Sturtevant and a new school house was built. A tax of \$800.00 was voted for the building purposes March 2, 1885. Also in 1885 it was voted to collect \$5.00 from all non-resident pupils attending the school. The present junior high school was built in 1919, and was first used as a high school, until the new high school was built in 1955. The new grade school was completed in 1949. A. J. Sturtevant was the first county school superintendent in Pilot Rock and Pilot Rock was School District No. 1.

Pilot Rock was incorporated in 1903, and in 1910 had a population of 197. In 1912 the town was re-incorporated and a new charter drawn to conform to conform to Oregon Statutes. In 1907 telephone service was inaugurated and in 1916 a municipal light plant was set up. The first church in Pilot Rock was established in 1883. The community church was built in 1912, and the Catholic Church in 1930. Several other churches now have buildings completed.

Pilot Rock was always a point of distribution for central Umatilla County settlers seeking firewood and construction lumber in the Blue Mountains. In the 1930's and 1940's, it became a major center of commercial lumbering activity, with the development of the U. S. Gypsum, Kerns and Louisiana-Pacific plants (Pilot Rock Lumber Co.). It remains, with Pendleton, a leading wood processing community in the county.

The population of Pilot Rock doubled between 1930 and 1940, and again between 1950 and 1960, largely as a result of growth in the commercial timber industry there. Pilot Rock Lumber Company, which began operation in 1940, sawing box lumber, and Kerns Company, which was established during World War II supplying the Army with ammunition boxes, were the first wood products concerns in the city. The Pilot Rock Lumber Company mill was eventually sold to Louisiana-Pacific Corporation and the Kerns facility was closed in 1967 and taken over by Fame Furniture Company in 1978. U. S. Gypsum located in Pilot Rock near the Louisiana-Pacific mill after the war.

Pilot Rock Businesses

Golden Antique Shop
Art's IGA (supermarket)
Blue Mountain Forest Products
Bob's Chevron Station
Britt Logging Inc.
C & C Logging
Carl's Body Shop
Country Corner
D & D Department Store
Dorfman Construction Inc.
Fender's Health Center
First National Bank
Dale Frye & Associates
Fame Furniture Company
Gary's Auto Service
Harris Drive In
Harris Pine Yards
Horn Pump Service
LPM Logging
Lady Fair Beaute Salon
LaVonne's Beauty Bar
Louisiana-Pacific Corporation
Thomas McMahon Insurance Agency
Mentzer & Elliott Chain Saw Sales & Service
O'Brien Construction Company
Panhandle Construction Company
Partney Construction Company
Pendleton Grain Growers Elevator
Pilot Rock Grocery
Pilot Rock Hardware
Pilot Rock Motel
Pilot Rock News
Pilot Rock Pharmacy
Puget Sound Truck Lines Inc.
Quimby Trucking Inc.

Pilot Rock Businesses (continued)

Reynolds Shell Service Station
 Round-Up Room
 Sampson's Tavern
 Sears, Roebuck & Company
 Standard Oil of California Western Operations Inc.
 Stanley Stanhope Sanitation Service
 Stone Machinery Company
 Thames Construction Company
 Union Pacific Railroad
 U. S. Gypsum Company
 Ed Young Investments

Source: 1978 Phone Directory

Employment

TABLE 3

Types of Employment, Pilot Rock City Residents

	Number	%
Manufacturing	19	4.0
Medical	56	12.0
Retail	26	6.0
Government	10	2.0
Food Processing	2	.4
Lumber	247	53.0
Communications	2	.4
Utilities	15	3.0
Service Establishments	10	2.0
Education	71	15.0
Banking	8	2.0
TOTAL	466	100.0

Source: Community Attitude Survey, 1976

The figures displayed in Table 3 depict the employment picture in Pilot Rock. The labor force is concentrated in the lumber and wood products industries with these activities employing 53% of Pilot Rock's estimated civilian labor force of 821. The next closest employer is education which provides 15% of the total. The next closest category is medical and related fields, contributing 12% of the area's jobs, retail contributing 6%

utilities 3%, banking, government and service establishments all contributing 2% and finally food processing and communications both at less than one half of one percent. This data shows Pilot Rock's dependence on the region's natural resource base for its industrial activity.

The labor force is subject to the seasonal nature of this base and suffers the consequences of high employment and full production during spring, summer and fall and lower employment during winter and early spring months. The instability produced by these fluctuations is further reinforced by the other negative aspects of a silvaculture based economy; most specifically its dependence on national housing starts and mortgage interest rates, and susceptibility to natural forces (eg. insect infestation), which affect the production and sale of wood and wood products. All these parameters are out of the control of local businessmen, thus, the labor force finds itself in the same predicament. Table 4 displaying county wide employment totals, and lumber and wood processing totals for calendar year 1976 demonstrates the cyclical nature of employment in the sector.

TABLE 4

UMATILLA COUNTY EMPLOYMENT 1976
Lumber and Wood Processing

	J	F	M	A	M	J	J	A	S	O	N	D
Number	830	680	770	780	800	870	890	920	940	940	960	900
Percent of Total Employment	4.2%	3.5%	3.9%	3.9%	3.8%	4.0%	4.1%	4.0%	4.4%	4.3%	4.6%	4.1%
	Low Employment Low Production						High Employment Full Production					

Source: Covered Employment, Oregon Employment Division, 1976

One can assume that the affects of these fluctuations are felt more severely by Pilot Rock when one compares its proportion of Umatilla County Manufacturing sector payroll with those of other communities. Table 5 shows these comparisons both on an absolute and a percentage basis. As can be seen nearly 11% of all manufacturing in the county takes place in Pilot Rock. When one considers that lumber and wood processing are the only manufacturers extant in Pilot Rock (as opposed to the extensive agricultural and industrial development in the west end of Umatilla County) this figure's impact is heightened.

This dependence upon timber raises two issues. First, what is the sustainability of the commercial grade timber resource? Future supply is based on allowable cut, reforestation, land capability, and occurrences of fire, disease or insect infestation. Good management of national and private forest lands would increase the likelihood of an adequate supply of timber over the long-term. Whether or not this will occur is not known. Second, should Pilot Rock encourage the diversification of its industrial base? Industrial diversification would allow local residents to be less dependent on the timber resource for employment. All of the land presently zoned commercial or industrial is in use for these purposes or another pre-existing use. Additional land will be needed for economic development.

TABLE 5 Umatilla County Employment by Place and Major Sector, 1976

Place	Population		Manuf.		Gov't.		Trade		Services		Other	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Umatilla County												
Adams	250	.5	---	---	39	.96	24	.58	(D)	.22	---	---
Athena	970	2.0	305	8.30	25	.62	47	1.14	(D)	.22	68	7.93
Echo	520	1.0	(D)	.14	(D)	.12	18	.44	31	1.35	12	1.40
Helix	165	.3	(D)	.14	(D)	.12	(D)	.12	79	3.44	---	---
Hermiston	6,640	13.2	1,131	31.00	919	22.70	710	17.17	342	14.90	244	28.50
Milton-Freewater	4,600	7.2	311	8.50	601	14.80	319	7.72	288	12.60	118	13.80
Pendleton	14,300	28.6	1,297	35.00	1,993	49.20	2,598	62.90	1,234	53.80	215	25.00
Pilot Rock	1,750	3.4	397	10.90	61	1.50	45	1.10	76	3.31	(D)	.58
Stanfield	1,080	2.2	(D)	.14	28	.69	21	.51	60	2.62	---	---
Ukiah	320	.6	(D)	.14	(D)	.12	(D)	.12	14	.61	24	2.80
Umatilla	2,000	4.0	34	.90	267	6.60	160	3.90	60	2.62	136	15.40
Weston	625	1.3	139	3.80	10	.25	(D)	.12	89	3.90	(D)	.58
Remainder of County	16,815	33.6	23	.60	93	2.30	176	4.30	11	.48	30	3.50
TOTALS	50,000	100.0	3,657	100.00	4,051	100.00	4,133	100.00	2,294	100.00	857	100.00

(D) - Less than ten establishments, not reported for disclosure purposes. Assumed to be an average of five jobs for analytical purposes.

Source: "District 12 Labor Market Analysis, C.E.T.A. Title I Evaluation," ECOAC, Economic Consultants Oregon, July 1977, page 31, Table II, 14.

Income

Table 6 shows the distribution of family and unrelated individual's income for the City of Pilot Rock and surrounding rural area comprising Enumeration Districts 52 and 53, and compares these figures with income data for Umatilla County and the state. The Pilot Rock data is based on a 20% sample of the 1970 census and is the latest available information for the city, the county and state figures are also taken from 1970 census data to be comparable.

TABLE 6
1970 HOUSEHOLD INCOME

Income Level	Pilot Rock		Umatilla County		Oregon	
	# of Households	% of Households	# of Households	% of Households	# of Households	% of Households
\$ 0-\$2,999	71	14.0	1,224	11.0	50,100	9.0
\$ 3,000-\$4,999	53	11.0	1,252	11.0	53,942	10.0
\$ 5,000-\$7,999	106	21.0	2,661	23.0	104,197	19.0
\$ 8,000-\$9,999	116	23.0	1,883	16.0	83,987	16.0
\$10,000-\$14,999	116	23.0	2,974	26.0	152,677	28.0
\$15,999 +	33	7.0	1,533	13.0	97,580	18.0
TOTALS	495	100.0	11,527	100.0	542,483	100.0

Source: Pilot Rock information from 1970 U.S. Census of Population and Housing, Fifth Count Summary Tape, File C. Oregon. County and State figures from General Social and Economic Characteristics, Oregon, U.S. Department of Commerce, Bureau of the Census, 1970.

When 1970 income information is compared for the Pilot Rock area, Umatilla County and Oregon, it becomes apparent that the city has a higher percentage of its population (25% compared to 22% and 19% respectively) earning less than \$5,000 annually than do the other jurisdictions. Correspondingly, the City of Pilot Rock has a somewhat lower percentage of households with incomes of \$8,000 or more annually -- 53% compared with 55% for Umatilla County and 62% for the state. There are several factors that must be considered when analyzing this data. Pilot Rock's income distribution follows fairly closely the mid-ranges of state income but reverses the positions of highest and lowest income classifications. These extremes are somewhat damped out when one compares Umatilla County to Pilot Rock's income (with the counties \$8,000-\$9,999 classification surpassed by Pilot Rock) and is easily explained by Pilot Rock's location. Its accessibility to Pendleton and other industrially developed towns allows citizens to be somewhat independent of their seasonally oriented economy and reap the gains of steady employment from businesses in Pendleton and the surrounding area.

More current income data for Umatilla County and Oregon is included in Table 7. It is apparent that some shifts have occurred as well as a substantial increase in the number of families earning over \$15,000 annually. The same kinds of changes may have occurred in Pilot Rock though until the 1980 census is completed it is impossible to draw any firm conclusions:

TABLE 7

Household Income, Umatilla County and Oregon 1974

Income Level	Umatilla County		Oregon	
	# of Households	% of Households	# of Households	% of Households
\$ 0-\$ 2,999	2,268	13.0	103,282	13.0
\$ 3,000-\$ 4,999	1,848	11.0	77,052	9.0
\$ 5,000-\$ 7,999	2,654	16.0	109,020	13.0
\$ 8,000-\$ 9,999	1,966	11.0	82,790	10.0
\$10,000-\$14,999	4,402	26.0	212,302	26.0
\$15,000 +	3,662	22.0	235,254	29.0
TOTALS	16,800	100.0	819,700	100.0

Source: Sales Management, the Marketing Magazine, "Survey of Buying Power", New York, New York, June, 1974.

TABLE 8

Median Income in Dollars Before Taxes
by Deciles
for Counties in Oregon Administrative District 12
1978

Percentile	County					State
	UMATILLA Families	MORROW Families	GRANT Families	GILLIAM Families	WHEELER Families	
First 10%	5,049	4,508	5,736	5,586	4,579	5,668
Second 10%	8,174	8,843	7,657	8,432	8,459	9,097
Third 10%	10,631	11,062	9,786	10,224	10,175	12,092
Fourth 10%	12,881	13,067	12,329	11,765	11,606	14,498
Fifth 10%	14,903	14,910	14,192	13,317	12,375	16,768
Sixth 10%	17,053	18,554	16,108	14,357	13,645	19,211
Seventh 10%	19,631	21,171	18,482	17,030	16,211	21,981
Eighth 10%	23,850	26,303	21,780	21,585	18,952	26,585
Ninth 10%	31,043	38,393	26,815	28,775	22,351	36,470
Last 10%	39,177	55,424	38,069	35,687	32,174	43,053
State Rank of Overall Median Family Income	23rd	22nd	28th	32nd	36th	-----

Source: Oregon State Housing Division, Salem, 1978.

TABLE 9

Eastern Oregon Counties
by 1978 Median Family Income

Rank In Eastern Oregon	County	Median Family Income	Rank In Oregon (36 Counties)
1	Klamath	16,122	9
2	Harney	15,910	12
3	Wasco	15,860	13
4	Union	15,821	14
5	Deschutes	15,779	15
6	Lake	15,395	17
7	Sherman	15,066	20
8	Crook	15,012	21
9	Morrow	14,910	22
10	UMATILLA	14,903	23
11	Hood River	14,662	25
12	Jefferson	14,263	27
13	Grant	14,192	28
14	Malheur	13,411	30
15	Gilliam	13,317	32
16	Wallowa	13,203	33
17	Baker	12,893	35
18	Wheeler	12,735	36
	STATE	17,768	--

Source: State of Oregon Housing Division, 1978

When this overall median income is broken down into decile categories (Groups of ten percentiles), an interesting pattern emerges. (see Table 8) Umatilla County ranked 23 of 36 Oregon Counties in median income as computed by the State Housing Division in 1978, and tenth of 18 in Eastern Oregon. (see Table 9) What this ranking means in terms of buying power and living standard is not clear. The general cost of living in Umatilla County is probably similar to elsewhere in Oregon, with rents and taxes being lower and consumer goods being higher than west of the Cascade Range. To what extent this situation may be mitigated by proximity to recreation, sporting and food production is not readily determined.

Data are presently unavailable on income adequacy. The number of older people living on fixed incomes in Pilot Rock would have to be determined by a new community survey. In 1977, the number of persons below poverty level in the Pilot Rock-Echo Division (cities of Pilot Rock - Echo and western rural Umatilla County) was 585. This number constitutes about 13% of all Umatilla County residents below Federally established poverty level guidelines.

City Financial Base

Some indication of current area economic conditions is provided by assessed valuations, tax rates and bonded indebtedness figures. Table 10 shows the assessed valuation of Pilot Rock and Umatilla County. Construction of processing plants, housing and the Hinkle Rail facilities have contributed to total county valuation and have substantially reduced the county tax rate in the past few years.

TABLE 10

Tax Data

	Pilot Rock	Umatilla County
<hr/>		
Assessed Valuation		
1969-70	\$5,490,187	\$395,473,371
1977-78	\$9,872,434	\$827,610,111
\$ Increase 1969-78	\$4,382,247	\$432,136,740
% Increase 1969-78	80%	109%
<hr/>		
Population		
% Increase 1969-78	9%	16%
<hr/>		
Tax Rate (\$/1000)		
1969-70	\$3.00	\$4.05
1977-78	\$5.33	\$2.30
<hr/>		

Source: Abstract of Taxes, Umatilla County, Oregon Fiscal Years 1969-70 and 1977-78.

A breakdown of Pilot Rock's tax rate is included in Table 11. The total tax rate has fluctuated primarily due to fluctuations in Intermediate Education District, city and school tax rates. County tax rates have claimed a decreasing percentage of the total rate and most other allocations have remained about the same.

The total bonded indebtedness for the City of Pilot Rock is approximately \$118,604. This debt is the result of construction of sewage facilities in 1952 and a fire district bond in 1975. The sewer bond is to be repaid over 30 years with yearly payments of about \$18,440 while the fire district bond is to be repaid over 10 years with annual payments of about \$4500. Both bonds are to be paid through tax revenues. Total indebtedness is about 1.2% of the assessed value of Pilot Rock, a much lower ratio than most small cities in Umatilla and Morrow Counties enjoy.

TABLE 11

TAX RATE BREAKDOWN
City of Pilot Rock

	1969-70		1977-78	
	Tax Rate	% of Total Tax Rate	Tax Rate	% of Total Tax Rate
Umatilla Co.	4.05	14	2.30	8
I.E.D.	8.35	28	2.88	11
Bl. Mt. Ed. Dist.	1.30	4	1.88	7
Port #1	.36	1	.16	1
School #2	12.70	43	14.05	51
City of P.R.	3.00	10	5.33	19
Fire Dist.	---	--	.47	2
Other	.09	--	.21	1
SUB TOTAL	29.85		27.28	
Less Rate Relief	<u>1.30</u>		<u>---</u>	
TOTAL	28.55	100	27.28	100
Total City Taxes collected:	\$16,470		\$52,538	

Source: Abstract of Taxes, Umatilla County, Oregon for the fiscal years of 1969-70 through 1977-78.

Land Use and Zoning

As shown on the land use map and Table 12, major land uses within the city limits are residential, commercial and public. Three large parcels are vacant and one is in farm use. The vacant parcel at the northeast corner of Pilot Rock has been subdivided and home sites are presently being improved. The vacant land between downtown and the log pond is mostly floodplain. The vacant land next to the water tank is steep and rocky. Finally, the parcel in agricultural use at the southwest corner of the city is suitable for development but its availability is uncertain.

Most of the land within the proposed urban growth area is presently in agricultural use. The major exception is the industrial area just north of the city. Some parcels are in residential use or vacant. As shown on the zoning map, most city zoning corresponds with existing land use. County zoning differs from existing land use in two major ways. Significant areas of land are zoned R-2 Suburban Residential and M-2 Heavy Industrial which are presently in agricultural use or vacant.

TABLE 12

Land Use Within City Limits

Use	Acres	%
Residential	211.1	64.4
Commercial	10.9	3.3
Industrial	2.7	0.8
Public and Semi-Public	31.3	9.5
Agricultural	28.4	8.7
Vacant	43.6	13.3
TOTAL	328.0	100.0

Source: ECOAC Survey, 1977.

Housing

As shown in Table 13, Pilot Rock had 502 houses (SF), 33 multiple family (MF) units and 35 mobile homes (MH) in May 1978. Based on a survey done in 1976, the city had 37 marginal and 31 substandard housing units as given in Table 14.

TABLE 13

Housing Inventory

	Existing 1970			Added 1970-78			Total May, 1978	
	SF	MF	MH	SF	MF	MH	SF	MF
Pilot Rock	474	33	8	28	0	*	502	33
Umatilla County	12,547	2,393	1,256	1,805	1,941	1,842	14,352	4,334

NOTE: (*) Data not available. 1970-78 figures have not been adjusted for demolition, etc.

Sources: U.S. Census, 1970
ECOAC Surveys, 1976-78
Oregon State Housing Division, 1970-78

TABLE 14

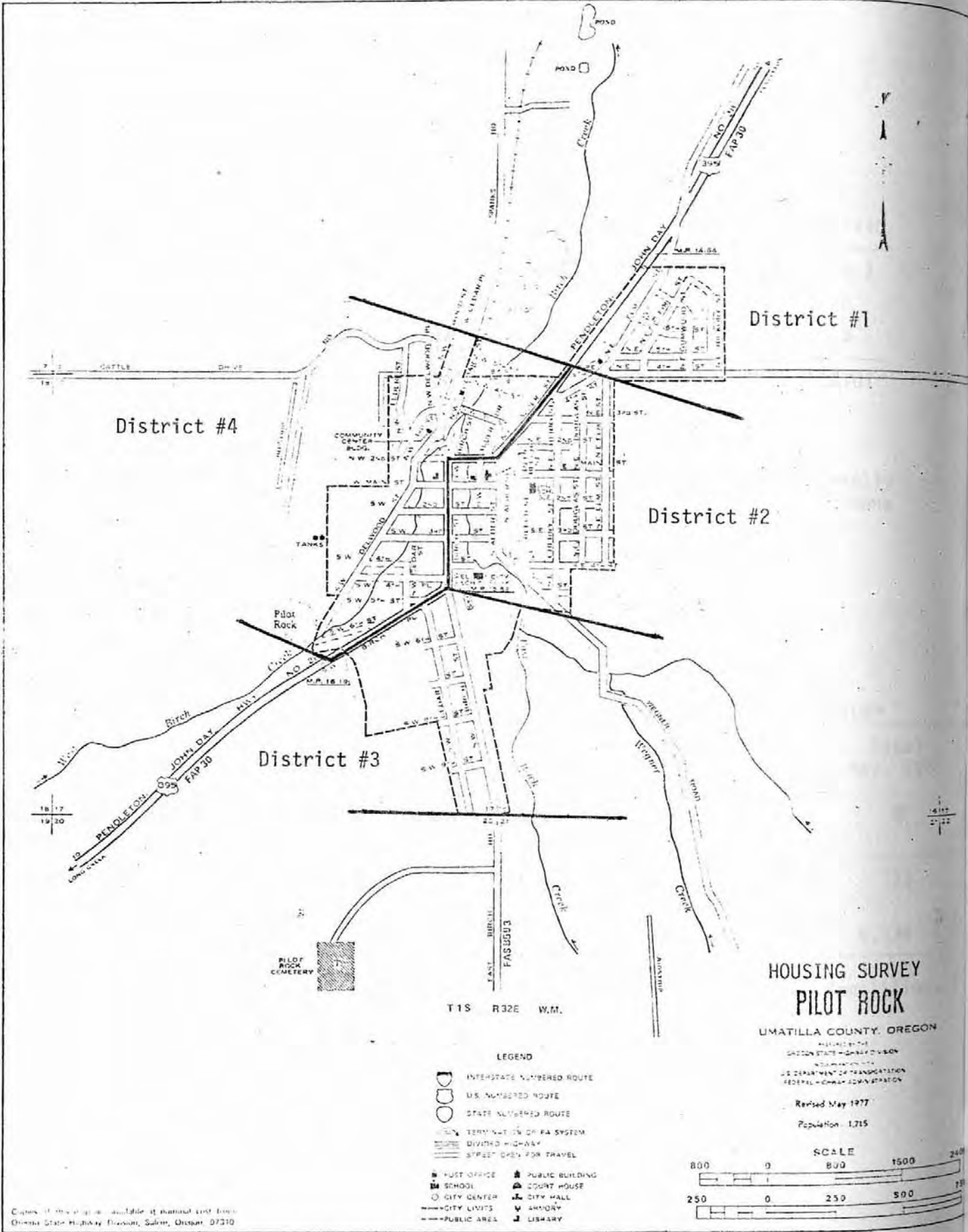
Housing Condition and Type

District	<u>Housing Condition</u>		
	Adequate	Marginal	Substandard
1 & 2	242	11	0
3	131	13	0
4	77	13	31
TOTAL	450	37	31

<u>Housing Type</u>	
Apartments	5
Houses	467
Duplexes	25
3-4 plexes	2
Mobile homes	35
TOTAL	534*

*NOTE: Occupied units only, four units vacant and two units under construction.

Source: Pilot Rock Housing Survey, ECOAC, June 1976.



District #4

District #1

District #2

District #3

HOUSING SURVEY PILOT ROCK

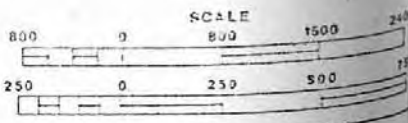
UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE - BUREAU OF VISION
PLANNING DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised May 1977
Population 1,215

LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERRITORY OR FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY



Copyright of this plan is available if material lost from Oregon State Highway Division, Salem, Oregon 97310

Parks and Recreation

Pilot Rock has a one-acre park located between the elementary school and East Birch Creek. Many trees provide shade along the creek. The park has picnic and play areas. The community center is fairly heavily used but is in need of rehabilitation.

Archeological and Historic Sites and Buildings

There are no archeological sites on file with the Museum of Natural History and apparently no surveys have been conducted in this area based on a report done in 1977 (Swanson). No historic sites or buildings have been identified in Pilot Rock by the Historic Preservation Office (SHPO, ODOT, 1976). Several sites and buildings were identified in the Community Attitude Survey.

School

The Pilot Rock School District has one elementary and one high school both of which are located in the City. Capacity is 600+ students and current enrollment is 558. There are no expansion plans. The district has thirty-nine teachers and twenty-seven other personnel.

If a significant rate of growth occurs within the Pilot Rock urban planning area, the City could amend the Comprehensive Plan Ordinance and Subdivision Ordinance to require the provision of school sites or fee in lieu of to be used for land acquisition or capital improvements. Such a course of action should be jointly developed with the Pilot Rock School District if needed.

Police

The City provides law enforcement services. The department has four officers and two vehicles.

Fire

The Pilot Rock Rural Fire Protection District has 20-30 volunteers and five vehicles. The City's Fire Insurance Protection Class is No. 7. The district has the largest land area in the state.

Utilities

Water and sewer services are provided by the City. The water hookup fee is \$225.00; sewer is \$100.00. The monthly water charge is \$4.50; sewer is \$4.00. Electricity is provided by Pacific Power and Light. Phone service is provided by Eastern Oregon Telephone Company. Residential phone rates are \$5.95/month; business rates are \$9.20/month. Cable TV and FM service is provided by the Pilot Rock Television System. Natural gas is available from the Cascade Natural Gas Company. Maps of water, sewer and gas line locations have been included in this chapter.

Solid Waste

Garbage collection is available from the Stanley Stanhope Sanitary Service. Waste is buried at the landfill north of Pilot Rock. The landfill has capacity for another 8-10 years of service.

Communication

Local newspapers include the Pilot Rock News published weekly and the East Oregonian published six days a week in Pendleton. The City has cable TV and FM service. Two radio stations are located in Pendleton - KTIX and KUMA.

Library

Pilot Rock has a small library which is supported by the City. The county library shares books with the City facility.

Other Services

County, state and federal offices are located in Pendleton. Pilot Rock has one doctor; other doctors, dentists, hospitals and eye clinics are in Pendleton. A day care center operates in the City.

Population Projections

A preliminary population forecast was prepared for Umatilla County and Cities in 1977. Updated figures should be available in winter 1978-79. Projections for Pilot Rock are given in Table 15. Please refer to the appendix for background information and comparisons with other forecasts. The county projection is the best available information but the City projections are overly arbitrary. 1977 Pilot Rock populations 1,750 which was 3.4% of county population. 1977 Umatilla County population was 52,100 people; 1995 projection is for 67,450 to 76,050 people. 1995 Pilot Rock population would be 2,300 to 2,600 people if 3.4% of county maintained.

The Pilot Rock City Council and Planning Commission have decided to encourage economic development and population growth. If 10% of new county residents decide to live in Pilot Rock between 1978 and 1995, then based on county projections 3,285 to 4,145 people would live in Pilot Rock in 1995. Whether or not this projection is realistic depends on a number of factors including land availability and the desirability of Pilot Rock for industrial development.

A commuter survey done by ECOAC in February 1977, indicated that 42% of the employees of the firms surveyed lived in Pendleton and worked in Pilot Rock. The survey included 664 employees out of the labor force of 821. One explanation for this situation is that little land has been available for residential development. It would be reasonable to assume that if land were available, more people would choose to live in Pilot Rock who presently commute.

Until the Kerns Company closed down in 1977, the City had made no effort to encourage industrial development. Joint effort by the City, ECOAC and the Oregon Department of Economic Development resulted in the location of the Fame Furniture Company in the empty Kerns facility in 1978. If the City continues to encourage industrial development through appropriate planning and provision of services and given the climate for growth in Umatilla County at the present time, the City should have a fair chance to attract new industry.

TABLE 15

PRELIMINARY POPULATION FORECAST

	1970		1980			1985			1990			1995		
			A	B/C	A	B	C	A	B	C	A	B	C	
Echo	479	520	600	650	600	700	800	600	750	950	650	750	950	
Pilot Rock	1,612	1,750	1,830	1,880	1,950	2,000	2,050	2,070	2,120	2,170	2,150	2,150	2,200	
Stanfield	891	1,245	1,450	1,650	1,700	1,900	2,000	1,900	2,100	2,200	2,300	2,450	2,650	
Ukiah	-----	330	350	-----	360	-----	-----	370	-----	-----	380	-----	-----	
Umatilla County	44,900	52,100	56,500	60,150	61,600	65,250	68,850	64,950	69,000	72,450	67,450	73,100	76,050	

NOTE: The Cities are not using these figures for planning purposes. Updated projections should be available by Winter 1978-79. Please see additional material in Appendix.

Source: ECOAC, October, 1977.

TABLE 16
POPULATION CHANGE 1950-1976

	POPULATION					% CHANGE			% OF COUNTY			
	1950	1960	1970	1976		1950-60	1960-70	1970-76	1950	1960	1970	1976
UMATILLA COUNTY TOTAL	41,703	44,352	44,923	50,000		6.4	1.3	11.3	100	100	100	100
INCORPORATED	24,226	28,532	27,759	33,185		17.8	- 2.7	19.6	58.1	64.3	61.8	66.4
UNINCORPORATED	17,477	15,820	17,164	16,815		- 9.5	8.5	- 2.0	41.9	35.7	38.2	33.6
ADAMS, CITY OF	154	192	219	250		24.7	14.1	14.2	0.4	0.4	0.5	0.5
ATHENA, CITY OF	750	950	872	970		26.7	- 8.2	11.2	1.8	2.1	2.0	2.0
ECHO, CITY OF	457	456	479	520		- 0.2	5.0	8.6	1.1	1.0	1.1	1.0
HELIX, CITY OF	182	148	152	165		-18.7	2.7	8.6	0.4	0.3	0.3	0.3
HERMISTON, CITY OF	3,804	4,402	4,893	6,640		15.7	11.2	35.7	9.1	9.9	10.9	13.3
MILTON-FREEWATER CITY OF	3,851	4,110	4,105	4,600		6.7	- 0.1	12.1	9.2	9.3	9.1	9.2
PENDLETON, CITY OF	11,774	14,434	13,197	14,300		22.6	- 8.6	8.4	28.2	32.5	29.4	28.6
PILOT ROCK, CITY OF	847	1,695	1,612	1,715		100.1	- 4.9	6.4	2.0	3.8	3.6	3.4
STANFIELD, CITY OF	845	745	891	1,080		-11.8	19.6	21.2	2.0	1.7	2.0	2.2
UKIAH, CITY OF	---	---	---	320		---	---	---	---	---	---	0.6
UMATILLA, CITY OF	883	617	679	2,000		-30.1	10.0	294.6	2.1	1.4	1.5	4.0
WESTON, CITY OF	679	783	660	625		15.3	-15.7	- 5.3	1.6	1.8	1.5	1.3

Sources: 1950, 1960, and 1970 U.S. Census; 1976 Portland State University

Sewage System

The sewer system is an integral part of Pilot Rock's infrastructure because of its essential role in public health and welfare. An adequate sewage collection and disposal system is necessary to allow future economic and housing development. A definite plan for sewage collection and treatment should insure the fulfillment of the following objectives:

- a. To create a sewage system which is current, flexible, and coordinated with the comprehensive plan of the community.
- b. Permit orderly and timely expansion of the sewage system on a sound financial basis, without costly "crash" programs.
- c. To insure a safe, efficient means for the transport of sewage from source to treatment.
- d. To provide adequate and complete treatment of sewage in order to preserve and protect environmental quality.
- e. To continually improve and maintain the sewage system in a manner that will allow it to carry out its intended functions.

The sewage treatment facility presently being used by Pilot Rock consists of a two cell facultative lagoon which was constructed in 1958. The treatment facility is presently processing an average daily flow of 190,000 gallons. This lagoon-type system was designed to provide treatment for approximately 125,000 more gallons of sewage per day. The design population for the facility was 2,500 people.

Presently, Pilot Rock provides adequate treatment to comply with the Department of Environmental Quality's sewage discharge permit requirements.

The existing collection system consists mainly of a gravity flow network of vitrified clay pipe. The system is almost completely made up of eight-inch diameter pipe serving as sub-mains and laterals. There are some ten and twelve-inch diameter piping, serving as trunk lines to transport the collected sewage to the treatment facility.

The collection system was constructed in 1958 and some sections suffer from root damage and groundwater infiltration. A pump station has just recently been remodeled and is in good condition.

With the adoption of the "State-Wide Water Quality Management Plan" in 1977, the Oregon Department of Environmental Quality (DEQ) has defined water quality standards not to be exceeded and minimum design criteria for treatment and control of wastes pertaining to separate Oregon drainage basins. Pilot Rock is situated in the Umatilla Drainage basin and all future waste treatment and controls must meet requirements set by DEQ, and must also meet or exceed any more stringent standards required by any other state or federal agency.

The current facility should be able to accommodate residential and commercial growth within the present City limits. As expansion continues within the

growth boundary and population or industrial demands require the addition of more sewage treatment facilities, it would be advantageous to complete a Wastewater Facilities Plan. Findings of a Wastewater Facilities Plan would indicate the best route to take to achieve adequate wastewater treatment for future conditions.

The existing collection system is sufficient in capacity to serve the area within the present City limits. The conditions of the existing system should be determined in order to define the extent of root damage and ground water infiltration. This could be accomplished through a sewer system evaluation survey.

The direction of future growth is governed by City Policies and will effect the expansion of the present collection system to accommodate development. Minor modifications to the existing system and extensions of sewer mains in the direction of growth should satisfy future needs. Any extension of sewer mains to developing areas should take into account future development beyond that particular area and an oversizing policy should be adopted. Future plans for minor collector lines should be deferred until substantial development occurs which dictate a pattern.

Water System

The water system in a community plays an essential role in economic and population growth. A definite plan for provision of water should insure the fulfillment of the following objectives:

- a. To create a water system which is current, flexible and coordinated with the comprehensive plan of the community.
- b. Permit orderly and timely expansion of the water system on a sound financial basis to accommodate growth.
- c. To provide potable water of sufficient quantity and quality for domestic, industrial, commercial and institutional use, which conforms to the Federal Safety of Public Water Systems Act of 1974.
- d. To insure adequate quantities of water at sufficient pressures to accommodate required fire protection.
- e. To continually improve and maintain the water system in a manner that will allow it to carry out its intended functions.

In 1977, the City of Pilot Rock was awarded a local Public Works Capital Development and Investment Program Grant (USEDA) to fund the replacement of their deteriorated water system. The overall project consists of two phases, each involving the removal of old water lines, installation of new lines, house service meters, and fire hydrants. New pumping equipment was also installed in City Well Number One, through this funding.

Presently, Pilot Rock obtains its water from two sources:

- a. City Well No. One is an artesian well which was developed in 1955. This well is presently producing 850 gallons per minute

with fairly stable flow characteristics. The pumping facilities at this well site were recently replaced.

- b. City Well No. Two was installed in 1956. This well is presently producing 450 gallons per minute. The static water table depth is currently located fourteen feet below the ground surface and has experienced only gradual decline throughout the years. Well No. Two has been put to only limited use until the past few years so the pumping facilities are in good condition.

The water quality of both sources is good, therefore, no treatment or chlorination is required or performed.

Pilot Rock's existing water storage facilities consist of two reservoirs. The main reservoir has a 600,000 gallon storage capacity. It is a concrete reservoir which was constructed in 1953 and is in good condition. The other storage facility consists of a 100,000 gallon capacity reservoir, which is used now only as a backup facility.

With the completion of Pilot Rock's Water System replacement project in 1978, the distribution system is in excellent condition. The system currently serves approximately 500 households and 25 businesses and industries.

The main components of the distribution network consist of:

- a. Ten-inch diameter transmission line and supply mains.
- b. Eight-inch diameter auxiliary mains and distribution lines.
- c. Six-inch diameter distribution lines (very little in new system).
- d. Four-inch diameter distribution lines located in areas where the situation calls for short distances and they cannot be looped into the rest of the system.

The fire protection capacities of the new system are excellent. Hydrant placement blankets the existing developed area very well, water flows and pressures are adequate to insure sufficient firefighting capabilities.

Currently, Pilot Rock's two water sources are capable of producing sufficient quantities of water to supply residential and commercial needs for a population of approximately 3,700. The pumping capabilities at both wells are adequate to serve approximately 2,300 people. Growth potential inside the growth boundary outside of City limits indicate that future water demands for residential and commercial uses may not be accommodated by the present pumping capabilities. Consequently, plans for expanding the pumping capabilities at one or both of the well sites should be considered. Water requirements for appreciable future industrial development may require development of a new well to cope with added source demands.

As growth occurs in the Pilot Rock area, future storage facilities will be necessary in order to meet and comply with Health Division requirements.

Potential water tank sites are shown on the comprehensive plan. Sizing these facilities depends upon the area to be served and potential domestic, industrial

and commercial usage. Approximate sizes of the storage needed can be estimated at this time, but final design work must be done as actual development takes place.

The existing distribution system is adequate for the present service area. Future growth will be supplied by extension of main lines in the direction of growth and the construction of transmission lines to supply water from the sources to future storage facilities. Pipe sizing of the present system should be adequate to accommodate future development.

Storm Drainage

The development of sewage and water service has taken precedence in small communities while storm drainage has often been neglected.

At present, Pilot Rock does suffer from problems associated with the flooding of Birch Creek and excess storm runoff.

The benefits of a storm drainage system are:

- a. reduction of street maintenance
- b. aesthetics improvement
- c. reduction of health hazards
- d. improvement of land value
- e. rate reduction or elimination of flood insurance
- f. reduced soil erosion and non-point source pollution

A storm drainage system would be advantageous in the Pilot Rock area. All new subdivisions should be required to incorporate a storm sewer system into their infrastructure improvements.

A storm drainage system should be implemented in the presently populated areas and design consideration given to future expansion to accommodate growth.

Transportation

A well planned transportation system is essential to serve people and commerce of a community. A transportation system should be planned around fulfillment of the following objectives:

- a. To provide an integrated transportation system that will link the City with regional production, distribution and marketing centers.
- b. To incorporate safety and efficiency factors in transportation system design to allow people and goods to travel conveniently.
- c. To create a transportation system which is current, flexible, and coordinated with the comprehensive plan.

- d. Permit orderly and timely expansion of the transportation system in an economically feasible manner.
- e. To maintain and improve the transportation system to allow it to carry out its intended function.

The major road access provided to Pilot Rock is through U.S. Highway 395. Two county roads also allow road access to the area, these are: County Road No. 658 and No. 673. This situation allows easy access to highway transportation facilities which link the City with regional production, distribution, and marketing centers.

Approximately eighty percent of Pilot Rock's existing streets are paved. These streets are mainly paved to a width of twenty feet and a few major collector streets are paved to twenty-four foot widths. There are few existing curbs or sidewalks in Pilot Rock. The ones which do exist consist mainly of short lengths of the downtown section of Highway 395.

Pilot Rock is situated approximately fifteen miles south of the Pendleton Airport which supplies the area with major commercial and freight air service.

A major rail line used for freight transport extends to Pilot Rock from Pendleton. This line is owned by the Union Pacific Railroad and is used to serve Pilot Rock's existing industries.

Passenger rail service is provided through Amtrak at the Pendleton rail station.

In order to meet present needs and accommodate growth, the City of Pilot Rock should develop a major collector system which will allow people and goods to travel conveniently throughout the area.

A major collector plan should be adopted and implemented to connect commercial, industrial and residential districts with efficiently designed streets for smooth continuous traffic flow. A collector plan is shown on the comprehensive plan map which would intertie various districts by the most direct routes. Future minor streets should be planned around this collector system.

The existing City streets which do not now have curbs and sidewalks and are of inadequate width should be improved as funds become available. Minimum roadway widths will have to conform to street classification, (arterial, collector, minor, etc.) and curb and sidewalk construction to adopted City policies.

All future streets should be improved with pavement, curbs and sidewalks as need dictates.

Because of Pilot Rock's present size, a mass transit system is impractical. As growth continues, inter-city bus service would become feasible and intra-city bus service in conjunction with Pendleton could also become practical. These bus services could provide convenient transportation between residential, industrial and commercial centers in the area.

Bicycles serve as an alternate form of transportation and recreation. Thought should be given to the placement of bicycle paths in the community to provide safe routes between various City activity centers.

INDUSTRIAL
WASTE
POND

LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC**
- c church
- p park
- fs fire station
- cc community center
- po post office
- ch city hall
- tc telephone company
- FARM
- CITY LIMIT
- PROPOSED URBAN GROWTH BOUNDARY
- CREEKS

SOURCE: Land Use Survey, ECOAC, Spring 1977

WATER TANK

HIGH SCHOOL

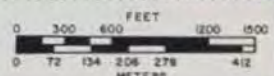
CHURCH

CLUB

U.S. HIGHWAY NO. 395

WASTE POND

LOG POND










EXISTING LAND USE

CITY OF PILOT ROCK, OREGON









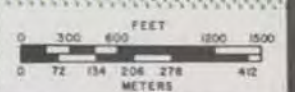
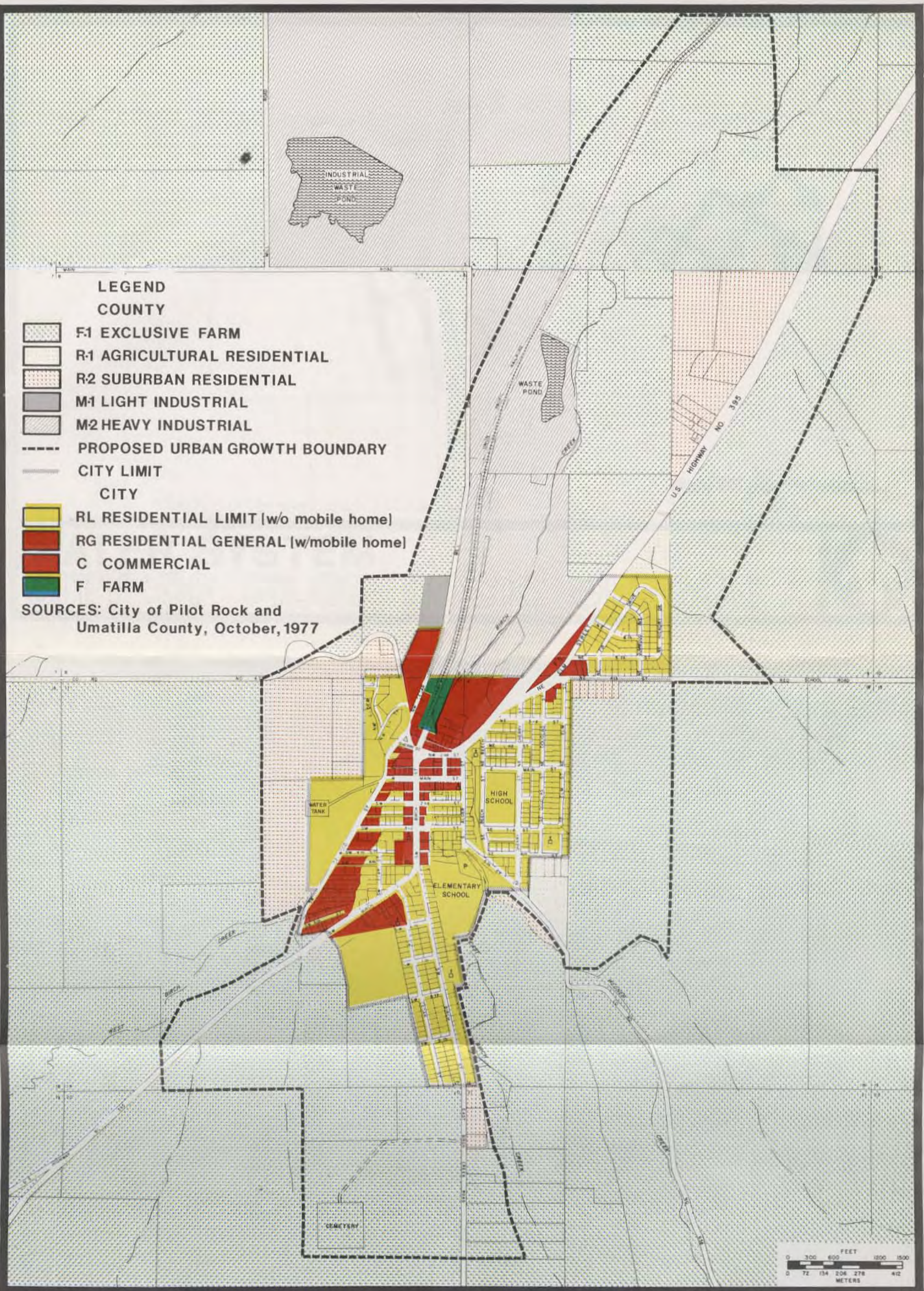
LEGEND
COUNTY

-  F1 EXCLUSIVE FARM
-  R1 AGRICULTURAL RESIDENTIAL
-  R2 SUBURBAN RESIDENTIAL
-  M1 LIGHT INDUSTRIAL
-  M2 HEAVY INDUSTRIAL
-  PROPOSED URBAN GROWTH BOUNDARY
-  CITY LIMIT

CITY

-  RL RESIDENTIAL LIMIT (w/o mobile home)
-  RG RESIDENTIAL GENERAL (w/mobile home)
-  C COMMERCIAL
-  F FARM

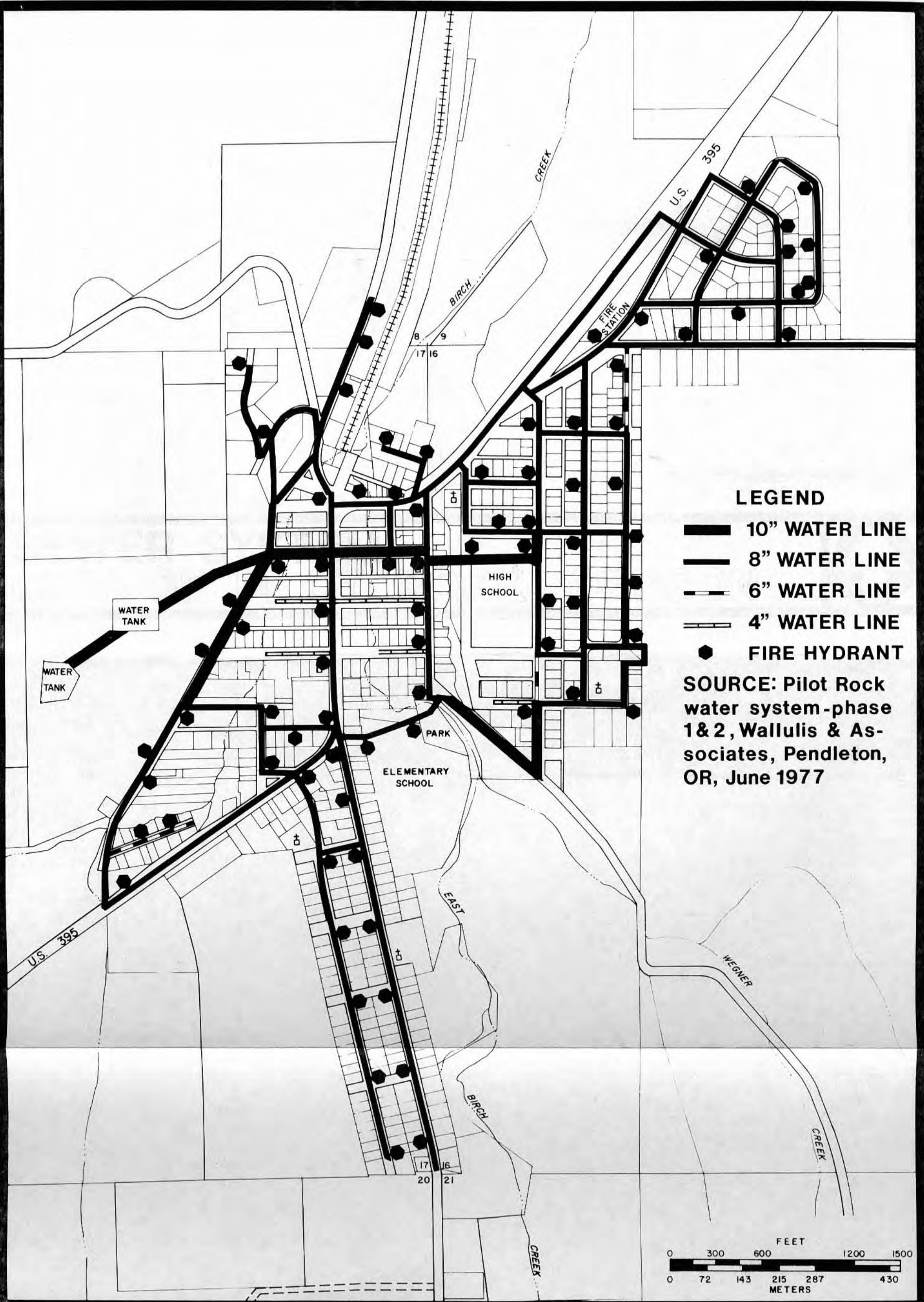
SOURCES: City of Pilot Rock and Umatilla County, October, 1977



ZONING

CITY OF PILOT ROCK, OREGON





LEGEND

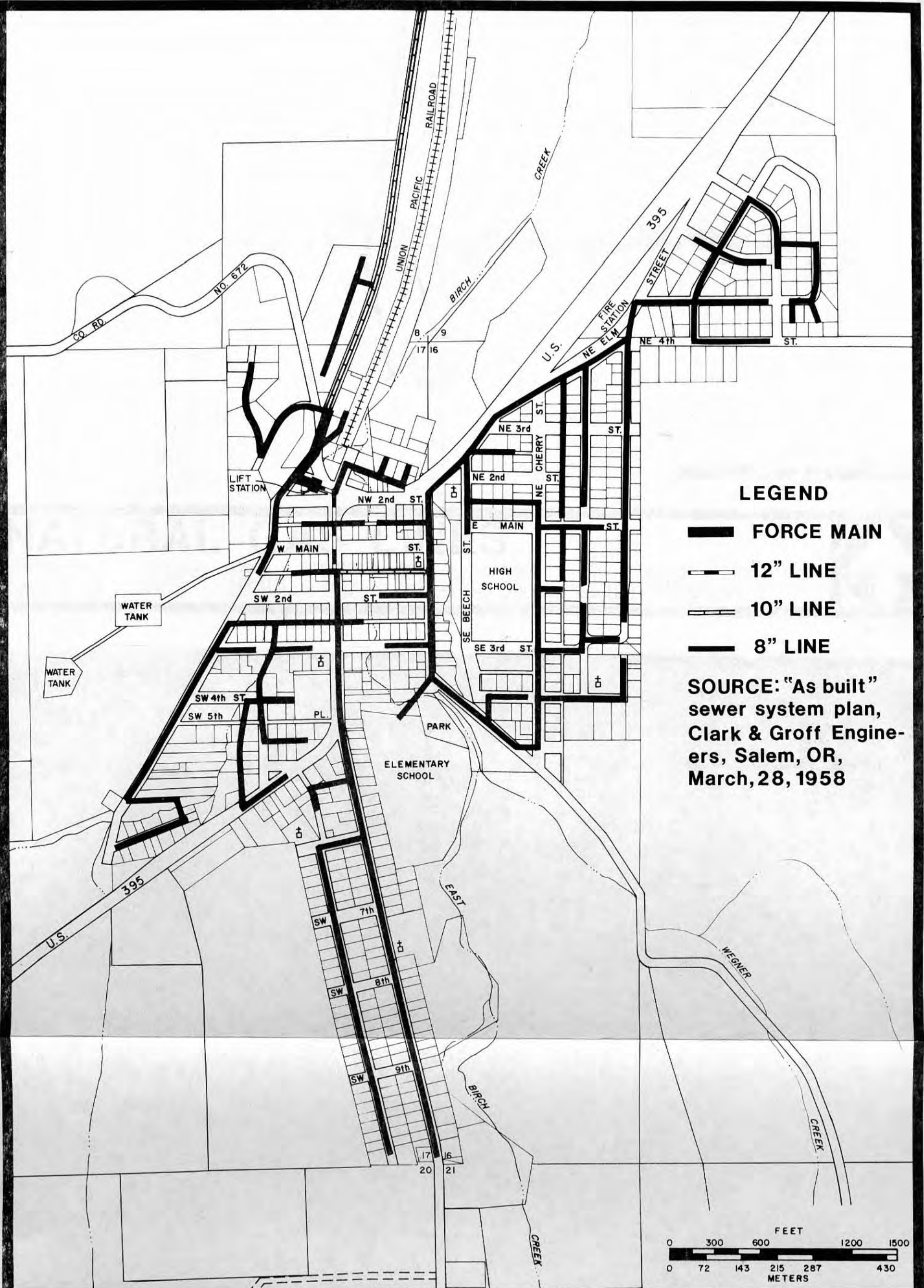
- 10" WATER LINE**
- 8" WATER LINE**
- 6" WATER LINE**
- 4" WATER LINE**
- FIRE HYDRANT**

SOURCE: Pilot Rock water system-phase 1&2, Wallulis & Associates, Pendleton, OR, June 1977







WATER SYSTEM
CITY OF PILOT ROCK, OREGON

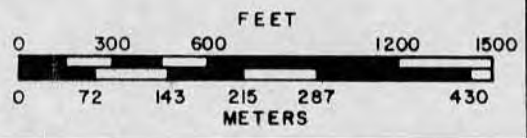




LEGEND

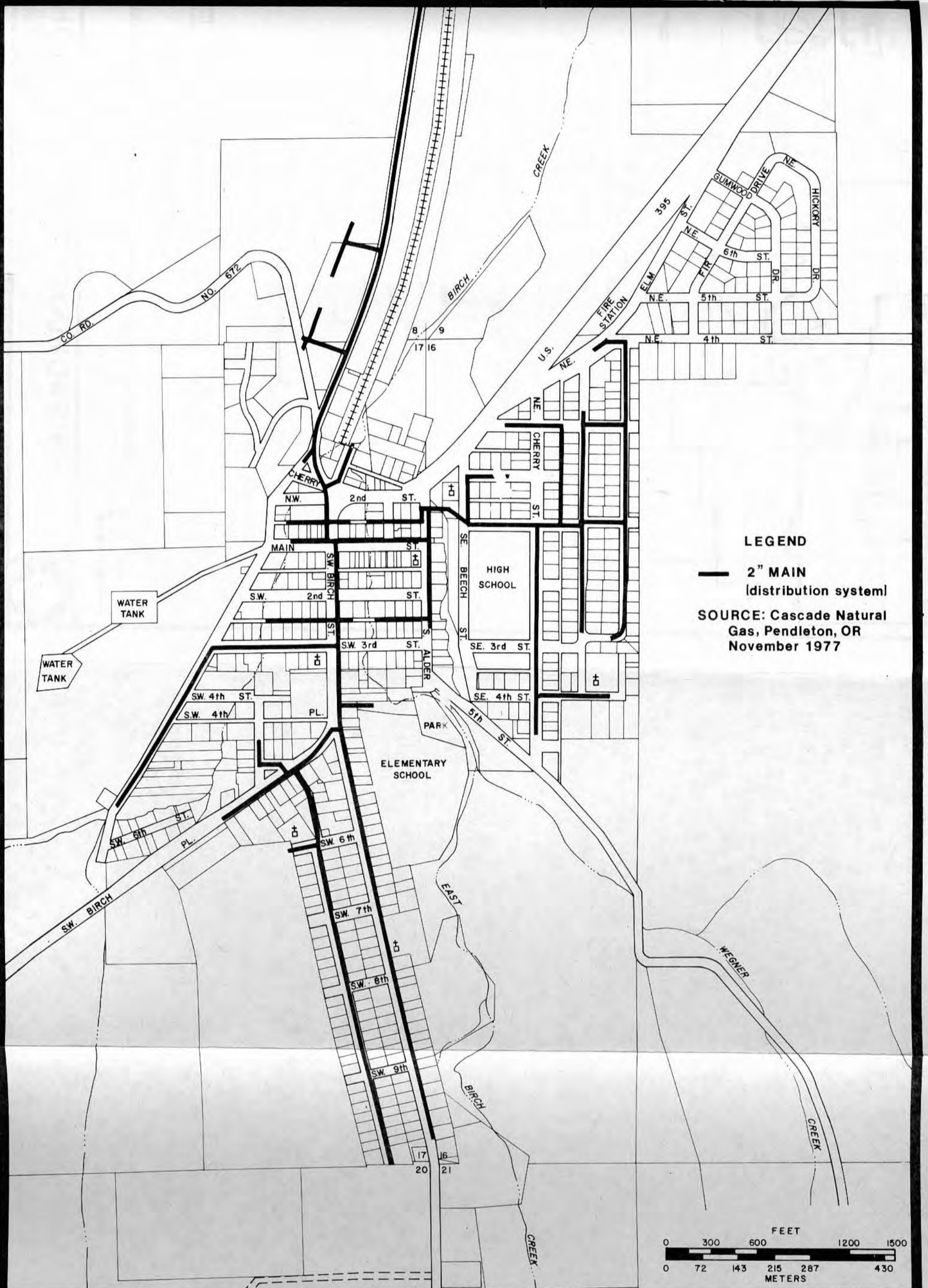
-  **FORCE MAIN**
-  **12" LINE**
-  **10" LINE**
-  **8" LINE**

SOURCE: "As built" sewer system plan, Clark & Groff Engineers, Salem, OR, March, 28, 1958



SEWER SYSTEM
CITY OF PILOT ROCK, OREGON

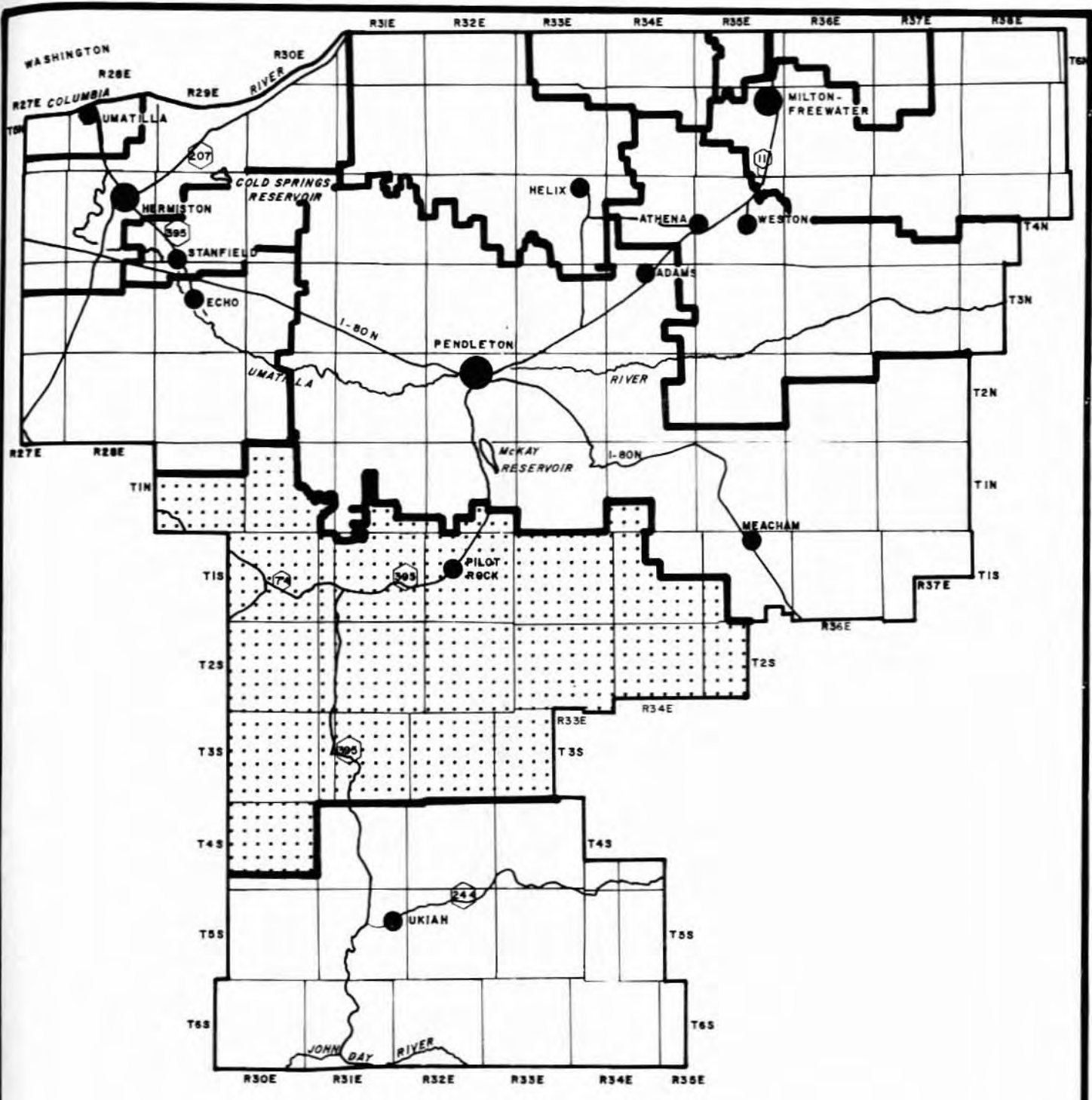




LEGEND
 — 2" MAIN
 (distribution system)
**SOURCE: Cascade Natural Gas, Pendleton, OR
 November 1977**

NATURAL GAS LINES
CITY OF PILOT ROCK, OREGON





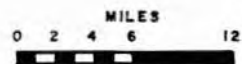
LEGEND



2 - R PILOT ROCK

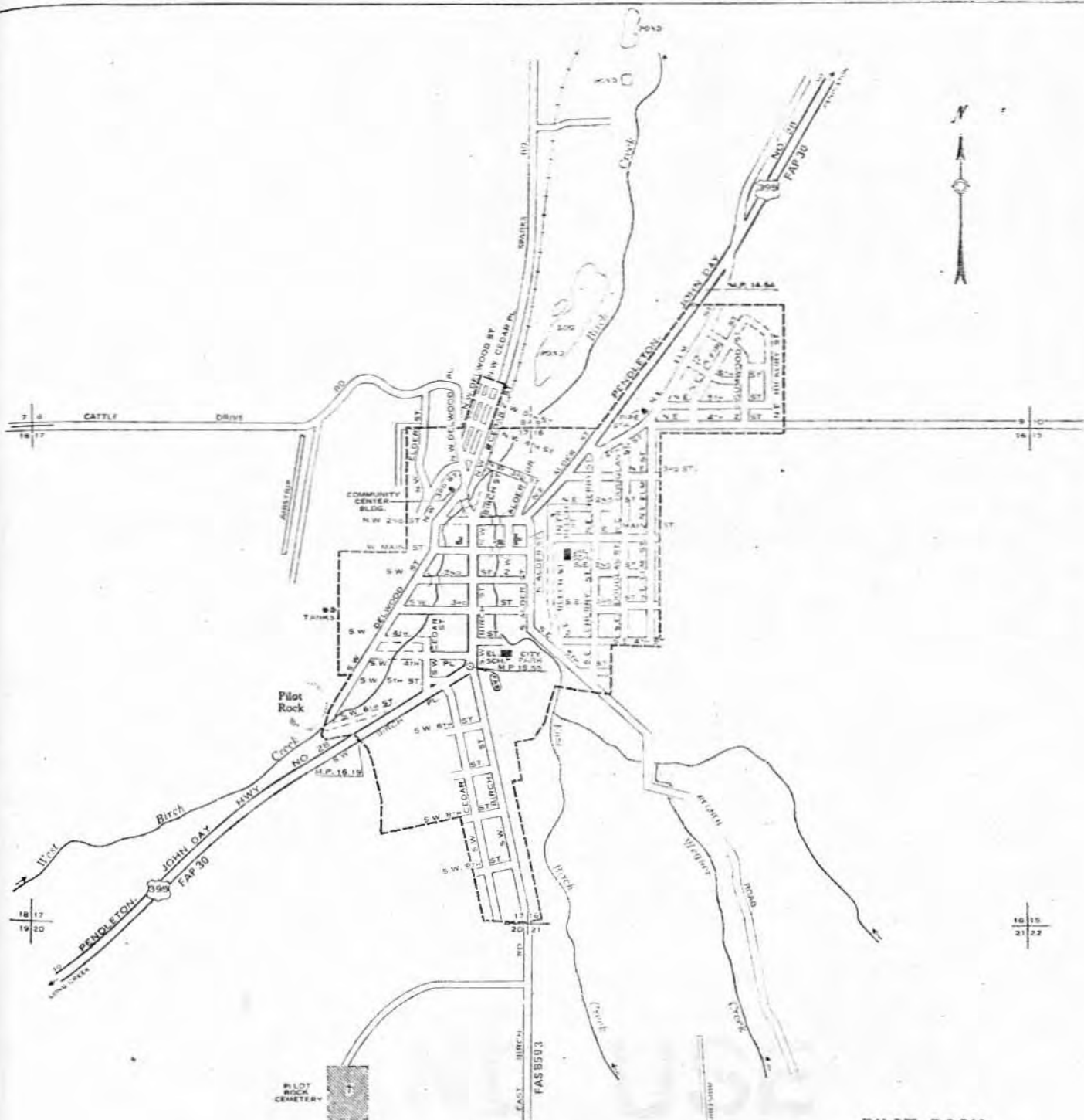
SCHOOL DISTRICT BOUNDARIES

SOURCE: Umatilla Intermediate Education District, Pendleton, Oregon, October 1977



**SCHOOL DISTRICT BOUNDARIES
UMATILLA COUNTY, OREGON**





T15 R32E W.M.

PILOT ROCK

UMATILLA COUNTY, OREGON

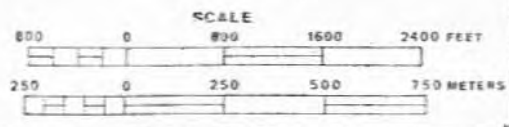
Prepared by the
 OREGON STATE HIGHWAY DIVISION
 IN COOPERATION WITH
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

Revised May 1977

Population 1215

LEGEND

- INTERSTATE HIGHWAY ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- DEPRIVATIONS OR PAVED STRIPS
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAFFIC
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDINGS
- COURT HOUSE
- CITY HALL
- SANDS
- LOTS



Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon 97310

LAND USE PLANNING

CHAPTER IX

Land Use Planning

Establishment of the Urban Growth Boundary

The urban growth boundary is identified based on land required for growth and barrier/incentive analysis. Land requirements may be calculated in two ways. First, forecast population and determine land needed on a 1:1 ratio. Second, estimate need including a multiplier to account for land which remains in farm use or vacant by owner decision and which will keep land costs down, require fewer plan amendments and less development time delay. Barrier/incentive analysis sets boundaries based on natural and man-made features like floodplains, steep slopes, public facilities and so on.

The following assumptions were made about growth within the Pilot Rock urban planning area:

- (1) 1995 population will range from 3,285 to 4,145.
- (2) Land will be available for development.
- (3) Pilot Rock will encourage commercial, light industrial and industrial development north of the City within the urban growth boundary.
- (4) Many people who work in the area will desire to live in Pilot Rock.
- (5) Umatilla County will encourage residential, commercial and industrial development within urban growth boundaries.

Based on the following calculations, approximately 464 to 728 acres will be needed for residential use in 1995.

Assume no vacant land in 1995 and

	<u>3,285 people</u>	<u>4,145 people</u>
1) 40% 1 DU/AC @ 4 people/DU	328	514
2) 40% 4 DU/AC @ 3 people/DU	109	171
3) 20% 12 DU/AC @ 2 people/DU	<u>27</u>	<u>43</u>
	464 AC	728 AC

Formula:

$$\frac{(\text{ } \%) (\text{ } \text{ population})}{(\text{ } \text{ DU/AC} (\text{ } \text{ people/DU}))} = \text{ } \text{ AC}$$

Where DU means dwelling unit and AC means acres.

Factors considered before the urban growth boundary was established included:

- (1) Land requirements
 - a) Residential (464 to 728 acres)
 - b) Commercial
 - c) Industrial
 - d) Public and semi-public
 - e) Permanent open space
- (2) Natural barriers
 - a) Birch Creek floodplain
 - b) Soil classifications and development limitations
 - c) Topography
- (3) Transportation routes
 - a) U.S. Highway 395
 - b) Mill Road
 - c) Red School Road
 - d) East Birch Creek Road
- (4) Land ownerships
 - a) Property lines
 - b) Number of owners
 - c) Attitudes toward growth
- (5) Public facilities (potential ability to provide)
 - a) Streets
 - b) Water system
 - c) Sewage system

As shown on the Comprehensive Plan Map in Chapter V, the boundary was established along the bluff on the west; to the cemetery on the south; along the floodplain, the middle of Section 16, and along U.S. Highway 395 on the east; and to the municipal sewage treatment lagoons on the north.

Future Land Use

Land was designated for residential, commercial, light industrial, industrial, public, and permanent open space uses based on technical data, the Community Attitude Survey, current land use, and information obtained at public hearings and hearings.

Please refer to the Comprehensive Plan Map in Chapter V and Table 17 for specific locations and acreages of different uses. Permanent open space includes undeveloped

TABLE 17

Future Land Uses Within Urban Growth Boundary

Type	Acres	Percentage
Residential *	908	54.3
Commercial	44	2.6
Light Industrial	89	5.3
Industrial	285	17.1
Permanent Open Space	302	18.1
Public and Semi-Public	43	2.6
TOTAL	1,671	100.0

*NOTE: Includes most existing streets and U.S. Highway 395.

land subject to flooding and areas with slopes greater than or equal to 12%. The area north of the city limits was reserved for commercial, light industrial and industrial uses to take advantage of access to the Union Pacific Railroad spur and U.S. Highway 395. With the exception of three future streets and three potential water tank sites, only current public and semi-public uses were identified.

Four new residential areas were identified. One on the west to take advantage of scenic views and underutilized farm land. An area to the southwest to expand an existing neighborhood and utilize existing roads. Land on the east to allow expansion of two existing neighborhoods. The area to the northeast to take advantage of extended water and sewer facilities as commercial and industrial development takes place.

County Review of Comprehensive Plan and Technical Report

The following reviews are based upon the process adopted in 1977 as given in the appendix.

Planning Commission (8-9-78)

"Chairman Troedson opened the continued hearing for review of the technical report of the Draft Comprehensive Plan for the City of Pilot Rock. Chuck Merrill read excerpts from the staff report relative to this review. See attachment "B".

Henry Markus, ECOAC planner for Pilot Rock, distributed to Planning Commission members a memo addressing items mentioned in the County staff report and reviewed some major points. See attachment "C".

Duane Cole, City Administrator for Pilot Rock, stated that at tonight's City Council meeting the size of the city's Urban Growth Boundary had been discussed and the County Planning Commission reaction to it. He commented they believe the size of the Urban Growth Boundary is directly related to how vigorously the City intends to pursue further expansion of the area. Mr. Cole then cited figures put forth in Mr. Markus' memo which noted that although Pilot Rock's population currently is 3.4% of the County population, the City is planning for 10% of the County's population by the year 1995. The basis for the assumption is the close proximity to Pendleton, the large industrial base and good rail system. He elaborated on formulas used to arrive at the area included in their currently proposed Urban Growth Boundary.

Henry Markus noted that the feeling among City officials is that while they are not certain of the future, they feel they should plan for the maximum reasonable growth that can be expected. A small Urban Growth Boundary would present problems, he commented, in that Pilot Rock has no planning staff and pressure from development would present problems for staff support. A basic question that must be answered before an agreement can be reached between the City and County is that of which basic assumptions will be used in planning for the area.

Commissioner Harstad asked Markus if the annexation process would solve most problems the City would have if they adopted a considerably smaller Urban Growth Boundary. Markus responded, stating that first the Urban Growth Boundary would have to be amended and elaborated on what a long, tedious process that would be

followed. Markus mentioned a feature of the Comprehensive Plan ordinance which provides for an annual review of the Plan and Map. A discussion followed on the calculations and assumptions used in arriving at the area required for the Urban Growth Boundary.

Commissioner Wallulis asked how many property owners were involved in the area included in the Urban Growth Boundary and outside Pilot Rock city limits. Markus stated he believed there to be approximately 20 property owners included in that area. Commissioner Harstad observed that the cities Markus is responsible for seem to have somewhat larger Urban Growth Boundaries than other, similar cities in the County and that perhaps this is due to his personal preference. Markus stated that while he was sure Harstad's statement is true to some degree, he is confident that the Urban Growth Boundaries established for the cities of Echo, Stanfield, Pilot Rock and Ukiah reflect the needs and wishes of their residents. He stated that Pilot Rock wishes to attract diversified types of industry and considerable amounts of residential development and so feels their large Urban Growth Boundary to be clearly justified. Current and prospective industries were discussed.

Duane Cole stated that elected Pilot Rock officials are all in support of the Draft Comprehensive Plan and although he has come in contact with some anti-growth sentiment, by and large private citizens and industry alike support and encourage the proposed Urban Growth Boundary. At this time Chairman Troedson made reference to a report to the Planning Commission by member George Gilbert reviewing the Pilot Rock Draft Comprehensive Plan and Technical Report and it was the concensus of the Planning Commission members present that they had read and reviewed Commissioner Gilbert's report and had no questions of it. See attachment "D".

Chairman Troedson closed the hearing and entertained a motion for disposition of the issue. Commissioner Wallulis observed that Pilot Rock is a small community, but the assorted ownerships in the Urban Growth Boundary facilitate a large Growth Boundary provided proper planning takes place. Discussion followed. Commissioner Wallulis moved that the Draft Comprehensive Plan and Technical Report for the City of Pilot Rock be approved and recommended to the County Board of Commissioners for adoption. The motion was seconded by Commissioner Harstad and passed unanimously with Commissioners Wallulis, Harstad, Tillman, Troedson, Anderson and Smith voting in favor."

Board of Commissioners (8-16-78)

"Chuck Merrill gave a review of the report on Pilot Rock.

Mr. Markus said his recommendations are covered in the last sheet of the memo, projecting the optimum number of people who could live there.

In response to a question from the Chairman, Mr. Markus stated that one-fourth of the area was rock and therefore unusable.

Commissioner Lynch pointed out that map boundaries are unrealistic without an explanation of the unusable areas.

Mr. Markus made three points for consideration: (1) if amended on an increment basis on growth boundary, is this a good way or not?; (2) how do you make an orderly growth boundary?; (3) are you over-committing land on growth boundaries?

He pointed out that in a meeting, issues can get too confusing.

Commissioner Starrett stated the lack of data results in some issues being sent back to be more fully addressed.

Commissioner Lynch stated that Mr. Bill Elfering, of the Pilot Rock Planning Commission, had no opposition to approval, but a letter had been received opposing the growth boundary. Mr. Elfering had not seen this letter.

Mr. Markus said that all land in farm use will stay that unless they request it to be changed.

Commissioner Robertson motioned that the Technical Report for Pilot Rock be accepted with the recommendations of the planning staff. Commissioner Lynch seconded the motion. All in favor, none opposed; motion carried."

Planning Commission (12-20-78)

Senior Planner Chuck Merrill stated that basically all three staff reports (Pilot Rock, Echo, Ukiah) are comparable. These are all final comprehensive plans for the Planning Commission's review and recommendation to the Board of Commissioners. In all three instances the plans have addressed the concerns expressed in the past.

Under VII Roads (C) (page 4 of Echo Urban Growth Area Joint Management Agreement) which states: "The conditions under which new public streets and roads, other than subdivisions, will be developed within the city urban growth area"-- Commissioner Wallulis questioned what kind of roads these would be. Mr. Markus said the idea behind this was that if the state or county or city wanted to build any new roads separate from subdivision activity, there should be a joint city-county policy dealing with how this would be done, who would pay for what, and what standards to follow; this is why this was broken out as a separate item.

Also, under the Environmental section of the plan, under Air, Water and Land Resource Quality (pg VII-13), paragraph three states: "There are no major sources of noise in Echo at the present time." Wallulis questioned this in light of the major railroad line which runs through the community. Markus said this statement is referring to stationary and highway noise such as from plants, etc. but added that he would correct the text of the plan to reflect that the railroad is the major source of noise for the area.

Mr. Merrill stated the staff recommends Planning Commission approval of the plans and recommendation to the Board for approval.

As to other comments on the plans, Mr. Markus said that on Echo, the soil and natural hazards maps were being reprinted and he had received them this morning. Stanfield's plan is to be mailed out for Planning Commission review on Friday along with these maps.

Commissioner Gilbert indicated he has reviewed the Pilot Rock Plan and has no questions at this time.

Mr. Markus noted there is one change in the text of the Pilot Rock Plan. On page 5 under the Comprehensive Plan and Implementation Measure Review and Amendment, Section C, the phrase "and the Comprehensive Plan for the Urban Growth Area" has been left out.

Concerning the Ukiah Plan, Markus said it needs a Section C on page 5 (it presently has a Section A and B). On page 5 of the Joint Management Agreement for Ukiah, Section B should end with that first sentence; Section C should be added which reads: "Amendments to this agreement and the Comprehensive Plan for the urban growth area shall be adopted," and continue with the remainder of what was Section B to complete Section C. Markus said this makes it clearer that it takes both the city and county to amend the agreement after it has been signed by both parties. He concluded that these are the only changes at this time.

Commissioner Wallulis then moved to recommend to the Board of Commissioners approval of the Comprehensive Plans and Joint Management Agreements for the cities of Ukiah, Pilot Rock and Echo, with the amendments as discussed by Henry Markus. The motion was seconded by Commissioner Gilbert and carried unanimously.

Board of Commissioners (2-14-79)

Hearings on the finalized Comprehensive Plans for the cities of Pilot Rock, Ukiah, Echo, and Stanfield for the purposes of formulating decisions regarding: (1) The adoption by ordinance of those portions of the Cities' Comprehensive Plans which address the urban growth areas as amendments to the Umatilla County Comprehensive Plan; and (2) The implementation of Joint Management Agreements affecting the urban growth areas.

Mr. Merrill stated this staff report is essentially the same as the one reviewed previously by the Board. The staff recommends adoption of the Pilot Rock Final Comprehensive Plan as an amendment to the County Comprehensive Plan.

Mrs. Jennie Heimuller, landowner within the proposed urban growth boundary area, stated she and her husband do not wish to be included within the growth boundary area under the limited housing (R-2) designation. City Administrator Duane Cole explained the concept behind establishing an urban growth boundary --that the City just wants to have "a say" in what development occurs outside of the city limits. Mr. Markus added that this does not change Mrs. Heimuller's present zoning--it only changes if she requests it to be.

Jerry McKague, employed with Louisiana Pacific Corp. in Pilot Rock, stated they have three parcels included in the growth boundary area; he requested to know what effects the new plan designation would have on the present M-2 county zoning of these parcels. Mr. Markus stated that if the present zoning conflicts with the new plan, this would have to be changed by the County to comply with the City plan and with state law. The present use would be classified as a non-conforming use and could continue, providing it is not altered. But any new uses would have to conform with the new plan.

In light of this, McKague stated they are opposed to some of the changes the City Comprehensive Plan proposes as they do not feel it addresses the needs of Louisiana Pacific and other plants in this area.

Pat Patterson, who owns property north of town, questioned the effects the new plan would have on this property in terms of increased taxes or property devaluation. Mr. Markus replied this would depend on where Mr. Patterson's property is located.

Chairman Starrett suggested postponing the hearing for additional input due to the unresolved concerns presented. Mr. Markus explained that most of these issues have come up in the last 2 1/2 years, and similar concerns have been dealt with. Appropriate notice has gone out to inform all interested persons. Some of the questions, specifically addressing industrial zoning, were discussed in depth by both the City Planning Commission and City Council, and objections were noted, with compromises made at the time to resolve these issues. Markus said he would suggest that there will always be some unresolved issues between conflicting land uses. In some of these cases, if it continues to be a problem, Markus suggests this be handled as part of the update process, as both the plan itself and the Joint Management Agreement specify that once a year the City and County review the plan and make known to property owners and residents that if they have specific concerns for changes they'd like to see made, this is the appropriate time to do this.

Mr. Patterson indicated he opposes the new plan as he does not feel designating his area as Commercial is in the best interest of the people--ie, there is no public need for this.

Commissioner Draper said he feels most of the issues presented thus far have been answered. Chairman Starrett added that there are mechanisms for change within the plan.

Mr. Markus, in answer to Chairman Starrett, said the Joint Management Agreement is very similar to the one previously submitted to the Board for review.

Further review of the plan followed, after which the hearing was closed. Commissioner Draper moved to adopt the Pilot Rock Comprehensive Plan as presented. The motion was seconded by Commissioner Robertson and carried, with Chairman Starrett voting in favor of the motion. Draper then moved to accept the Joint Management Agreement as presented. The motion was seconded by Commissioner Robertson and carried, with Chairman Starrett voting in favor of the motion.

Joint Management of the Urban Growth Area

The urban growth area is land between the existing city limit and the urban growth boundary. This land is under county jurisdiction and is included in the city's Comprehensive Plan. The LCDC requires that the city and county co-adopt a Joint Management Agreement before acknowledgment of compliance with the Statewide Planning Goals is granted by LCDC to the city. The Joint Management Agreement for Pilot Rock is included in Chapter V and an analysis of the need for such an agreement has been included in the appendix.

The agreement basically states that the county will co-adopt the Comprehensive Plan for the Urban Growth Area and the substantive portion of the city's zoning, subdivision and mobile home park ordinances. Another important feature of the agreement is that land presently zoned for exclusive farm use shall remain so zoned until needed for urban development.

Affected Governmental Units

Statewide Planning Goal No. 2, Land Use Planning, states that:

"City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties . . .

Each plan and related implementation measure shall be coordinated with the plans of affected governmental units . . .

Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances . . .

Affected Governmental Units -- are those local governments, state and federal agencies and special districts which have programs, land ownerships or responsibilities within the area included in the plan . . ."

The following are definitely affected governmental units:

Umatilla County

Pilot Rock School District

Pilot Rock Rural Fire Protection District

Pilot Rock Cemetery District

Oregon Department of Transportation (Highway Division)

The following may be affected governmental units:

Umatilla County Education Service District

Blue Mountain Community College

Umatilla County Soil and Water Conservation District

Port of Umatilla

East Central Oregon Association of Counties

Oregon Department of Land Conservation and Development

Oregon Department of Environmental Quality

Oregon Department of Commerce (Building Codes Division)

Oregon Department of Fish and Wildlife

United States Department of Housing and Urban Development, Federal Insurance Administration (flood insurance maps)

Plus many other state and federal agencies which potentially are affected governmental units because they have programs which include the Pilot Rock urban planning area.

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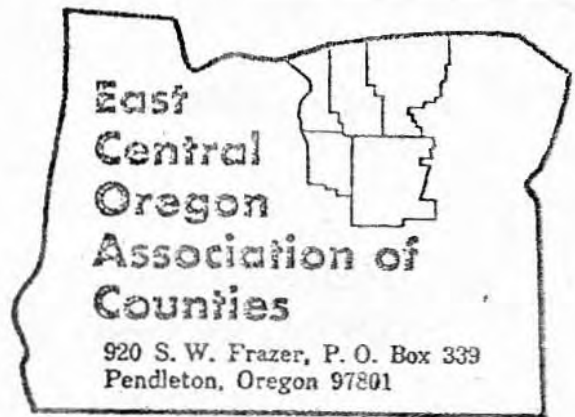
APPENDICES

CHAIRMAN
Commissioner Barbara Lynch

VICE CHAIRMAN
Judge Andrew F. Leckie

SECRETARY-TREASURER
Mayor Lawrence P. Gray

EXECUTIVE DIRECTOR
Ronald R. Hall



Phone (503) 276-6732

JAN 10 1977

Re: Planning Programs of Jurisdictions in Morrow and Umatilla Counties/
Planning Coordination Process

Dear Sir:

This is to introduce you and your agency to the jurisdictions of Morrow and Umatilla Counties, to inform you of their comprehensive planning programs and of their interest in participating in your agency's planning program, and to request your cooperation and assistance in the planning coordination process.

THE JURISDICTIONS

All jurisdictions in Morrow and Umatilla Counties are participating in the planning coordination process. These jurisdictions are general purpose units of local government and the Confederated Tribes of the Umatilla Indian Reservation.

Morrow County

Boardman
Heppner
Ione
Irrigon
Lexington
Morrow County

Umatilla County

Adams
Athena
Echo
Helix
Hermiston
Milton-Freewater
Pendleton
Pilot Rock
Stanfield
Ukiah
Umatilla
Weston
Confederated Tribes of the
Umatilla Indian Reservation
Umatilla County

PLANNING PROGRAMS OF THE JURISDICTIONS

Each city and county in Oregon is required by state law to:

- "(a) Prepare and adopt comprehensive plans consistent with state-wide planning goals and guidelines; and
- (b) Enact zoning, subdivision and other ordinances or regulations to implement their comprehensive plans."

ORS 197.175

Each jurisdiction in Morrow and Umatilla Counties is presently in the process of developing or revising its comprehensive plan to be consistent with Statewide Planning Goals and Guidelines.

Each jurisdiction will be requesting assistance from your agency in any and possibly all of the following planning phases:

1. Provision of available data, reports, maps, and/or other information on the jurisdiction and environs, or notification of surveys or other data acquisition activities in process (see Attachment A - Comprehensive Plan Data Requirements).
2. Review of the jurisdiction's base data and projections.
3. Review of the jurisdiction's draft plan.
4. Review of the jurisdiction's adopted Comprehensive Plan prior to Acknowledgement of Compliance with Oregon's Statewide Planning Goals by Oregon's Land Conservation and Development Commission.

Specific timeframes for your agency's involvement in the above functions are specified in each jurisdiction's Compliance Schedule, which the Oregon Land Conservation and Development Commission has already provided you for your review and comment.

AGENCY INVOLVEMENT

Opportunity for agency involvement in the planning programs of these cities and counties is especially important in light of Statewide Planning Goal #2, which requires that:

"City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS 197.705 through 197.795.

Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.

Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.

AFFECTED GOVERNMENTAL UNITS -- are those local governments, state and federal agencies and special districts which have programs, land ownerships or responsibilities within the area included in the plan."

(Statewide Planning Goals and Guidelines, adopted by the Oregon Land Conservation and Development Commission pursuant to ORS 197.040 on December 27, 1974, operative January 1, 1975.)

State agencies are required by law to:

". . . carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use in accordance with statewide planning goals and guidelines . . . "

ORS 197.180

Since so many federal programs are implemented and managed by state agencies, effective coordination between local jurisdictions and state and federal agencies is essential.

The Oregon Land Conservation and Development Commission is required by statute to:

"Review comprehensive plans for conformance with statewide planning goals (and) . . .

. . . coordinate planning efforts of state agencies to assure conformance with statewide planning goals and compatibility with city and county comprehensive plans."

ORS 197.040

COUNTY COORDINATION AND REVIEW

Under Oregon law:

". . . each county through its governing body, shall be responsible for coordinating all planning activities affecting land uses within the county, including those of the county, cities, special districts and state agencies, to assure an integrated comprehensive plan for the entire area of the county."

ORS 197.190

Each county governing body is also required by statute to:

". . . review all comprehensive plans for land conservation and development within the county, both those adopted and those being prepared. The county governing body shall advise the state agency, city, county or special district preparing the comprehensive plans

whether or not the comprehensive plans are in conformity with the statewide planning goals."

ORS 197.255

For the purposes of coordination of planning activities (ORS 197.190) and review of comprehensive plans for compliance with Statewide Planning Goals (ORS 197.255), the Morrow County Court and the Umatilla County Board of Commissioners have retained the East Central Oregon Association of Counties (ECOAC).

I am the lead ECOAC staff person working with the Morrow County Court and the Umatilla County Board of Commissioners providing staff support for their statutory review and coordination functions. My title is Planning Coordinator.

CONTACT PERSONS FOR THE JURISDICTIONS

Attached please find a listing of contact persons for each city, county, and the Confederated Tribes of the Umatilla Indian Reservation (Attachment B - List of Contact Persons and Planning Coordinator). These contact persons have been designated by each jurisdiction for agency coordination. Your agency or organization will be notified of any change in contact personnel.

It is to be noted that, while the Confederated Tribes of the Umatilla Indian Reservation are not obligated to coordinate with state agencies, special districts, and local jurisdictions, the Tribal Development Office has expressed an interest in being involved in the coordination process.

Please insure that a copy of all written communication between your agency and a contact person from a local jurisdiction concerning the land use planning program is sent to the Planning Coordinator.

REQUEST FOR ASSISTANCE AND INVOLVEMENT

Your organization is receiving this letter because it has been identified by at least one jurisdiction in Morrow or Umatilla County either in the jurisdiction's Compliance Schedule which has been adopted by both the jurisdiction's governing body and the Oregon Land Conservation and Development Commission, or by the jurisdiction's contact person.

If your organization is:

1. a FEDERAL or STATE AGENCY, please see ATTACHMENT C.
2. a SPECIAL DISTRICT, please see ATTACHMENT D.
3. a LOCAL AGENCY or ORGANIZATION having programs, land ownerships, or responsibilities within ONLY ONE JURISDICTION (e.g. the Athena Police Department, the Irrigon Chamber of Commerce), please see ATTACHMENT E.

A number of governmental units, while not coming within the definition of "Affected Governmental Units" in Statewide Planning Goal #2 (i.e. "having programs, land ownerships, or responsibilities within the area included in the plan"), may be impacted by land use decisions of some or all of the jurisdictions in Morrow and Umatilla Counties. Your city, county, and/or state may be one of those governmental units, examples of which are contiguous units (e.g. the State of Washington, Union County, Walla Walla County) and neighboring governmental units (e.g. Echo, Stanfield, Hermiston Umatilla, Irrigon). Because coordination among these units would prove mutually advantageous, your organization might be interested in becoming involved in the planning programs of some or all of the jurisdictions in Morrow and Umatilla Counties, and inviting them to become involved in yours. If so, please notify the contact person for the jurisdiction, and please send the Planning Coordinator a copy of your communication with each contact person you notify.

INVOLVEMENT OF JURISDICTIONS IN INITIATION OF THE PLANNING COORDINATION PROCESS.

The twenty jurisdictions in Morrow and Umatilla Counties are in varying stages of developing or revising their comprehensive plans. Some are preparing to adopt their plans and are ready to submit them for Acknowledgement of Compliance with Statewide Planning Goals. Some are now starting to acquire data and their contact persons may have already contacted your agency. All contact persons have been involved in the preparation of this letter.

In addition, all contact persons have been given the opportunity to attach to this letter any explanation, plan schedule, request for information, or other statement. The following attachments have been submitted:

1. Attachment F -- Umatilla County Planning Program
2. Attachment G -- Pendleton, Agency Review of Third Draft of Comprehensive Plan.

DEVELOPMENT OF THE PLANNING COORDINATION PROCESS.

This letter, with appropriate enclosures, is being sent to the below listed individuals, who represent jurisdictions, special districts, and local, state, and federal agencies (See Attachment H -- Distribution List). It will be sent to other affected governmental units, as identified.

The jurisdictions of Morrow and Umatilla Counties are looking forward to working with your agency in the development of their comprehensive plans.

An effective land use planning coordination process will prove mutually beneficial to jurisdictions, special districts, and local, state and federal agencies. Please forward to me any recommendations you have for the further development and improvement of the coordination process.

Comprehensive Plan Data Requirements

Provision of available data, reports, maps, and/or other information on each jurisdiction and environs, or notification of surveys or other data acquisition activities in process.

Natural Environment

Geology
Topography
Soils
Mineral and Aggregate
Earthquake Faults

Climate
Hydrology
Flood Plains and Wetlands
Vegetation
Fish and Wildlife

Agricultural, Forest Suitability
Energy Resources
Unique Scientific, Ecological Areas
Archaeological Sites

Landslide/Erosion Potential
Septic Tank/Foundation Suitability
Scenic Areas
Air/Water/Land Quality

Intrinsic Suitability *
Existing Land Use

Conflicts and Constraints
Lands Suitable for Urban Uses

Socioeconomic Environment

Housing Characteristics

Historic Preservation

Schools
Police
Fire
Social and Health Services
Parks and Recreation
Transportation Facilities
and Services

Sewer
Water
Storm Drainage
Solid Waste
Electricity and Natural Gas
Communications

Economic Activity and Resource Base
Employment and Population Characteristics
Growth Factors and Constraints

- * "The basic proposition employed is that any place is the sum of historical, physical and biological processes, that these are dynamic, that they constitute social values, that each area has an intrinsic suitability for certain land uses and finally, that certain areas lend themselves to multiple coexisting land uses. A recognition of these social values, inherent in natural processes, must precede prescription for the utilization of natural resources. Once it has been accepted that the place is a sum of natural processes and that these processes constitute social values, inferences can be drawn regarding utilization to ensure optimum use and enhancement of social values. This is its intrinsic suitability."

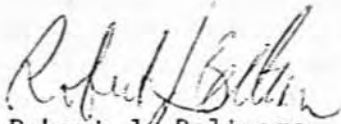
Design With Nature, I. L. McHarg, Doubleday and Company, Inc., 1969, page 104.

Prepared by: Don Burns, Henry Markus, Sarah Salazar
Local Contact Persons

January, 1977
Page 6

I am anxious to explore with you the potential benefits and future development of the planning coordination process, and I very much appreciate your cooperation and assistance.

Sincerely,


Robert J. Beltramo
Planning Coordinator

RJB:vp

Enclosures:

- Attachment A -- Comprehensive Plan Data Requirements
- Attachment B -- List of Contact Persons and Planning Coordinator
for Jurisdictions in Morrow and Umatilla Counties
- Attachment C -- Requests of Federal and State Agencies
- Attachment D -- Requests of Special Districts
- Attachment E -- Requests of Local Agencies and Organizations having
Programs, Land Ownerships, and Responsibilities
within only one jurisdiction
- Attachment F -- Umatilla County Planning Program
- Attachment G -- Pendleton, Agency Review of Third Draft of
Comprehensive Plan
- Attachment H -- Distribution List
- Attachment I -- Oregon Statewide Planning Goals and Guidelines

CONTACT PERSONS FOR AGENCY COORDINATION

ALL JURISDICTIONS IN MORROW AND UMATILLA COUNTIES

Planning Coordinator

Mr. Robert J. Beltramo, Planning Coordinator
East Central Oregon Association of Counties
Post Office Box 339
Pendleton, Oregon 97801
276-6732

* Pendleton

Mr. Edd Rhodes, Planning Director
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801
276-1811

* Umatilla

Morrow County

* Morrow County

Mr. David R. Moon, Planning Director
Morrow County Planning Department
Morrow County Court House
Heppner, Oregon 97836
676-5030

Mr. J. K. Palmer, Administrator
City of Umatilla
Post Office Box 130
Umatilla, Oregon 97882
922-3226

cc: Mr. Ron Johnson, Consultant
DMJM/Hilton
111 Commonwealth Building
421 S.W. Sixth Avenue
Portland, Oregon 97204
222-3621

* Heppner, Ione, Irrigon, Lexington

Mr. Donald G. Burns, Associate Planner
Morrow County Planning Department
Morrow County Court House
Heppner, Oregon 97836
676-5030

* Adams, Athena, Helix, Weston

Ms. Sarah M. Salazar, Comprehensive
Planner
Umatilla County Planning Department
Umatilla County Court House
Pendleton, Oregon 97801
276-7111 ext. 314

* Boardman

Mr. Jim Thompson, Administrator
City of Boardman
206 Main Street, North
Boardman, Oregon 97818
481-9252

* Hermiston

Mr. L. T. Harper, City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838
567-5521

Umatilla County

* Umatilla County

Mr. Dave Bishop, Planning Director
Umatilla County Planning Department
Umatilla County Court House
Pendleton, Oregon 97801
276-7111 ext. 314

* Milton-Freewater

Mr. Del McNeerney, City Planner
City of Milton-Freewater
Post Office Box 108
Milton-Freewater, Oregon 97862
938-5531

* Echo, Pilot Rock, Stanfield, Ukiah

Mr. Henry S. Markus, Comprehensive Planner
East Central Oregon Association of Counties
Post Office Box 339
Pendleton, Oregon 97801
276-6732

* The Confederated Tribes of the Umatilla Indian Reservation

Mr. Tom Hampson, Planner Director
Tribal Development Office
Post Office Box 638
Pendleton, Oregon 97801
276-3165

ATTACHMENT C

Requests of Federal and State Agencies

Please forward within thirty (30) days of receipt of this letter to the contact person for each jurisdiction affected and to the Planning Coordinator the following information:

A. General Information

1. The name of the director and the authorized agency contact person with whom the jurisdiction should deal. If different, please indicate which person will be signing off on the jurisdictions' comprehensive plans during the LCDC Acknowledgement of Compliance Process. Please include mailing addresses, office locations, and telephone numbers.
2. The enabling legislation for the agency with current amendments. Please include a summary, if available, with footnotes to the legislation.
3. Legislation the agency is charged with administering. Please include a summary, if available, with footnotes to the legislation.
4. Grants and/or loans - under Statewide Planning Goal #2, "The plan shall be the basis for specific implementation measures", which include "grants for construction". Each jurisdiction's comprehensive plan will thus be used as a basis for grant and loan applications. Please send:
 - a. A list of grants and/or loans the agency is charged with administering.
 - b. The criteria by which the agency will evaluate grant and/or loan applications from jurisdictions, and the administrative regulations and statutes on which the criteria are based.
 - c. If your agency has already developed grant and/or loan criteria, please indicate how developed and when officially promulgated. If none have yet been developed, please specify the process by which local jurisdictions will review them prior to adoption.
5. Permits - under Statewide Planning Goal #2, "the plans shall be the basis for specific implementation measures", which include "permits". Please send:
 - a. A list of permits the agency is charged with administering, which may apply to the jurisdictions or applicants in the jurisdictions.
 - b. The criteria which the agency will use to evaluate permit applications, and the administrative regulations and statutes on which the criteria are based.
 - c. If your agency has already developed permit issuance criteria, please indicate how developed and when officially promulgated. If none have yet been developed, please specify the process by which local jurisdictions will review them prior to adoption.

6. The administrative appeals procedures of the agency.
7. If available, a concise statement or pamphlet outlining the general activities of the agency.

B. Planning Programs of the Jurisdictions.

1. A listing of data inventories the agency has on file for each jurisdiction. (Please refer to Attachment A - Comprehensive Plan Data Requirements.)
2. Technical assistance the agency can provide to each jurisdiction.
3. An indication of the coordination method preferred by the agency for use during the planning process (e.g. telephone calls, letters, in-person visit).
4. Agency evaluation of the comprehensive plans of jurisdictions.
 - a. The criteria the agency will use to evaluate each jurisdiction's comprehensive plan and implementing ordinances, and the administrative regulations and statutes upon which the criteria are based. Please categorize these criteria according to Statewide Planning Goal.
 - b. If your agency has already developed criteria for plan evaluation, please indicate how developed and when officially promulgated. If none have yet been developed, please specify the process by which local jurisdictions will review them prior to adoption.
5. For federal agencies, please comment on whether your agency will be willing to work with the Northwest Federal Regional Council to develop a coordinated federal review process.
6. For state agencies and federal agencies with statewide representatives in Oregon, please comment on whether your agency will be willing to work through the Oregon Land Conservation and Development Commission office in Salem to develop a coordinated review process.
7. A listing of problems which may hinder your agency involvement in the planning programs of the jurisdictions (e.g. insufficient agency budget to assist in tasks specified on jurisdiction's compliance schedule, inadequate agency staffing to provide personnel necessary to do in-house data compilation, analysis, and reproduction for the jurisdiction to put the data into a usable form).

C. Plans, Programs, and Activities of the Agency

1. Agency's Plan

- a. Current plans the agency has which may directly impact the jurisdiction's area. Please include a statement of how the plan was developed and when it was officially adopted.

b. If no plan now exists or if the present plan is undergoing revision, please specify:

1. The process by which each jurisdiction can be involved in the development of the agency plan.
2. The process by which each jurisdiction will review the plan prior to adoption.

2. Areas of interest the agency has within the jurisdiction, to include any current programs, land ownerships, or planning or management responsibilities impacting upon the jurisdiction or its surrounding area.

3. Current or potential land use problems or conflicts the agency recognizes.

D. Continuing Requests

1. Please insure that a copy of all written communications between your agency and a contact person from any jurisdiction, concerning the land use planning program, is sent to the Planning Coordinator.

2. For materials (e.g. agency plans, proposed regulations) the agency is submitting to jurisdictions for review and comment, please send a copy to the Planning Coordinator, with a distribution list of jurisdictions receiving the material for information purposes.

3. Please inform both the contact person from each jurisdiction and the Planning Coordinator of:

a. Any change in agency contact person in the future (your agency will be informed of any changes in jurisdiction contact personnel or Planning Coordinator).

b. Any changes in the enabling legislation for the agency, or in the legislation the agency is charged with administering.

c. Any modifications in the criteria for evaluation of grant applications, loan applications, and permit applications.

d. Any additional information relevant to the Comprehensive Planning Program of the jurisdictions or planning program of the agency.

4. Please recommend to the Planning Coordinator any improvements that can be made in the planning coordination process we are developing pursuant to ORS Chapter 197.

ATTACHMENT D

Requests of Special Districts

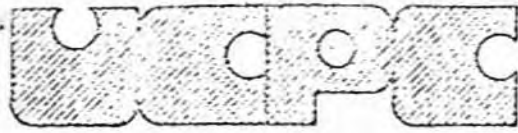
Please respond within thirty (30) days of receipt of this letter to the contact person for each jurisdiction within which your district has programs, land ownerships, or responsibilities. The contact person will be interested in the activities of your district, the planning program of your district, and the development of a coordination process between the district and the jurisdiction where one does not presently exist.

Please send the Planning Coordinator a copy of your communication with each contact person to whom you respond.

ATTACHMENT E

Request of Local Agencies and Organizations
Having Programs, Land Ownerships, or Responsibilities
Within Only One Jurisdiction

Please respond to the contact person for your jurisdiction. Your jurisdiction's contact person will perform coordination work with your agency or organization. Because such coordination will be intra-jurisdictional, there is no need to notify the Planning Coordinator.



Umatilla County Planning Commission

County Courthouse
Pendleton, Oreg. 97450
Phone 276-7111
Ext 314

U M A T I L L A C O U N T Y

Through August 1977, Umatilla County's planning efforts are directed toward updating the existing county-wide comprehensive plan by developing a sub-area framework plan for the western portion of the county--the "West End." Basically, the plan will identify four land use categories, with policies to match, including urban, urbanizing, rural-residential and natural resource areas. The cities in the planning unit either have a specific city plan or are in the process of developing one in coordination with county planning programs. Attached is a meeting schedule of our advisory group. Agencies are invited to attend the meetings and may be asked to provide information on subjects discussed. Phone 276-7111, extension 314, the Planning Department, for specific time and place of meetings.

UMATILLA COUNTY - WESTERN PLANNING UNIT* WEST END CITIZENS ADVISORY COMMITTEE PLANNING MEETING TOPICS

November 11	Discussion of work schedule and overall county planning program.
Nov 23	Election of officers, organization committee report on subcommittee structure, review existing Comprehensive Plan and Map.
December 9	Discussion of how to survey community needs and problems, discussion of some natural hazard inventory prepared by staff, possibly hold a town meeting to identify (survey) west end problems.
January 23	Discussion of criteria for identifying agricultural lands, review public facilities inventory prepared by staff.

* Includes greater Umatilla, Hermiston, Stanfield, and Echo areas of the county

- January 13 Discussion of urban growth boundary, review of interim boundaries of cities, review and discuss open space inventory; continue survey of community needs and problems.
- 27 Discuss recreation needs, review state parks plan and inventory of recreation areas, evaluate results of community needs survey.
- February 10 Review Echo-Stanfield economic data, review county population-employment projection, discuss economic development, identify employment centers.
- 24 Review and discuss west end land use inventory.
- March 10 Review transportation inventory, discussion of county road conditions, review agricultural lands inventory.
- 24 Review City of Umatilla draft plan, discuss all inventories needed to identify framework land uses, discuss housing data.
- April 14 Discussion and review air-water-land quality problems and inventories, review projections of land use needs-employment-population-desired density-financial ability to serve.
- 28 Review map projecting future framework land areas, discuss conflicts with present picture, discuss energy conservation considerations.
- May 12 Continue discussion of conflict areas, discuss alternative land uses and policies, begin formulation of alternative plans.
- 26 Continue discussion of community goals.
- June 9 Formulation of plans to achieve goals and policies; Discussion of plan rough draft.
- 23 Continued work on plan draft; Review Echo and Stanfield Draft Plans prepared by city planner.
- July 14 Attend Echo and Stanfield hearings on city plans; Continue work on county plan draft.
- August Present draft of West-End Plan (text and map) to County Planning Commission.

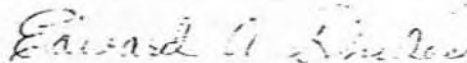
P. O. BOX 190
PENDLETON, OREGON 97801

January 5, 1977

Dear Coordinating Agency:

Copies of the City of Pendleton's Third Draft of its Comprehensive Plan are available for review and comment by you at the offices of the Land Conservation and Development Commission, Salem, Oregon, the East Central Oregon Association of Counties, Pendleton, Oregon, or City Hall in Pendleton.

Sincerely,



Edward A. Rhodes
Director of Planning & Building

EAR:clf



RECIPIENTS OF PLANNING COORDINATION LETTER

Federal Agencies by Certified Mail

Ms. Mary Mundell
Mr. D. Craig Ahlberg
Rural Development Service
U.S. Department of Agriculture

Mr. Louis Baxter
Mr. Kenneth K. Keudell
Mr. Ken Durrell
Farmers Home Administration
U.S. Department of Agriculture

Mr. Jack Sainsbury
Mr. David McLeod
Mr. George Potter
Agriculture Stabilization and
Conservation Service

Ms. Laura Jean White
Federal Crop Insurance Corporation
U.S. Department of Agriculture

Mr. Thomas W. Thompson
Mr. Jim Pease
Mr. Gerald Brog
Mr. Darrell Maxwell
Mr. Myron L. Dunning
Mr. Harold Kerr
Oregon State Extension Service
U.S. Department of Agriculture

Mr. Al Oard
Mr. H. B. Rudolph
Mr. Warren Post
Mr. Gordon George
Forest Service
U.S. Department of Agriculture

Mr. William L. Dugan
Mr. Guy W. Nutt
Mr. Robert Adelman
Mr. Dale Boner
Soil Conservation Service
U.S. Department of Agriculture

Mr. Tom Current
Mr. Ronald R. Hall
Mr. Mark Huston
Mr. C. Mark Smith
Economic Development Administration
U.S. Department of Commerce

Umatilla Army Depot
Department of the Army

Mr. Dave Geiger
Mr. Ron Barrett
Mr. Frank Parsons
Mr. Gordon D. Richardson
Mr. Larry Bogas
Planning Branch, Portland
Army Corps of Engineers
Department of the Army

Mr. Stan Dumas
13th Naval District
Western Naval Facilities

Lt. Brian Quandeck
Naval Weapons Systems Training Facilities

Mr. Gary Gillespy
Mr. Cliff Safranski
U.S. Department of Housing and Urban
Development

Mr. Charles Polityca
Mr. Chuck Hoyt
Office of Land Use and Water Planning
U.S. Department of Interior

Mr. Don Rogers
Mr. John Kincheloe
Mr. Larry Rasmussen
U.S. Fish and Wildlife Service
U.S. Department of Interior

Mr. Ernest J. Borgman
Mr. Edwin L. Arnold
National Park Service
U.S. Department of Interior

Mr. Walter Lewis
Bureau of Mines
U.S. Department of Interior

Mr. A. R. Leonard
Geological Survey
U.S. Department of Interior

Mr. Roy Sampsel
Bureau of Indian Affairs
U.S. Department of Interior

Federal Agencies (continued)

Mr. Tom Hampson
Mr. John Hughes
Confederated Tribes of the
Umatilla Indian Reservation
Bureau of Indian Affairs
U.S. Department of Interior

Mr. Bob Coffman
Baker Office
Bureau of Land Management
U.S. Department of Interior

Mr. James Norris
Mr. James Habermehl
Bureau of Outdoor Recreation
U.S. Department of Interior

Mr. Dale Gooch
Bureau of Reclamation
U.S. Department of Interior

Mr. Emmett Willard
Mr. Harold M. Cantrell
Bonneville Power Administration
U.S. Department of Interior

Land and Natural Resources Division
Washington, D.C.
U.S. Department of Justice

Mr. Richard Arnold
U.S. Department of Transportation

Mr. Hans Sperber
Federal Aviation Administration
U.S. Department of Transportation

Region 10
Federal Highway Administration
U.S. Department of Transportation

Portland Office
Federal Railroad Administration
U.S. Department of Transportation

Mr. Cecil Quellette
Mr. John Vlastelica
U.S. Environmental Protection Agency

Washington, D.C.
(Office of Public Information)
Mr. Frank Thomas
Federal Power Commission

Mr. J. Don Chapman
Small Business Administration

Mr. Andy Ekman
Federal Energy Administration

Seattle Office
U.S. Energy Research and Development
Administration

Mr. Jim Hanchett
Mr. Robert Ryan
Mr. Robert Engelken
Nuclear Regulatory Commission

Mr. George Van Santan
Mr. Donel J. Lane
Mr. Larry Vinton
Pacific Northwest River Basin Commission

Pendleton Office
Heppner Office
Ione Office
U.S. Postal Service

Salt Lake City Office
U.S. Weather Bureau

State Agencies by Certified Mail

Mr. Don McKinnis
Agricultural Development
Department of Agriculture

Ms. Lois Bohlender
Mr. Trever Jacobson
Mr. Dave Bassett
Building Codes Division
Department of Commerce

Mr. Douglas Stevie
Housing Division
Department of Commerce

Mr. Gene Osborne
Real Estate Division
Department of Commerce

Mr. Daniel Goldy
Department of Economic Development

Mr. Floyd Shelton
Ports
Department of Economic Development

Mr. John Groupe
Eastern Oregon Regional Office
Department of Economic Development

Mr. William G. Wilmot, Jr.
Department of Education

Mr. David E. Piper
Department of Energy

Mr. Mike Downs
Mr. Steve Gardels
Mr. Robert Jackman
Mr. Bill Young
Department of Environmental Quality

Mr. Michael Burton
Mr. David Hupp
Ms. Leslie Lehmann
Intergovernmental Relations Division
Executive Department

Mr. James Lauman
Mr. Jack E. Melland
Mr. Glen F. Ward
Mr. William C. Hall
Mr. James V. Phelps
Department of Fish and Wildlife

Mr. Phillip Brogan
Mr. Bill Holstclaw
Division Management, Plans and Programming
Oregon State Department of Forestry

Mr. John D. Beaulieu
Department of Geology and Mineral
Industries

Mr. Standley L. Ausmus
Mined Land Reclamation Division
Department of Geology and Mineral
Industries

Mr. Jack I. Hinderup
Office of Facilities Planning
Oregon State Board of Higher Education

Mr. Richard A. Davis
Mr. Darrel Buttice
Department of Human Resources

Mr. Don Steward
Employment Division
Department of Human Resources

Mr. Bert Worley
Mr. Laverne Miller
Mr. Jack Wright
Mr. Willard S. Titus
Oregon State Health Division
Department of Human Resources

J. D. Bray, M.D.
Mr. J. E. Murray
E. C. Brunette, Ph.D.
Mental Health Division
Department of Human Resources

Mr. Harold Brauner
Mr. Ronald Eber
Mr. Bob Bailey
Mr. Mike Fleschner
Mr. Herb Riley
Department of Land Conservation
and Development

Mr. Stanley Hamilton
Mr. Leonard Wilkerson
Mr. Burton P. Lewis
Division of State Lands

State Agencies (continued)

Mr. Keith Stubblefield
Mr. Buck Costar
Oregon Law Enforcement Council
State Planning Agency

Mr. James A. Hadley
Oregon State Marine Board

Mr. Robert R. Fisher
District No. 4 Headquarters, Baker
Oregon State Police Department

Mr. Paul Bettiol
Mr. Leonard Skinner
Board on Police Standards and Training

Mr. James E. Weiss
Center for Population Research
and Census

Mr. Dave Astle
Mr. Gale Spinning
Public Utility Commission

Mr. Charles Liles
State Soil and Water Conservation
Commission

Mr. Robert A. Burco
Mr. Robert Bensley
Mr. Robert Schroeder
Mr. George Strawn
Department of Transportation

Mr. Fred Klaboe
Mr. Bill Beckner
Highway Division
Department of Transportation

Mr. David G. Talbot
Mr. Ted Dethlefs
Mr. Ted Long
Parks and Recreation Branch
Highway Division
Department of Transportation

Salem Office
Department of Veterans Affairs

Mr. Darrell Learn
Mr. William Porfily
Mr. Douglas Bennett
Mr. Joseph Szramek
Department of Water Resources

Mr. Jeffrey Kleinman
Mr. Stephen Kafoury
Joint Legislative Committee on
Land Use

Mr. Henry R. Richmond
1000 Friends of Oregon

Mr. David Cole
Museum of Natural History
University of Oregon

Mr. Kenneth C. Tollenaar
Bureau of Governmental Research
University of Oregon

Mr. Glen Juday
Natural Area Preserves Advisory
Committee

Mr. Ben Mouchett
208 Water Quality Project

Other Agencies (County, City, Local, etc.) By Certified Mail

League of Oregon Cities
Salem

Association of Oregon Counties
Salem

Mr. Wayne Rifer
The Nature Conservancy

Umatilla County Board of Commissioners

Morrow County Commissioners

Mr. Jim Ellis
Blue Mountain Economic Development
Council

Mr. Ed Hoeft
Mr. Dale Boner
Columbia Blue Mountain Resource,
Conservation, and Development

Mr. Ronald R. Hall
East Central Oregon Association of
Counties

Umatilla County Assessor

Umatilla County Fair Board
Hermiston

Umatilla County Housing Authority
Hermiston

Mr. Tom Munck
Umatilla County Intergovernmental
Council

Ms. Julia Murray
Umatilla County League of Woman Voters

Mr. Bruce Barnes, MSW, ACSW
Umatilla-Morrow County Mental Health
Program

Reverend Dirk Rinehart
Umatilla-Morrow County Mental Health
Program Advisory Board

Mr. Art Barrows
Umatilla County Parks Commission

Umatilla County Planning Commission

Mr. Carlos Van Eisberg
Umatilla County Road Department

Mr. Glen Thorne
Umatilla County Road Advisory Commission

Mr. Henry Kopacz
Umatilla County Water and Soil
Conservation District

Morrow County Assessor

Ms. Ruth McCabe
Morrow County Historical Society

Morrow County Road Department

Mr. William Penney
Port of Umatilla

Mr. Rupert Kennedy
Port of Morrow

Heppner Chamber of Commerce

City Councils

- Adams
- Athena
- Boardman
- Echo
- Helix
- Heppner
- Hermiston
- Ione
- Irrigon
- Lexington
- Milton-Freewater
- Pendleton
- Pilot Rock
- Stanfield
- Ukiah
- Umatilla

* * * * *

Mr. Pat Gordon
Mr. Dick Grant
Eastern Oregon Health Systems Agency, Inc.

Other Agencies (continued)

Schools

Blue Mountain Community College
Pendleton

Athena School District No. 29
Athena

Echo School District No. 5
Echo

Ferndale School District No. 1
Milton-Freewater

Helix School District No. 1
Helix

Hermiston School District No. 8
Hermiston

McLoughlin Union High District No. 3
Milton-Freewater

Milton-Freewater School District No. 31
Milton Freewater

Morrow County School District No. 1
Lexington

Pendleton School District No. 16
Pendleton

Pilot Rock School District No. 2
Pilot Rock

Stanfield School District No. 61
Stanfield

Tum-A-Lum School District No. 4
Milton-Freewater

Ukiah School District No. 80
Ukiah

Umapine School District No. 13
Milton-Freewater

Umatilla School District No. 6
Umatilla

Umatilla County Intermediate
Education District
Pendleton

Weston School District No. 19
Weston

* * * * *

Irrigon Park District

Hermiston Irrigation District

Stanfield-Westland Irrigation District

Hepner Flood Control District

Lexington-Ione Cemetary District

Hepner Cemetary District

Irrigon Cemetary District

Athena Police Department

Boardman Fire District

Echo Fire Department

Helix Fire Department

Hepner Rural Fire District

Hermiston Fire Department

Irrigon Rural Fire Protection

Pendleton Fire Department #1

Pendleton Fire Department #2

Pilot Rock Fire Department

Stanfield Fire Department

Umatilla Fire Department

Pioneer Memorial Hospital

St. Anthony Hospital

Other Agencies (continued)

Morrow County Grain Growers

Ione
Heppner
Lexington

Grain Growers, Inc.

Athena
Echo
Helix
Hermiston
Pendleton
Pilot Rock

Greyhound Bus Lines
Pendleton

Burlington Northern, Inc.

Helix
Pendleton
Portland (Regional Office)

Union Pacific Railroad

Heppner
Ione
Pendleton
Weston

Mr. Don Nielson
Union Pacific Land Resources Corporation

Pacific Northwest Bell
Pendleton

Eastern Oregon Telephone Company
Pilot Rock

Columbia Cable Television
Hermiston

Heppner Television, Inc.
Heppner

Lexington City Television
Lexington

Pendleton Community Television System
Pendleton

Weston/Athena Community Television Company
Athena

Pacific Power and Light
Pendleton

Portland General Electric Company
Portland

Umatilla Electric Cooperative Association
Hermiston

Columbia Basin Electric Co-op
Heppner

Cascade Natural Gas
Hermiston

Cascade Natural Gas
Pendleton

Heppner Nor-Gas Company
Heppner

McCall Gas Company
Stanfield

Pacific Gas Transmission Company
San Francisco

Contact Persons

Mr. Jim Thompson
City Administrator
City of Boardman

Mr. David R. Moon
Planning Director
Morrow County Planning Department

Mr. Donald G. Burns
Associate Planner
Morrow County Planning Department

Mr. Cecil Thompson
Chairman
West-End Citizens Advisory Committee

Mr. L. T. Harper
City Administrator
City of Hermiston

Mr. Del McInerney
City Planner
City of Milton-Freewater

Mr. Edd Rhodes
Planning Director
City of Pendleton

Mr. Henry Markus
Comprehensive Planner
East Central Oregon Association
of Counties

Mr. Dave Bishop
Planning Director
Umatilla County Planning Department

Ms. Sarah M. Salazar
Comprehensive Planner
Umatilla County Planning Department

Mr. J. K. Palmer
City Administrator
City of Umatilla

Mr. Ron Johnson, Consultant
DMJM/Hilton, Portland

Neighboring Jurisdictions

Benton County Court House
Prosser, Washington

Gilliam County Board of Commissioners
Condon, Oregon

Grant County Board of Commissioners
Canyon City, Oregon

Klickitat County Court House
Goldendale, Washington

Union County Board of Commissioners
La Grande, Oregon

Walla Walla County Court House
Walla Walla, Washington

Wallowa County Board of Commissioners
Enterprise, Oregon

Wheeler County Board of Commissioners
Fossil, Oregon

Federal Agencies by Certified Mail

Cabinet Level

Mr. James Schlesinger
Assistant to the President
Energy Affairs

Mr. Robert Bergland
Secretary of Agriculture

Ms. Juanita M. Kreps
Secretary of Commerce

Mr. Harold Brown
Secretary of Defense

Mr. Joseph A. Califano, Jr.
Secretary of Health, Education,
and Welfare

Ms. Patricia R. Harris
Secretary of Housing and Urban
Development

Mr. Cecil Andrus
Secretary of Interior

Attorney General Griffin Bell
Department of Justice

Mr. Ray Marshall
Secretary of Labor

Mr. Thomas B. Lance
Director, Office of Management
and Budget

Mr. Cyrus Vance
Secretary of State

Mr. Brockman Adams
Secretary of Transportation

Mr. W. Michael Blumenthal
Secretary of Treasury

Recipients of Informational Copies

President Jimmy Carter

Mr. Jack H. Watson

Governor Robert Straub
State of Oregon

U.S. Senator Mark O. Hatfield

U.S. Senator Bob Packwood

U.S. Representative Al Ullman

Senator Mike Thorne

Senator Kenneth Jernstedt

Senator Robert Smith

Representative Max Simpson

Representative Jack Sumner

Representative Ed Patterson

Representative Jack Duff

Governor Dixie Lee Ray
State of Washington

U.S. Senator Warren G. Magnuson

U.S. Senator Henry M. Jackson

U.S. Representative Thomas S. Foley

U.S. Representative Mike McCormick

Senator Jeanette Hayner

Senator Max Benitz

Senator Al Henry

Representative Eugene Struthers

Representative Charles Kilbury

Representative Claude Oliver

Representative Gene Laughlin

Representative James Boldt

Mr. Dick Porn
Economic Development Administration

ADDENDUM TO ATTACHMENT H

Second Certified Mailing

Federal Agencies

Mr. Merle Storm, Director
Bureau of Land Management
U.S. Department of Interior

Mr. Maurice H. Lundy, Director
Bureau of Outdoor Recreation
U.S. Department of Interior

Mr. Rod Vissia, Regional Director
Bureau of Reclamation
U.S. Department of Interior

Mr. Donald P. Hodel, Administrator
Bonneville Power Administration

Mr. Christian Walk, Director
Federal Aviation Administration

Mr. Earl Anderson, Acting Administrator
Federal Railroad Administration

Mr. Jack Robertson, Regional Director
Federal Energy Administration

Mr. Tab Seahorn, Acting Director
Agricultural Stabilization and
Conservation Service

Mr. H. A. Wadsworth
Coop. Extension Service
Oregon State University

Mr. Theodore A. Schlapfer
Forest Service
U.S. Department of Agriculture

Colonel Harvey Arnold, Jr.
Army Corps of Engineers

Mr. J. D. Murray, Jr., Admiral
U.S. Navy

Mr. Nile B. Paul, Acting Director
Department of Housing and Urban
Development

Mr. Russell E. Dickenson
National Park Service
U.S. Department of Interior

Mr. Francis Briscoe
Area Director of the Bureau of
Indians Affairs

Mr. George F. Wager
Federal Communications Commission

Mr. John H. Jewhurst, Lt. Colonel
U.S. Air Force

Mr. Lloyd R. Porter, District Director
U.S. Department of Commerce

Dr. Fred Cleaver
NOAA
National Marine Fisheries

Mr. David Head, Regional Administrator
U.S. General Services Administration

Mr. James Wakefield
National Weather Service

Mr. Bernard E. Kelly, Regional Director
Department of Health, Education,
and Welfare

Rear Admiral C. A. Richmond, Jr.
U.S. Coast Guard

State Agencies

Mr. Leonard Kunzman, Director
Department of Agriculture

Mr. Clarence Parker
Department of Economic Development

Dr. Verne Duncan
Department of Education

Mr. Fred Miller
Department of Energy

Mr. Jack Carter
Intergovernmental Relations Division
Executive Department

Mr. John R. Donaldson
Department of Fish and Wildlife

Mr. Ed Schroeder
Department of Forestry

Mr. Raymond Corcoran
Department of Geology and
Mineral Industries

Mr. Dennis Murphy
Department of Human Resources

Mr. Keith Putman
Oregon State Health Division

Mr. William S. Cox
Division of State Lands

Mr. Laurence Sprecher, Director
Department of General Services

Mr. Lon Topaz
Mr. Charlie Davis
Public Utility Commission

Mr. Jim Sexson, Director
Water Resources Department

Mr. Richard A. Miller, Major General
Oregon Military Department

Mr. Jim Ross
Department of Land Conservation
and Development

BEFORE THE BOARD OF COMMISSIONERS

OF UMATILLA COUNTY

In the matter of the Development
and Adoption of Procedures and
Standards for County Review of
City Comprehensive Plans.

Resolution and Order

WHEREAS, ORS 197.175 requires each city and county in the State of Oregon to prepare and adopt comprehensive plans consistent with Statewide Planning Goals, and

WHEREAS, ORS 197.190 requires each county to coordinate all planning activities affecting land use within the county, including those of the county, cities, special districts and state agencies; to assure an integrated comprehensive plan for the entire area of the county, and

WHEREAS, ORS 197.255 requires each county to review all comprehensive plans in the county for the purpose of advising local jurisdictions as to their conformity with Statewide Planning Goals, and

WHEREAS, Statewide Planning Goal #14 requires that the establishment and change of urban growth boundaries shall be a cooperative process between cities and the county, and

WHEREAS, the Umatilla County Board of Commissioners on November 9, 1976, discussed the issue of urban growth boundaries and planning coordination with other city and county officials, and requested local planners to develop a process for establishing urban growth boundaries, and

WHEREAS, Umatilla County's Planning Coordinator met on December 6, 1976, and February 14, March 21, April 11, April 22, May 9, and May 27, 1977, with local planners or contact persons to develop the process for establishing urban growth boundaries, and

WHEREAS, local planners following the direction provided by the Board of Commissioners, have developed an overall process necessary to meet the statutory and county requirements for the establishment of urban growth boundaries and activities related thereto, and

WHEREAS, the Umatilla County Board of Commissioners has requested each city in the county to review and comment on the proposed process, and

WHEREAS, adoption of this process will provide a form for cooperative establishment of urban growth boundaries, review of city comprehensive plans including areas within urban growth boundaries, and will provide the basis for developing joint city/county management policies for land within urban growth boundaries,

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Umatilla County Board of Commissioners adopts:

1. The process for county review of city comprehensive plans and urban growth boundaries as given in Attachment A; and
2. The form of review as given in Attachment B.

BE IT FURTHER RESOLVED AND ORDERED that the Umatilla County Planning Department and Planning Commission are directed to use:

1. The process adopted herein for review of city comprehensive plans and urban growth boundaries; and
2. The form of review adopted herein and the Statewide Planning Goals as the basis for reviewing city comprehensive plans and urban growth boundaries, establishing findings of fact, and making recommendations on the adoption of or concurrence with a city's comprehensive plan and urban growth boundary.

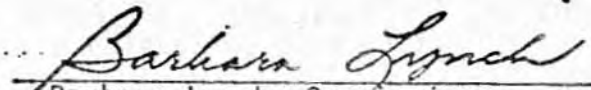
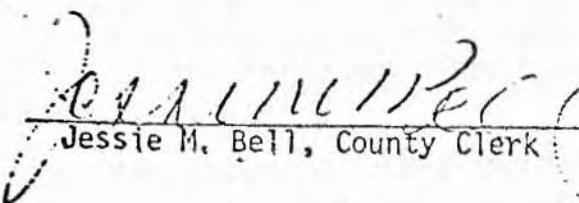
Dated this 20th day of July, 1977.

Umatilla County Board of Commissioners



F. K. Starrett, Chairman

ATTEST:


Barbara Lynch, Commissioner
Jessie M. Bell, County Clerk
Ford Robertson, Commissioner

Process

County Review of City Comprehensive Plans

- I. Final Draft Plan Review
 - A. City circulates draft plan for review.
 - B. City and county planners discuss draft plan.
 - C. County staff report prepared
 - D. Review by county planning commission
 1. Public notice, planning commission work session, ten days
 2. Planning commission work session
 - a. City presentation (city option)
 - b. County staff report
 - c. Comments by affected government units
 - d. Public comments
 - e. Questions
 3. Planning commission findings and recommendations
 - a. Findings on
 1. Compliance with state goals.
 2. City/county issues identified.
 3. Urban growth boundary and plan for area within boundary outside city limits.
 4. Coordination with affected government units
 - b. Recommendations
 - E. Summary of planning commission work session, findings and recommendations prepared and distributed by county staff.
 - F. County staff report revised as necessary to reflect issues identified at planning commission work session and/or new information.
 - G. Review by Board of Commissioners
 1. Public notice, Board hearing, ten days
 2. Board hearing
 - a. Summary of planning commission work session, findings and recommendations

- b. City presentation (city option)
- c. County staff report
- d. Comments by affected government units
- e. Public comments
- f. Questions

3. Board findings and recommendations

a. Findings on

- 1. Compliance with state goals
- 2. City/county issues identified
- 3. Urban growth boundary and plan for area within boundary outside city limits
- 4. Coordination with affected government units

b. Recommendations

H. Summary of county review of city draft plan prepared and distributed by county staff

II. Adopted Plan Review Process

- A. City circulates plan for review
- B. City meets with county planning commission to discuss plan (city option)
- C. County staff report prepared
- D. Review by county planning commission
 - 1. Public notice, planning commission hearing, ten days
 - 2. Planning commission hearing
 - a. City presentation (city option)
 - b. County staff report
 - c. Comments by affected government units
 - d. Public comments
 - e. Questions
- 3. Planning commission findings and recommendations
 - a. Findings on
 - 1. Compliance with state goals
 - 2. City/county issues

3. Urban growth boundary and plan for area within boundary outside city limits
4. Coordination with affected government units
- b. Recommendations
 1. Further negotiation needed and/or
 2. Adopt/concur with exceptions as necessary
- E. Summary of planning commission hearing, findings, and recommendations prepared and distributed by county staff.
- F. County staff report revised as necessary to reflect issues identified at planning commission hearing and/or new information.
- G. Review by Board of Commissioners
 1. Public notice, Board hearing, ten days
 2. Board hearing
 - a. Summary of planning commission hearing, findings, and recommendations
 - b. City presentation (city option)
 - c. County staff report
 - d. Comments by affected government units
 - e. Public comments
 - f. Questions
 3. Board findings and actions
 - a. Findings on
 1. Compliance with state goals
 2. City/county issues
 3. Urban growth boundary and plan for area within boundary outside city limits
 4. Coordination with affected government units
 - b. Action
 1. Further negotiation with city and/or
 2. Adoption of plan if urban growth boundary outside city limits with exceptions as necessary, or
 3. Concurrence with plan with exceptions as necessary
- H. Summary of county review of city plan prepared and distributed by county staff

Form of Review

County Review of City Comprehensive Plans

The purpose of this intensive review is to resolve intergovernmental planning and coordination issues at the local level to the greatest extent possible. The following questions will be addressed by the Board of Commissioners, Planning Commission, and County staff in reviewing city comprehensive plans. The emphasis of the review is to insure that the plan is in compliance with Statewide Planning Goals, city/county issues have been identified and resolved, cooperative establishment of an urban growth boundary and plan for the area within the boundary outside city limits and coordination with affected government units.

1. Data Inventories

- a. Which inventories required by the Statewide Planning Goals were considered not applicable to the planning area?
- b. Were there inventories for which adequate information was not available?
- c. For those inventories completed:
 1. Was best existing data used?
 2. Were sources, dates, inadequacies noted?
 3. Are maps, tables, narrative understandable?
 4. Was this information made available to the public?
 5. Were research needs identified and prioritized?

2. Identification of Buildable Lands

- a. Which of the following lands considered unsuitable for development were identified in the planning area?
 1. Floodway, floodplain
 2. Creeks, ditches, rivers, wetlands
 3. Earthquake fault zones
 4. Agricultural and forest lands
 5. Severe soil limitations (groundwater, steep slopes, landslides, erosion and disposition, weak foundation soils)
 6. Mineral and aggregate resource sites
 7. Archaeological/paleontological sites
 8. Outstanding scenic views and sites
 9. Significant fish, wildlife, and natural areas
 10. Wild and scenic waterways (potential/approved, state/federal,

- b. If any of these lands were included within the urban growth boundary, what policies were adopted to:
 1. protect public health, safety, and welfare?
 2. protect environmental quality, natural and scenic resources?
3. Economic and population projections
 - a. Were emerging trends and possible future key events identified?
 - b. Forecast(s) over what time period(s)?
 - c. Were assumptions explicit?
 - d. Was best existing data used and sources, dates, and uncertainties noted?
 - e. Were comparisons made with other forecasts?
 - f. Were there findings and conclusions?
4. Land requirements for projected economic development and population growth
 - a. Were land characteristics required for different types of projected development established?
 - b. Was the availability of land with these characteristics -- within city, contiguous to city established?
 - c. Was the total amount of land required for development specified?
5. Public facilities and services required to accommodate existing unmet needs and expected economic and population growth
 - a. Were design requirements/standards established?
 - b. Was energy conservation and use of renewable energy resources -- water, sunshine, wind, geothermal, wastes (municipal, industrial, farm, forest) emphasized?
 - c. Were alternative ways to meet needs discussed?
 - d. Was the ability of the community to provide such facilities and services established?
6. Comprehensive plan and urban growth boundary
 - a. Are goals, findings, objectives, and policies (or their equivalent) indexed or collected in one place in the planning report?
 - b. Was adequate but not excessive land set aside for projected development with appropriate or required characteristics?
 - c. Does the land included meet design requirements for public facilities and services?
 - d. Were natural or man-made barriers recognized?

- e. Were lands unsuitable for development excluded and/or left in open space uses?
 - f. Were conflicts resolved or exceptions taken to the Statewide Goals?
 - g. Coordination with affected governmental units:
 - 1. Were joint issues and problems identified?
 - 2. Were policies established to resolve these issues and problems?
 - 3. Does the plan provide for joint implementation by governmental bodies operating in the planning area?
 - h. Was citizen involvement in the comprehensive planning process documented?
 - i. Was a policy established for revising or amending the comprehensive plan and the urban growth boundary?
7. Were policies established for implementation of the plan such as,
- a. Zoning and subdivision ordinances
 - b. Capital improvement program
 - c. Phasing of infrastructure within urban growth boundary
 - d. Intergovernmental cooperation and agreements

SECOND DRAFT

PRELIMINARY POPULATION AND LABOR FORCE PROJECTIONS

MORROW AND UMATILLA COUNTIES

Prepared by:

EAST CENTRAL OREGON ASSOCIATION OF COUNTIES

October, 1977

- e. Were lands unsuitable for development excluded and/or left in open space uses?
 - f. Were conflicts resolved or exceptions taken to the Statewide Goals?
 - g. Coordination with affected governmental units:
 - 1. Were joint issues and problems identified?
 - 2. Were policies established to resolve these issues and problems?
 - 3. Does the plan provide for joint implementation by governmental bodies operating in the planning area?
 - h. Was citizen involvement in the comprehensive planning process documented?
 - i. Was a policy established for revising or amending the comprehensive plan and the urban growth boundary?
7. Were policies established for implementation of the plan such as,
- a. Zoning and subdivision ordinances
 - b. Capital improvement program
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SECOND DRAFT

PRELIMINARY POPULATION AND LABOR FORCE PROJECTIONS

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October, 1977

I. INTRODUCTION

The estimations of future population for Morrow and Umatilla Counties contained in this report are abstracted from a larger project undertaken by the East Central Oregon Association of Counties pursuant to state requirements for an economic element (Goal #9) of the comprehensive land use plan. This plan will include a detailed analysis of the growth potential of Morrow and Umatilla Counties, one task of which was to project future labor force demand, and from that, resident population. This task is still being conducted by the staff of the East Central Oregon Association of Counties. When completed, it will contain figures for Morrow and Umatilla Counties, their municipalities, and other political subdivisions to the year 2000. The present (October, 1977) report contains only those data derived from the first or assumption-testing computer run. Another run will be made after consultation with county and city authorities. See Section III below for a general discussion of the method by which these figures were derived.

II. HOW TO USE THESE FIGURES

When the final report is published next year after consultation with municipal and county officials and a review of assumptions in light of better knowledge about start-up dates, etc. for major development projects, the population projections from which these figures are abstracted should be as reliable as present techniques allow. Their utility lies not so much in their accuracy (which is not greater than ± 10 percent), but in the explicitness of the assumption on which they are based. They serve to focus discussion. If an interested citizen disagrees with a figure, he can point to the specific assumption that seems out of line, rather than vaguely object to the final projection as somehow wrong.

We wish to emphasize that the projections of future population for Morrow and Umatilla Counties contained in this report are entirely preliminary. The projections are to be regarded as tentative until the staff of the East Central Oregon Association of Counties have consulted with officials and planning staffs of region cities and other political subdivisions. These figures are due to be revised further during the next nine months on the basis of better information from governmental agencies, public utilities and private firms concerning their plans for economic development in Morrow, Umatilla and Gilliam Counties. Local elected officials, planners, engineers, builders, and interest citizens should await the preparation by the East Central Oregon Association of Counties of third draft findings in the summer of next year, and the final results in September, 1978, before basing any decisions on this series of projections.

III. HOW THESE PROJECTIONS WERE DERIVED

The basic procedure for developing these figures is fairly straight-forward although it requires some complex subroutines and a computer. A simplified outline of the procedure follows. For a more detailed explanation of all the steps, assumptions and base data involved, please contact the economic planning staff of ECOAC before next summer, or await publication of the final report for inclusion in the Morrow and Umatilla County Comprehensive Plan.

1. Estimation of Natural Increase

The male and female resident populations of each County in 1970 were divided into five-year age groups known as "cohorts". Age- and sex-specific fertility and mortality rates were applied to these cohorts, yielding the number of births and deaths for the interval 1970-75. (The survival and fertility rates were based on county and state records. The computer program was "calibrated" by comparing the 1975 population derived this way with officially certified data.) This procedure was repeated for 1975-80 and subsequent five year intervals; given the resident population developed by the computer for the beginning year.

This process is known as the "cohort-survival technique" and is the basis for all economic model population projections conducted in the Pacific Northwest in recent years. It yields the number of people expected to reside in an area if there were no net in- or out-migration during the forecast interval. Since its development at the University of Oregon in the early 1960's, it has been refined and applied to a wide range of economic and political units by a variety of forecasting firms and agencies with notable success.

2. Estimate of Migration

There are two commonly practiced means of estimating the number of people moving into or out of an area. One of these is the so-called "historical trend" method, which simply increases or decreases the population of an area by a previously observed or reasonable rate of in- or out-migration. It is most appropriate when dealing with large, stable economic units, and requires constant monitoring and updates. Portland State University uses this technique to supply the State of Oregon with projections for cities, counties, and the state, referring whenever possible to actual census data in order to keep track of current trends.

The second method of estimating migration is an economic modeling procedure based on labor force projections independent of the computer program itself. This technique assumes that the main factor controlling migration is job availability, and that people move from areas where jobs are scarce to places where they are more plentiful. This model is most appropriate to a region experiencing rapid economic growth, such as ours today.

This technique of population projection requires the forecaster to estimate future growth in each employment category such as construction, manufacturing, agriculture, etc. This procedure yields future total labor force figures. Local labor force participation rates are applied to the resident population derived in the first half of the program to yield the resident labor force. Subtracting the resident labor force from the expected total labor force demand gives an estimate of how many jobs are available to non-residents.

3. Estimation of Labor Force in 1980 and 1985

In order to estimate future labor force figures for Morrow and Umatilla Counties, it was necessary to make assumptions about general economic growth in this area and about specific new projects planned here. This entailed an analysis of each employment category, based on Oregon State Employment Division records, studies conducted for Alumax and Portland General Electric and other studies by various government agencies and private firms.

Almost as important as whether these projects are undertaken is the consideration of when construction on them begins. Attention should therefore be paid to the dates assumed for onset of construction and operation of each of the proposed new facilities. (See list of assumptions below.) The total for 1980 would be substantially less if construction were to start on Alumax, say in 1979 rather than 1978. Another important consideration is the percent of county labor force living outside the county. Estimates of this figure were based on studies conducted for Alumax Corporation and Portland General Electric.

4. Summation of Estimated Resident and Migratory Populations

The final step in the program adds the expected resident population due to natural increase with the expected in- or out migration due to labor force demand. (If there are fewer jobs than residents, we expect net out-migration.) This total gives the resident population for the next forecast interval.

Economic Assumptions

The assumptions listed here are not all-inclusive. A more detailed accounting would include projected labor force participation rates and a sector-by-sector breakdown of projected employment. The final report will contain this information. Until then, any questions or suggestions will be welcomed and answered promptly whenever possible.

Due to the high level of uncertainty concerning future projections in this county and neighboring counties, it was necessary to base employment estimates on three different development scenarios. The specific assumptions made about new projects and growth in established categories for each separate scenario follow:

Scenario A

1. Agriculture - Continued growth in new acreage under irrigation at or near 1970-75 rates until irrigable land (U.S. Bureau of Reclamation data) is consumed. No housing pressure on irrigable land. Agricultural productivity high (no shortages of petroleum-based products); employment growing proportional to new acreage. No shortage of water.
2. Food Processing and Light Industry - Continued growth in food processing and light industry at or near 1970-75 levels:
3. Energy-generation Facilities and Construction - No new electrical-generating plants in area after completion of Carty facility. Construction of second powerhouse at McNary Dam and of I-82 Freeway in Umatilla County to begin in 1980. (Freeway may not be constructed until 1983. Presently uncertain).
4. Other Sectors - Continuation of trends in other sectors of economy at or near 1970-75 rates, including forestry and wood products.
5. Unemployment -- See Appendix A
6. Heavy Industry - No new heavy industry in area during forecast interval. Alumax aluminum reduction plant not built, nor Pebble Springs Nuclear Plant (as in 3).

Scenario B

1. Same as A.
2. Same as A.
3. In addition to A, construction of two nuclear reactors at Pebble Springs site in Gilliam County beginning in second quarter of 1978. Construction of second plant to begin in 1982. (See Appendix C)
4. Same as A.
5. Differing as shown in Appendix A.
6. Construction of Alumax plant to begin in second quarter of 1978. New road north from Ione constructed after 1980.

Scenario C *

1. Same as A and B.
2. Same as A and B.
3. Assumes continued construction of all energy-generating facilities currently projected by Portland General Electric in Morrow and Gilliam Counties and by Pacific Power and Light at Roosevelt, Washington. (See Appendix C)
4. Same as A and B.

* Note: Scenario B and C are identical for 1980.

5. Differing as in Appendix A.
6. Same as B, plus industrial expansion at Ports of Morrow and Umatilla, Hinkle, and in Pendleton and Pilot Rock area throughout forecast period at peak (early 1980's) level.

We would like to emphasize that these assumptions were designed to yield the highest reasonable result in each case. The generally high trend of the resulting figures may be seen by consulting Tables 1 and 2 which report our findings and compare them with recent projections of other agencies and companies. These assumptions and others regarding commuting, working spouses, and incidence of singleness among in-migrators were tested on this first computer run. Alterations that seem called for in these or any other parameters affecting the final total can be made before the second run in nine months or any time before the final report is issued next year.

Special Population Assumptions

1. Construction population defined as temporary (i.e., specifically associated with major new physical plant or Federal Construction and not hired locally) computed separately from main program due to different age- and sex-structure.
2. Non-employment motivated in-migration (i.e., non-local retirees and recreation motivated movers) calculated and distributed separately from main program. (Primarily Walla Walla Valley and Blue Mountains Enumeration Districts).

UMATILLA COUNTY POPULATION PROJECTIONS 1975-1985

TABLE 1 A

	Year		
	1975	1980	1985
Portland State; February, 1976	48,000	50,700*	53,900*
Pacific Northwest Bell; April, 1976	48,200	53,500	57,500
Bonneville Power Administration; December 1976	47,650	54,200	59,450
ECOAC, Scenario A; August, 1977	48,017**	56,520	61,590
ECOAC, Scenario B; August, 1977	48,017	60,130	65,240
ECOAC, Scenario C; August, 1977	48,017	60,130	68,840

* Portland State University recognizes that these figures are too low and is in the process of updating them on the basis of present knowledge, such as city housing surveys. The exceptionally rapid growth in our area rendered the Portland State University "historical trend technique" inappropriate. The latest updated county figure (1976) is 50,000, which agrees well with our program.

** From computer calibration procedure.

Morrow County Population Projections 1975-2000

TABLE 1B

Source	Year					
	1975	1980	1985	1990	1995	2000
Portland State University* February, 1976	5,200	5,100	5,400	5,600	5,900	6,000
Pacific Northwest Bell** April, 1976	5,200	5,200	5,300	5,400	--	--
Bonneville Power Administration*** December, 1976	5,175	7,175	8,475	9,475	10,100	--
ECOAC, Scenario A August, 1977	--	7,285	8,477	9,550	10,053	10,593
ECOAC, Scenario B August, 1977	--	9,907	10,550	10,608 ⁺	11,027	11,587
ECOAC, Scenario C August, 1977	--	9,907	10,650	11,674	12,482	13,297

* Portland State University recognizes that its figures are too low and is in the process of updating them on the basis of present knowledge, such as city housing surveys. The rapid growth and changing economic composition of Morrow County and its labor force render the usual Portland State University "historical trend" technique inappropriate, though it has served other parts of the state well. The latest updated county figure (1976) is 5,350, which is still lower than the current population, according to our model.

** Pacific Northwest Bell also admits the inadequacy of its figures for planning purposes, in as much as it is developed on a household basis, and therefore, inappropriate for a rapidly changing area with a significant construction population.

*** Bonneville Power Administration is the first agency to conduct forecasts for Morrow County taking recent and expected growth fully into account. Its figures differ from mine mostly in the treatment of the construction force and assumptions about commuting ("household" vs. "establishment" data).

+ This small increase is due to assumption of no new energy-facility construction after 1987, and consequent departure of previously (1975-1987) semi-permanent construction labor force. Scenario C assumes fairly stable level of this force throughout the forecast period. (See list of assumptions.) This further assumes successful coordination of construction projects among the major contractors.

CITY AND PLANNING UNIT PROJECTIONS

Umatilla County, 1970 - 1995

(Figures given to nearest 50)

Table 2A
(Revision)

	1970	1975		1980		1985			1990			1995		
		A	B/C	A	B	C	A	B	C	A	B	C	A	B
County	44,900	48,200	56,500	60,150	61,600	65,250	68,850	64,950	69,000	72,450	67,450	73,100	76,050	
West End	13,200	15,200	21,700	25,100	24,600	27,750	31,150	26,450	30,100	33,350	28,050	33,200	35,800	
Echo	500	500	600	650	600	700	800	600	750	950	650	750	950	
Hermiston	4,900	5,950	8,550	9,950	9,450	11,250	12,400	9,950	12,050	13,150	10,150	13,800	14,950	
Stanfield	900	1,000	1,450	1,650	1,700	1,900	2,000	1,900	2,100	2,200	2,300	2,450	2,650	
Umatilla	700	1,600	3,350	4,750	3,950	4,650	5,600	4,350	5,200	5,850	4,800	5,650	6,400	
Rural	6,200	6,150	7,750	8,100	8,900	9,350	10,350	9,600	10,000	11,200	10,150	10,500	11,900	
Pendleton	13,200	14,100	14,900	15,000	15,500	15,700	15,750	16,000	16,350	16,450	16,400	16,800	16,950	
Milton Freewater	4,100	4,500	4,950	5,000	5,400	5,450	5,450	5,750	5,800	5,800	6,000	6,100	6,150	
Other Cities	3,500	4,000	4,250	4,300	4,400	4,450	4,500	4,650	4,700	4,750	4,800	4,800	4,850	
Other Rural	10,900	10,500	10,750	10,800	11,650	11,850	12,000	12,100	12,150	12,150	12,200	12,250	12,300	

MORROW COUNTY

City Population Projections, 1970-2000

(Revised 10.13.77)

Table 2B

		U.S. and Oregon Census		ECOAC Estimates				
		1970	1975	1980	1985	1990	1995	2000
County	A	4,470	5,190	7,290	8,480	9,550	10,050	10,590
	B	--	--	9,910	10,550	10,610	11,030	11,590
	C	--	--	--	10,650	11,670	12,480	13,300
Boardman	A	190	700	1,280	1,710	2,080	2,230	2,370
	B	--	--	2,620	2,590	2,500	2,670	2,900
	C	--	--	--	2,600	2,930	3,180	3,410
Heppner	A	1,430	1,600	1,770	1,790	1,810	1,830	1,850
	B	--	--	1,800	1,840	1,870	1,890	1,900
	C	--	--	--	1,850	1,890	1,920	1,950
Ione	A	360	410	460	510	560	590	600
	B	--	--	500	600	630	650	660
	C	--	--	--	600	680	750	780
Irrigon	A	260	370	620	840	1,030	1,100	1,250
	B	--	--	1,140	1,400	1,450	1,500	1,600
	C	--	--	--	1,440	1,600	1,750	1,970
Lexington	A	230	250	270	290	310	350	360
	B	--	--	290	330	350	360	370
	C	--	--	--	330	370	390	400
Rural	A	2,000	1,860	2,870*	3,340 ⁺	3,760	3,950	4,160
	B	--	--	3,560**	3,790	3,810	3,960	4,160
	C	--	--	--	3,830	4,200	4,490	4,790

* Trended at 1975-77 rate of increase in rural residential and adjusted by 1970-75 decreases in farmstead population.

** Trended at 1975-77 rate without adjustment.

+ Extrapolated at general county rate. This distribution is entirely suppositional. Rural share of county growth may reasonably be expected to decrease with time, therefore, city totals may be greater than shown after 1985, especially for Boardman and Irrigon.

How The City Projections Were Derived

Many factors can limit the growth of a city situated in a rapidly-expanding county. These constraints fall into three main classes: physical, economic, and public attitudinal.

Among the physical limits to growth are such problems as inadequate infrastructure (water, sewer, etc.) or services (schools, recreational facilities, housing, etc.), steepness of site or floodplain location. Other physical constraints are a city's location with respect to new industrial plant sites or transportation systems, and its general attractiveness to newcomers.

The economic problems that can confront a city even in a growing area include financing needed new services and capturing its desired share of the employment- and income-generating developments planning on entering the area. Finally, the desire of the present residents to see their city expand, remain the same or decline often determines which of these alternatives will occur.

In distributing the projected county and planning unit population among the cities, all of these factors were taken into account. A so-called "gravity flow" model (borrowed from Alumax consultant CH₂M Hill) was programmed for cities in the high growth North Morrow/West Umatilla area (1970 Census County Divisions of Boardman in Morrow County and Umatilla, Hermiston, and Stanfield and Echo area Enumeration Districts 51 and 54 in Umatilla County). Other cities and enumeration districts in the two counties were increased in proportion to their 1970 share of the employment and special population data stored in the computer. In both cases the figures derived in this way were cross-checked with historically-trended census data and compared with county and planning unit totals. (Larger units have a higher degree of reliability for both practical and statistical reasons, so it was therefore deemed advisable to adjust city figures to coincide with the county and planning unit totals.) The results of this procedure are tabulated in Table 2.

The distribution of county population among the cities and rural enumeration districts is based on specific assumptions about the location of new industries, direction of commuting and future farm organization, among other variables. Different assumptions would yield different results, but each decision was made with reference to the best behavioral evidence and economic models now available. It is a complicated process. The results were arrived at carefully and considerately and are reliable as the state of the art allows.

Review and Application of the City Projections

After review by the counties and cities during the next nine months, the computer program for the counties will be rerun using the hopefully more reliable information about new projects in the area available then. If the results differ significantly from those contained in this preliminary report, it will be necessary to run the distribution program again as well. At that time all the comments from local elected officials and planners can be considered in developing a distribution model.

An important point for municipal officials and planners to consider in reviewing and using these figures is that a certain amount of the growth shown in the Rural categories may reasonably be transferred to the cities. Due to the inability to foresee future annexations and to the present uncertainty about urban growth boundaries in the area, it was deemed wiser not to attach expected population growth in presently rural but urbanizing enumeration districts to neighboring cities. Such a procedure would have involved concocting an arbitrary annexation schedule for each larger city.

In general then, the Cities of Boardman, Irrigon, Hermiston, Stanfield, Umatilla, Milton-Freewater, Pendleton, and Pilot Rock may arguably regard the listed figures as bases for each forecast year. Should city officials or interested citizens wish to know an approximation of how many more people would likely be residing within a city boundary in a given forecast year than shown on the chart, all they need do is provide ECOAC with a map displaying projected annexations up to that year. An estimate of additional population to be transferred from an urbanizable rural area to the city could then be made.

For the other cities the listed figures indicate how many people would be likely to want to live there according to the distribution model and under each economic development scenario, and if the present residents were willing to bond themselves or find other ways and means to remove those physical limitations on growth subject to remedy. For instance, scenarios B and C assume that Echo builds a new water system and that Ione benefits from the construction of the proposed new north-south road in western Morrow County, and that both communities decide to encourage expansion.

City officials and interested citizens are encouraged to comment and request further information on this series of projections during the next nine months. The city figures will probably not be included in the county comprehensive plans, but it is still advisable for officials to review them to promote greater reliability for planning purposes.

APPENDIX A

CIVILIAN LABOR FORCE PROJECTIONS

Morrow and Umatilla Counties, 1975 - 2000

COUNTY/SCENARIO	1975	1980	1985	1990	1995	2000
<u>UMATILLA - A</u>						
Civilian Labor Force *	21,470	25,600	28,220	30,160	32,010	33,900
Total Employment	19,950	23,940	26,530	28,410	30,250	32,200
Unemployed	1,520	1,660	1,690	1,750	1,760	1,700
Percent	7.1	6.5	6.0	5.8	5.3	5.0
<u>UMATILLA - B</u>						
Civilian Labor Force	21,470	27,700	30,030	32,150	34,820	36,540
Total Employment	19,950	25,980	28,290	30,380	32,970	34,710
Unemployed	1,520	1,720	1,740	1,770	1,850	1,830
Percent	7.1	6.2	5.8	5.5	5.3	5.0
<u>UMATILLA - C</u>						
Civilian Labor Force	21,470	27,700	31,800	33,990	36,430	39,200
Total Employment	19,950	25,980	30,050	32,190	34,610	37,320
Unemployed	1,520	1,720	1,750	1,800	1,820	1,880
Percent	7.1	6.2	5.5	5.3	5.0	4.8
<u>MORROW - A</u>						
Civilian Labor Force	3,310	4,410	5,080	5,240	5,400	5,610
Total Employment	3,130	4,140	4,790	4,950	5,110	5,330
Unemployed	180	270	290	290	290	280
Percent	5.4	6.2	5.8	5.5	5.3	5.0
<u>MORROW - B</u>						
Civilian Labor Force	3,310	5,760	6,050	6,100	6,290	6,570
Total Employment	3,130	5,410	5,720	5,760	5,960	6,240
Unemployed	180	350	330	340	330	330
Percent	5.4	6.0	5.5	5.5	5.3	5.0
<u>MORROW - C</u>						
Civilian Labor Force	3,310	5,760	6,090	6,610	7,070	7,530
Total Employment	3,130	5,410	5,760	6,260	6,720	7,170
Unemployed	180	350	330	350	350	360
Percent	5.4	6.0	5.5	5.3	5.0	4.8

* By place of residence consistent with present Oregon Employment Division Benchmarks.

APPENDIX C

Portland General Electric, Alumax Pacific Corporation,
and Federal Construction Projects
Morrow, Gilliam, and Umatilla Counties
1975 - 1995 Yearly Average Employment

Project	1975	1980	1985	1990	1995
<u>Portland General Electric</u>	20	1,350	1,600	1,700	1,870
Carty	20	330	100	100	100
Construction	(20)	(230)	--	--	--
Operational	--	(100)	(100)	(100)	(100)
Pebble Springs I *	0	1,020	240	170	170
Construction	--	(1,020)	(90)	--	--
Operational	--	--	(150)	(170)	(170)
Pebble Springs II +	0	0	1,260	170	170
Construction	--	--	(1,260)	--	--
Operational	--	--	--	(170)	(170)
Other (post '85) ++	0	0	0	1,550	1,720
Construction	--	--	--	(1,400)	(1,400)
Operational	--	--	--	(150)	(320)
<u>Alumax *</u>	0	1,750	800	800	800
Construction	--	(1,130)	--	--	--
Operational	--	(620)	(800)	(800)	(800)
<u>Federal</u>	0	500	40	40	40
I-82 **	0	250	20	20	20
Construction	--	(250)	--	--	--
maintenance & patrol	--	--	(20)	(20)	(20)
McNary Powerhouse **	0	250	20	20	20
Construction	--	(250)	--	--	--
Operational	--	--	(20)	(20)	(20)

* Assuming construction to begin, second quarter, 1978.

** Assuming construction to begin, second quarter, 1980.

+ Assuming construction to begin, second quarter, 1982.

++ Assuming construction to begin on third and fourth nuclear plants in area, second quarters of 1986 and 1990.

APPENDIX B
ALUMAX-ASSOCIATED EMPLOYMENT*

Type of Employment**	1978		1979		1980		1985		1990		1995	
	Total	Mor	Total	Mor	Total	Mor	Total	Mor	Total	Mor	Total	Mor
Construction	820	680	1230	1000	1130	900	130	0	0	0	0	0
Operational	0	0	80	70	620	550	40	800	680	100	800	680
Secondary ++	240	170	480	370	590	470	60	400	250	80	600	430
TOTALS	1260	850	1870	1440	2340	1920	240	1200	930	180	1400	1110
											190	190
											1800	1460
											220	220

* Construction assumed to begin in second quarter of 1978.

** Construction and operational employees were computed by taking the yearly average of quarterly labor projections tabulated by CH₂M Hill from Alumax information and reported in Portland General Electric's Housing and Community Facility Requirements by Skidmore, Owings, and Merrill, May, 1975.

+ Distribution to counties based on gravity flow model and judgement of CH₂M Hill staff in Alumax Environmental Impact Statement, May, 1976.

++ Secondary employment was computed by applying multipliers to total basic employment of 2.0 for construction workers and 2.25 for operational. This means 1 support job per construction and 1.25 per operational job. With time lags, as discussed in the text of this report, and in the Alumax EIS from which these multipliers were derived, this means .3 secondary per construction worker and .4 per operational worker in 1980. Figures used for 1985, 1990, and 1995 respectively were .5, .75, and 1.25 additional employee for each basic operational worker. Numbers of secondary workers thus derived were distributed to counties on the basis of the CH₂M Hill gravity flow model and local judgement as to the pattern of future growth in commercial and service establishments.

URBAN GROWTH AREA JOINT MANAGEMENT ANALYSIS

Introduction

The concept of an "Urban Growth Boundary" is a planning solution to a complex problem. In an attempt to provide for orderly development of land adjacent to urban areas, implementation of the urban growth boundary concept has been required of local governments in advance of political and legal solutions.

Within an urban growth boundary, both the city and the county have an interest. The county's interest lies in statutes requiring the county to be responsible for all land use decisions in areas outside of incorporated boundaries. The city's interest lies in the potential costs future annexation can have if development does not follow plans for facilities and services extension.

There is no existing legal or political framework within which cities and counties can work through this ambiguity. The most reasonable approach is for the parties involved to establish a process which incorporates, as peers, the interest of each within the existing legal constraints. In this process, the county will retain final jurisdiction as required by law, but the city's interest would be represented by utilizing their plans and implementing measures for area within the urban growth boundary. The property owners would have their interests represented through hearings by the county to insure that their needs are addressed as a part of the final decision.

This process should be viewed as an interim solution. Statutory changes developed through the political process will be necessary to finally resolve the ambiguity.

It is indeed unfortunate that the situation gives rise to a cumbersome process with additional paperwork. But until a cleaner process is developed, it is vastly important to protect the rights of all parties with an interest, and that the process be defensible so that the parties are not unnecessarily encumbered by lengthy and costly appeals.

The Model Urban Growth Area Joint Management Agreement provides such a process for land use decisions with an urban growth boundary. It should be viewed as a short-term agreement that will, with certain flexibility, meet the complex needs of a number of individual cities working with a county for a logical and responsible development of the area.

URBAN GROWTH AREA JOINT MANAGEMENT ANALYSIS

Morrow and Umatilla Counties

ORS 197.015(7) defines "Goals" as ". . . *mandatory* statewide planning standards . . ." (*emphasis added*). Statewide Planning Goal #14 (Urbanization) requires that "[u]rban growth boundaries . . . be established to identify and separate urbanizable land from rural land". The goal also states that "[e]stablishment and change of the boundaries shall be a *cooperative* process between the city and the county or counties that surround it" (*emphasis added*).

In the process of developing a comprehensive plan, most cities will identify some land outside existing city limits as necessary over time to accommodate anticipated urban expansion. Thus, the city will propose an urban growth boundary which subsumes unincorporated territory and include those lands in its planning process. The county has the responsibility of reviewing the city comprehensive plan, including the proposed urban growth boundary, for conformity with the Statewide Planning Goals (ORS 197.225). If the plan is found to be satisfactory, the city and county must then cooperatively establish the urban growth boundary [Statewide Planning Goal #14 (Urbanization); ORS 197.015 (7)].

The Morrow County Court and the Umatilla County Board of Commissioners have each adopted a Resolution and Order entitled, "In the Matter of the Development and Adoption of Procedures and Standards for County Review of City Comprehensive Plans". The process involves two sets of hearings, one at the final draft plan stage and one at the adopted (by the city) plan stage. Each set of hearings begins with the county planning commission which reviews the plan in accordance with the standards contained in the Resolution and Order. At the draft plan stage, the planning commission is required to make findings and may make recommendations on:

1. The plan's compliance with the Statewide Planning Goals;
2. The identification of city/county issues;
3. The urban growth boundary and plan for the urban growth area; and,
4. Coordination with affected governmental units.

The county governing body then conducts a similar review and makes its own findings and recommendations. At the adopted plan stage, the county planning commission is required to make findings with respect to the four factors mentioned above. The planning commission must also make recommendations with respect to:

1. The need for further negotiation; and/or,
2. The adoption/concurrence of the plan with exceptions as necessary.

The governing body makes its own findings and takes appropriate action as follows:

1. Enters into further negotiation with the city; and/or,
2. a. If the urban growth boundary subsumes unincorporated territory, adopts the plan for the urban growth area (i.e., that area of land extending from corporate limits to the urban growth boundary) and concurs with the plan within city limits with exceptions as necessary; or,
 - b. If the urban growth boundary does not subsume unincorporated territory concurs with the plan with exceptions as necessary.

ORS 215.503(2)(a) requires that "[a]ll legislative acts relating to comprehensive plans, land use planning or zoning adopted by the governing body of a county shall be by ordinance". Therefore, cooperatively established urban growth boundaries must be adopted by ordinance. If, in addition, a county approves a city comprehensive plan for an urban growth area which subsumes unincorporated territory, the county enters into an implied contract with the city to comply with the city's plan for that area. Adoption of the urban growth area plan as an amendment to a pre-existing county comprehensive plan or incorporation of the urban growth area plan into a developing county comprehensive plan are the only ways to implement this contract. In either case, the action must be taken by ordinance.

Both Morrow and Umatilla Counties have pre-existing comprehensive plans, so the previously mentioned Resolution and Order only addresses adoption of city urban growth area plans and concurrence with city plans inside corporate limits. Adoption is executed as an interim measure through ordinances which amend the county comprehensive plans. It is anticipated that both counties will incorporate city urban growth area plans into the developing county comprehensive plans which, when adopted by ordinance, will supersede the existing county plans and the interim ordinances amending them.

A cooperatively established urban growth boundary which subsumes unincorporated territory identifies such land as "available over time for urban uses" [State-wide Planning Goal #14 (Urbanization)]. The presumption is that this land will be annexed as needed to accommodate urban expansion. Thus the city has a valid interest in its development. The city could logically argue that the urban growth area should be within its jurisdiction and under its direct control. This point of view cannot, however, be accommodated under current Oregon land use statutes (ORS Chapters 92, 215, and 227).

Although various provisions of ORS Chapter 227 refer to a city's powers over an area within six miles of the city (i.e., ORS 227.090(9) permits a city planning commission to "[s]tudy and propose measures "deemed advisable to promote" the public interest, health, morals, safety, comfort, convenience, and welfare of both the city and the area within six miles thereof"; ORS 227.110(1) requires city approval of subdivision plats and plats or deeds dedicating land within six miles of the city prior to recordation; ORS 227.120 allows a city "to rename any existing street, highway, or road other than a county road or state highway" within six miles of the city if such renaming is found to be "in the best interest of the city and the six mile area"), it appears that provisions of ORS Chapters 92 and 215 nullify these powers. For example, ORS 92.042(1) grants

to cities the power to approve plans, maps, and plats to subdivisions and major partitions within six miles outside corporate limits *only until such time as* the county governing body adopts ordinances or regulations for the control of subdivisions and major partitions (*emphasis added*). County governing bodies must adopt, and may from time to time revise, comprehensive plans which are in conformity with the Statewide Planning Goals and zoning, subdivision, and other ordinances which are designed to implement adopted county comprehensive plans and which are applicable to *all* land in the county (*emphasis added*; ORS 215.050). ORS 215.170 states that "[t]he powers of an incorporated city to control subdivision and other partitioning of land and to rename thoroughfares in adjacent unincorporated areas shall continue unimpaired *until* the county governing body having jurisdiction over the area adopts regulations for controlling subdivisions there" (*emphasis added*).

- Various rules of statutory interpretation also demonstrate the Legislature's intent to withhold control over unincorporated land from a city. ORS 92.110 specifically requires that all plans, plats, or replats of subdivisions located within the boundaries of an irrigation, drainage, or water control district or district improvement company be submitted to the appropriate board of directors for approval prior to approval by the county governing body. No prior approval provisions exist with respect to such actions within unincorporated areas adjacent to city limits. Therefore, the Legislature is presumed to have purposefully withheld prior approval power from cities. In addition, ORS 215.130(2) (a) provides that a county comprehensive plan and implementing ordinances will apply when city boundaries are extended or a new city is created *unless or until* the city provides otherwise (*emphasis added*). Subsection (2)(b) provides that a county comprehensive plan and implementing ordinances shall apply to "[t]he area within the county and also within the boundaries of a city *if* the city governing body adopts an ordinance declaring the area within its boundaries subject to the county's land use planning and regulatory ordinances, officers, and procedures *and* the county governing body consents to the conferral of jurisdiction" (*emphasis added*). Subsection (3) states that "[a]n area within the jurisdiction of city land use planning and regulatory provisions that is withdrawn from the city or an area within a city that disincorporates shall remain subject to such plans and regulations which shall be administered by the county *until* the county provides otherwise" (*emphasis added*). The fact that the Legislature did not include a provision permitting a county to confer jurisdiction to a city, particularly when Subsection (2)(b) is considered, once more indicates an intention to confer jurisdiction over unincorporated areas only to counties.

Cities and counties are faced with a significant dilemma with respect to the management of urban growth areas. Cities would like to control land use decisions in such areas to insure that development is orderly and consistent with city comprehensive plans so future annexation costs are minimal. Counties might like to confer jurisdiction over such areas to cities, but they cannot, at present, legally delegate their land use decision-making responsibilities. How can both interests be accommodated? One obvious solution is to amend the Oregon Revised Statutes. Until such time as the Legislature deems such action appropriate, another mechanism must be utilized.

Several alternative approaches to urban growth area management within current legal constraints can be identified. They can be separated into three generic categories based on county planning commission designation (ORS 215.020 permits a county governing body to create one or more county planning commissions or to utilize a joint planning commission). The first set of alternatives involves retaining a county planning commission as the land use decision-making body for all unincorporated land. The second set of alternatives involves naming the city planning commission as the county planning commission for land use decisions within the city's urban growth area. The third set of alternatives involves a combination of the first two sets of alternatives. The county governing body would retain final decision-making authority in each set of alternatives. Within each set, there are five approaches to implementing comprehensive plans. The first approach would utilize one group of county ordinances for all unincorporated areas. The second approach would utilize one group of county ordinances for unincorporated land outside urban growth boundaries with county procedures and each city's substantive ordinance provisions being applicable to each city's respective urban growth area. The third approach would utilize one group of county ordinances for unincorporated land outside urban growth boundaries with a different group of county ordinances uniformly applicable to all urban growth areas. The fourth approach would utilize one group of county ordinances for unincorporated land outside urban growth boundaries with different groups of county ordinances applicable to each city (one group per city). The fifth approach involves considering each type of land use ordinance (e.g., zoning, subdivision, mobile home park, etc.) separately and utilizing any of the preceding approaches for each type of ordinance.

The concept of joint city/county urban growth area management in Morrow and Umatilla Counties originated with agreements between the City of Boardman and Morrow County and between the City of Umatilla and Umatilla County. A Model Agreement was formulated on the basis of these existing agreements which utilizes existing county planning commissions. The county planning commissions apply one group of county ordinances to unincorporated land outside urban growth boundaries while adhering to county procedures and applying each city's substantive land use ordinances to each city's respective urban growth area. This may burden the county with some additional administrative requirements, but after familiarization with city ordinances is achieved the effort necessary to apply them would be reduced. The applicant may have to wait a little longer for a decision due to the fact that city comment is required prior to county approval or denial, but this approach protects the city's interests and provides the applicant with an additional forum in which to present his request. Finally, this approach preserves the peer relationship between elected officials which could be jeopardized if the city planning commission was designated as the county planning commission for land use decisions within the urban growth area (i.e., the Model Agreement permits a city council to review city planning commission recommendations prior to county consideration; the alternative approach could put the city qua county planning commission in a conflict of interest situation while removing the right to review from the city council).

In conclusion, until the Legislature specifically provides for city jurisdiction and control over urban growth areas, the Morrow and Umatilla County approach is

perhaps the most efficient mechanism within these counties for accommodating both city and county interests in urban growth areas. It is far from perfect, and as joint management agreements are implemented deficiencies are expected to become evident. For this reason, an amendment process was included in the Model and should be utilized when necessary.