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February 23, 2015

Via Email edoyle@orcities.org

Ms. Erin Doyle, Intergovernmental Relations Association
Legal of Oregon Cities
1201 Court Street Northeast, Suite 200
Salem, Oregon 97301

Subject: Senate Bill 25

Dear Ms. Doyle:

I have read Senate Bill 25 with a great deal of interest. I am strongly in favor of such legislation. Very briefly, I am a longtime eastern/central Oregon land use planner based in The Dalles. I literally started out in 1975 working for the small cities in the region and I continue to do so for approximately 10 cities in five separate counties at the present time. I am working on an as needed basis for the Cities of Sherman County, Gilliam County, and Wheeler County. I also serve as a backup consultant for the County Planners in Sherman, Wheeler, and Gilliam Counties. To follow-up our phone conversation, this past month we have experienced the heavy hand of State planning rules in both Arlington and Condon and I will try to explain these situations as quickly and clearly as possible.

We are completing a small technical assistance project looking at commercial and industrial zoning in the City of Arlington. One of the tasks was to rezone a small portion of the port island in front of the City on the Columbia River where the Port offices and elevators are located. A small piece of the unused portion of the island would be a good location for limited commercial recreational opportunities such as food vendors, kayak rentals, and/or surfboard rentals. The Port and the City would like to make some moves towards that type of development. Nearing the end of the project, the State called us and indicated that they expected us to do a transportation impact analysis to rezone the 1.6 acres. This was not in the budget and the cost of doing so is approximately 10% of the project for what would amount to about a two paragraph letter indicating there was no impact. The City has decided not to move forward with this rezoning at this time based on this requirement and other local factors.

The City of Condon, just this last month, has been trying to go forward with a very small amendment to its Urban Growth Boundary to include the Condon State Airport. The airport contains approximately 104 acres of State property. The County has planned and zoned it for airport development and it has been an airport under State ownership since 1951. It appeared to be a very simple little project and I gave the City a fairly low cost estimate to complete the four public hearings necessary and the goal analysis findings document that is required by DLCD. However, when the DLCD field representative got a hold of it, he immediately called for an Economic Opportunities Analysis, a Public Facilities Plan, Transportation Impact Analysis, and,

of course, the Goal 14 analysis. After he had time to reconsider those requirements, he put in writing we would have to complete the Economic Opportunities Analysis, a Buildable Lands Inventory, a Population Projection, and an engineering analysis to show that the waterline could be extended, along with the transportation impact analysis and the rest of the goal findings that are necessary in general Urban Growth Boundary expansion. A copy of his written email is attached. The City, at this point, has declined to move forward with this project.

Having worked in these counties for well over four decades, it is distressing to see the continuing loss of population in the communities. Sherman County continues to shrink. Wheeler County has shrunk to the point where its survival is becoming an issue. Gilliam County is experiencing a little bit of population growth but it is primarily due to the wind farm development. Anything that can be done to lessen the "regulatory morass" of State rules and regulations regarding planning issues in these cities would be greatly helpful in allowing them to survive.

Respectfully submitted,

Dan Meader, Land Use Planning Consultant

DM:kb

MEMO:

February 23, 2015

Grant Young, Northeast Regional Representative
Community Services Division
Oregon Dept. of Land Conservation and Development
EOU Badgely Hall, Room 233A
La Grande, Oregon 97850

Good afternoon Susie; Dan.

Checked out everything I could think of regarding expanding Condon's UGB to include the Airport and ended up with the following....

From your questions on this idea it appears as though the expansion is sought with economic development in mind; that's said with the fact that I've not seen the city or county Airport Development zone language – your proposal mentioned possible increased Ag Service providers. If that's the fact, then I believe what you are looking at is an exercise much the same as the city of Arlington went through with their 300-acre Airport Industrial land expansion, and that is an update of the city's Goal 9 element to justify need for the area, and the appropriate Public Facilities (Goal 11), Transportation (Goal 12), and Urbanization (Goal 14) Planning.

The Goal 9 work needed would be a Buildable Lands Inventory, a Population Forecast, an Economic Opportunity Analysis and applicable findings and evidence. Goal 14 factors would then have to be addressed as to location of the new lands, with those findings and evidence.

Goal 11 and 12 would have to be addressed to accomplish Public Facilities and Transportation Planning needs for the new lands; this would end up being incorporated into, or adopted as addendums to, the city's comprehensive plan.

All in all, to do this right is going to take a significant commitment in community willingness and resources. I'd suggest taking a look at the entire Arlington Package and then giving me a call if you have questions.

Thanks,

Grant Young | Northeast Regional Representative
Community Services Division
Oregon Dept. of Land Conservation and Development
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