



PLANNING DEPARTMENT

2705 East Second Street • The Dalles, OR 97058
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Pioneering pathways to prosperity.

WASCO COUNTY CITIZEN **ADVISORY GROUP PACKET**

FOR

Hearing Date: March 12, 2019
Hearing Time: 4:00 pm
Hearing Location: Wasco County Public Works
Conference Room
2705 E. 2nd Street
The Dalles, Oregon 97058

Facilitation Training

Historic Inventory Update – Wasco County 2040 – Work Task 9

Aggregate Inventory Update – Wasco County 2040 – Work Task 9

Goal 12/Chapter 12 Update – Wasco County 2040 – Work Task 11

Discuss March 2019 Roadshow events/scheduling

Discussion of Wasco County 2040 Roadshow Event Series



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MEMORANDUM TABLE OF CONTENTS

Date: March 12, 2019

To: Wasco County Citizen's Advisory Group

From: Wasco County Planning Office

Subject: Submittal for Work Session dated March 12, 2019 – Work Task #9 and #11

<u>Item</u>	<u>Page</u>
Work Task 9	
Memo	CAG 1-1
Aggregate Inventory	CAG 1-3
Map of Proposed Aggregate Sites	CAG 1-16
Proposed Historic/Cultural/Archeological Inventory	CAG 1-17
Proposed Historic/Cultural/Archeological Sites	CAG 1-20
Work Task 11	
Staff Report	CAG 1-21
Annotated Draft of Proposed Chapter 11 of the WC 2040 (Comprehensive Plan)	CAG 1-36
Clean Draft of Proposed Chapter 6 of the WC 2040 (Comprehensive Plan)	CAG 1-68
Presentation for Work Session	
Staff Presentation	CAG 1-47



MEMORANDUM

SUBJECT: Aggregate and Historic/Cultural/Archeological Inventories

TO: WASCO COUNTY CITIZEN ADVISORY GROUP

FROM: KELLY HOWSLEY-GLOVER, LONG RANGE PLANNER

DATE: 3/5/2019

Work Task 9 of Wasco County 2040 is to update the aggregate and historic/cultural/archeological inventories that relate to Environmental Protection Districts 5 and 4, respectively.

Over the last few years, Planning Department staff conducted an extensive audit to capture any changes, duplicates or errors to the aggregate inventory. Staff identified several additions or updates to the aggregate inventories that were part of Conditional Use Permit and Comprehensive Plan Amendment processes in 2006 and 2015. It is not known why, but has become apparent these additions were not added to the official inventory list or overlay map.

The first modification was in 2006 was through a quasi-judicial review (PLACUP-06-112 and CPA-06-102). This is number 174 on the inventory list. The approved request permitted the aggregate mining operation and added the site to the inventory. The site is located on 3S 13E 0, tax lot 4000. The Comprehensive Plan inventory list, however, was not modified to include this site. Staff is now proposing this addition.

In 2015, there was an application (PLACUP-15-01-0001) to create a 20 acre aggregate operation and designate it a significant site. This was done through a quasi-judicial hearings process, including a Comprehensive Plan amendment to add the proposed site to the inventory, apply EPD-5, and issue a conditional use permit to allow the aggregate operation. This was approved in 2015 at the Planning Commission level. The site is located on 7S 15E 0, tax lot 600. The site is now #171 on the inventory. Although it was added to the inventory through the appropriate process, the inventory list was not updated at the time.

Also in 2015, site 172, located at 6S 17E 0, tax lots 2200 and 2400, was reviewed through a quasi-judicial hearing for a significance determination, zone change and a conditional use permit (PLACUP-15-01-0002). This was approved in 2015. The inventory list was not updated at that time.

Finally, there was a third approval (PLACUP-15-02-0003) in 2015 for a site at 5S 16E 0, tax lot 3600 that was not added to the inventory. This approval included a significance determination, application of EPD-5, and a conditional use permit for a 20 acre aggregate operation.

All four additions were approved through the appropriate process, including updates to the Comprehensive Plan, but were not added to the official inventory list or Comprehensive Plan Map. Staff proposes to make these additions, in keeping with the process. Staff has enclosed the updated inventory with additions highlighted and a map showing the new sites.

The historical/cultural/archeological inventory was updated in 1994 during limited Periodic Review. These sites were included in the Cultural, Historic and Archeological Overlay, EPD-4, adopted December 7, 1994 into the Comprehensive Plan Map and Land Use and Development Ordinance. Currently, the historical inventory, which includes cultural and archeological sites, includes 41 sites. One site was removed from the inventory in 2008 but needs to be removed from the list.

Proposed amendments to the cultural, historic and archeological overlay include the addition of two sites that are currently on the National Historic Register. This includes the Imperial Stock Ranch Headquarters, which is a historic district, and the Mosier Mounds, which is a sensitive cultural and archeological site added to the Register in 2003. Because these sites are already on the Register, they already require protection. The addition to the Comprehensive Plan is a technical correction to ensure staff is aware of all sites that require protection or coordination.

Staff has also included a list of five additional sites that have been designated eligible/contributing sites including the Fifteenmile Creek Bridge, Sherars Bridge, Mosier Twin Tunnels, Arnett Cabin, and the Power Plant at White River Falls.

Individual analysis of each of the proposed additions will be conducted prior to the first evidentiary hearing.

Staff is proposing a reformatting of the inventory to include additional information, including site parcel location, a description of the resource, date of construction, and notes related to its significance. The purpose of the reformat is to ensure transparency to future staff and the public on the resources.

Wasco County Aggregate Inventory

Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
1	2N 11E 2 D 200	NSA	Hood River Sand & Gravel		33-0055	CUP 92-110
2	2N 11E 11 900	NSA	ODOT (Gove) 33-004-4	2N 11E 11 2800	33-0060	
3	2N 11E 11 200	NSA	ODOT 33-001-4	2N 11E 11 200	33-0057	
	2N 11E 2 D 300	Mosier UGB	(Mosier Pit) Listed here as reference	2N 11E 2 1300		
4	2N 11E 1 D 200	NSA	Hood River Sand & Gravel	2N 11E 1 D 200	33-0076	CUP 92-136
			2630 Old Columbia River Drive			
			Hood River OR 97031			
5	2N 11E 13 600	F-2		2N 11E 3500		
6	2N 11E 24 500	F-2	Mosier Creek Dev. 1234	2N 11E 6001		
			P O Box 6039			
			Bellevue WA 98008			
7	2N 12E 19 1200	F-2	Tony Heldstab	2N 12E 19 600	33-0088	CUP 92-126 &
			2175 Mosier Creek Road			94-111
			Mosier OR 97040			
8	2N 12E 29 1800	F-2	Mosier Creek Dev. 1234	2N 12E 9155		
			P O Box 6039			
			Bellevue WA 98008			
9	2N 11E 11 2700	NSA	Gayle Weisfield		33-0079	CUP 92-101 -
10			Chenoweth Air Park (County?)			Exp. 1997
11	2N 13E 19 1600	NSA	Floyd Marsh	2N 13E 19 100		
			P O Box 2			
			The Dalles OR 97058			
12	2N 13E 19 600	A-1	W R & Margaret Pentecost	2N 13E 19 800		
			4900 Seven Mile Road			
			The Dalles OR 97058			
13	2N 12E 1300	NSA	Jim Ellett	2N 12E 24 12500	33-0056	CUP 90-124 &
			5693 Chenoweth Road			C90-0249
						Exp. 11-2000

			The Dalles OR 97058			CUP-00-125 & SPR-00-169
14	2N 12E 16 D 1900	RR-5	William Ringlbauer 2244 Dell Vista Drive The Dalles OR 97058	2N 12E 16 D 1700		
15			Mayer State Park			
16	2N 13E 17 B 200	SMA	US Forest Service 902 Wasco Ave Ste 200 Hood River OR 97031	2N 13E 17 1801		
17	2N 13E 20 300	NSA	Wayne & Jana Webb P O Box 692 The Dalles OR 97058	2N 13E 20 1000 not shown on map	33-0064	CUP-98-122 - Exp. 1-2000
18			Gooseberry Springs - State of Oregon			
19			Gooseberry Springs - State of Oregon			
20			Dalles Dam - State of Oregon			
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
21	2N 13E 20 700, 600	NSA	(Sun Pit) 1022 W 9th Street The Dalles OR 97058	2N 13E 20 600	33-0011 33-0083	CUP 91-101 & SPR 91-103
22	2N 15E 500	NSA	Celilo - State of Oregon	2N 15E 700		
23	Fifteen Mile Road		County			
24	2N 14E 25		Right of Way	2N 14E 25		
25	2N 14E 1100	A-1	Jacob Kaser 4550 Fifteen Mile Road The Dalles OR 97058	2N 14E 1000		
26	2N 14E 2200	A-1	Donna E. Ashbrook et al P O Box 158 Dufur OR 97021	2N 14E 28 2700	33-0014	
27	2N 14E 33 500	A-1	Judith F. Bayley et al	2N 14E 33 400		

			6331 SW Radcliff St Portland OR 97219			
28	2N 14E 2400	A-1	C Gard Fulton 3775 Fifteen Mile Rd. The Dalles OR 97058	2N 14E 33 3000	33-0023	
29	1N 14E 300	A-1	Forest J. Hay 609 E 9th St The Dalles OR 97058	1N 14E 400		
30	1N 14E 2000	A-1	Sylvia Weimer 4100 Old Dufur Rd.	1N 14E 3500		
31	1N 14E 2300	A-1	William & Sheli Markman/Wasco County 4785 Eight Mile Road The Dalles OR 97058	1N 14E 3300		
32	1N 15E 3700	A-1	William & Carmen Eddins 1515 E 21st Street The Dalles OR 97058	1N 15E 3700		
33	1N 14E 500	A-1	Cliff Baker (County?)	1N 14E 6700		
34	1S 13E 1		County May Pit	1S 13E 1	33-0013	
35	1S 14E 17 300	A-1	Miller Ranch Co. 1 NW Greenwood Ave. Bend OR 97701	1S 14E 3100		
36	1S 14E 3000	A-1	Paul & Velma Limmeroth 2520 Ward Road The Dalles OR 97058	1S 14E 3401 Boyd		
37	1S 14E 18 100	A-1	Miller Ranch Co. 1 NW Greenwood Ave. Bend OR 97701	1S 14E 18 100		
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
38	1S 14E 3200	A-1	Mary Sylvester 3813 Faith Home Road Ceres CA 95307	1S 14E 3600		
39	1S 14E 20		Dufur	1S 14E 20		

40	2S 13E 35 100	A-1	William Neil 62883 US Hwy 197 Dufur OR 97021	2S 13E 100	33-0050	
41	2S 13E 5000	A-1	ODOT Tygh Ridge 33-025-4	2S 13E 35 5200	33-0071	
42	3S 13E 100	A-1	William & Masil Hulse P O Box 427 Dufur OR 97021	3S 13E 100		
43	3S 13E 2300	A-1	Paul & Velma Limmeroth 2520 Ward Road The Dalles OR 97058	3S 13E 2500		
44	3S 13E 2300	A-1	Paul & Velma Limmeroth 2520 Ward Road The Dalles OR 97058	3S 13E 2500		
45	3S 13E 3200	A-1	Irl Jr. & Orlena Davis 45 N Eagle Pt Road Tygh Valley OR 97063	3S 13E 3400	33-0054	CUP 96-101
46	3S 13E 33 100	A-1	Robert & Meredith Lindell P O Box 217 Tygh Valley OR 97063	3S 13E 33 3500	33-0047	
47	2N 11E 36 100	F-2	Berniece & Morris Schmidt 2855 Mosier Creek Road Mosier OR 97040	2N 11E 7600		
48	2N 12E 30 1100	F-2	Mosier Creek Dev. 1234 P O Box 6039 Bellevue WA 98008	2N 12E 9139		
49	2N 13E 31 B 600	RR	Whispering Pines Ranch Corp 612 Liberty The Dalles OR 97058	2N 13 31 600		
50	1N 11E 25 100	F-2	Ketchum Ranch Inc 6282 Chenowith Road W The Dalles OR 97058	1N 11E 900		
51	1N 13E 1300	A-1	John & Betty Skirving 2013 W Scenic Drive The Dalles OR 97058	1N 13 4490		
52	1N 13E 32 200	A-1	Milton & June Martin	1N 13E 5300		

			3560 Three Mile Road			
			The Dalles OR 97058			
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
53	1N 13E 25 700	A-1	Arthur V Braun	1N 13E 25 2991	33-0082	CUP 90-113
			P O Box 498			
			The Dalles OR 97058			
54	1N 15E 2900	A-1	Eldon F Emerson et al	1N 15E 28 2700		
			6124 Roberts Market Road			
			The Dalles OR 97058			
55	1S 15E 700	A-1	James Q Johnson	1S 15E 402		
			6352 Roberts Market Road			
			The Dalles OR 97058			
56	1S 15E 2000	A-1	Iva J Kortge	1S 15E 1400		
			338 West 21st			
			The Dalles OR 97058			
57	1S 15E 2600	A-1	Frederick & Peggy Clausen	1S 15E 1900		
			Rt 2 Box 4			
			Dufur OR 97021			
58	2S 14E 1900	A-1	Martin & Beverly Underhill	2S 14E 1600		
			P O Box 266			
			Dufur OR 97021			
59	2S 14E 2000	A-1	Martin & Beverly Underhill	2S 14E 1800		
			P O Box 266			
			Dufur OR 97021			
60	2S 14E 2300	A-1	Robert & Nancy Hammel	2S 14E 2000		
			62250 Tygh Ridge Road			
			Tygh Valley OR 97063			
61	1N 15E 2200	A-1	William & Barbara Hammel	1N 15E 21 2100		
			7075 Fifteen Mile Road			
			The Dalles OR 97058			
62	1N 15E 2200	A-1	William & Barbara Hammel	1N 15E 2100		
			7075 Fifteen Mile Road			
			The Dalles OR 97058			

63	1N 15E 2900	A-1	Eldon F Emerson et al 6124 Roberts Market Road The Dalles OR 97058	1N 15E 20 2700		
64	1S 14E 4500	A-1	Lucie Underhill Life Estate 85429 Easton Canyon Road Dufur OR 97021	1S 14E 4900 Not in data base		
64	1S 14E 4500	A-1	Clara A. O'Brien 2867 Breckenridge NW Salem OR 97304	1S 14E 4900 Duplicate		
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
65	1S 14E 5100	A-1	W C Hanna Estate US Nat'l Bank Trust Dept P O Box 3168 Portland OR 97208	1S 14E 31 5600		
66	1S 14E 2800	A-1	Daniel Bolton P O Box 731 Dufur OR 97021	1S 14E 1900		
67			No sheet			
68			County?	2N 12E 4/5		
69			No sheet			
70	2S 12E 1700	A-1	Sharon L. Sorensen Rt 1 Box 180 Dufur OR 97021	2S 12E 12 3000		
71	2S 12E 5100	A-1	Martin & Beverly Underhill P O Box 266 Dufur OR 97021	2S 12E 23 5700		
72	3S 12E 3	A-1	Wasco County 511 Washington St. The Dalles OR 97058	3S 12E 3		
73	3S 12E 25 300	A-1	Russell & Wanda Sinclair Rt 1 Box 79 Tygh Valley OR 97063	3S 12E 25 3700		
74	2S 13E 5200	A-1	Keith & Mary Smith	2S 13E 32 4900		

			60538 Dufur Gap Rd. Dufur OR 97021			
75	4S 13E 12 2800	A-1	Fred & Maxine Ashley/Tygh Valley Sand & Gravel	4S 13E 12 6800	33-0015	
76	3S 13E 3800	A-1	Roger T. Justesen/Betty Nelson P O Box 96 Grass Valley OR 97029	3S 13E 31 4000	33-0051	<i>Cancelled 1976</i>
77	4S 13E 10	A-1	Wasco County	4S 13E 10		
78	4S 12E 2700	A-1	Keith & Kathleen Obermaier P O Box 3497 Pojaque Santa Fe NM 87501	4S 12E 17 5000 Formerly Cody Logging	33-0048	
79	4S 13E 7100	A-1	Erma C. Gutzler Rt 1 Box 120 Maupin OR 97037	4S 13E 31 10800 Not in Database		
80	5S 12E 2 400	A-1	Lora M Hachler Rt 1 Box 408 Maupin OR 97037	5S 12E 2 400		
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
81	5S 12E 800	A-1	Wasco County 511 Washington St. The Dalles OR 97058	5S 12E 4 800 Not in Database		
82	5S 12E 2300	A-1	Milton & Mae McCorkle Life Estate (County?) Rt 1 Box 412 Maupin OR 97037	5S 12E 12 2100		
83	5S 13E 1400	A-1	Eugene H. Walters Rt 1 Box 86 Maupin OR 97037	5S 13E 6 1400		
84	5S 13E 6300	A-1	Lyle & Lorraine Gabel Rt 1 Box 110 Maupin OR 97037	5S 13E 28 5200		
85	5S 12E 7100	A-1	Allan & Cristina Blake	5S 12E 35 5400		

			Rt 1 Box 60A			
			Maupin OR 97037			
86	5S 11E 5100	A-1	Wasco County	5S 11E 35 4802		
87	6S 11E 9	A-1	Woodside	6S 11E 9		
101			Port of The Dalles			
102			Interpretative Center Site			
150	4S 14E 33	A-1	Connolly	4S 14E 33		
151	4S 14E 2700	A-1	Connolly Land & Livestock Inc.	4S 14E 25 2400	33-0093	CUP 93-110
			412 W. 4th St.			
			The Dalles OR 97058			
152	4S 15E 800	A-1	Lee & Ruth Lindley	4S 15E 30 800		
			Box 64			
			Maupin OR 97037			
153	4S 15E 1000	A-1	USA Bureau of Land Management	4S 15E 30 1200		
154	5S 16E 2000	A-1	Lonny & Pamela Brown (County Lease)	5S 16E 20 2200		
			18233 W Wintergreen Lane			
			Bremerton WA 98312			
155	5S 16E 3300	A-1	Janis Lee Snodgrass	5S 16E 32 3300		
			% Lonny D. & Pamela A. Brown			
			18233 W Wintergreen Lane			
			Bremerton WA 98312			
156	5S 16E 3400	A-1	Warnock Ranches Inc.	5S 16E 32 2401		
			Rt 1 Box 16			
			Baker OR 97814			
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
157	6S 19E 900	A-1	Warnock Ranches Inc.	6S 16E 5 106		
			Rt 1 Box 16			
			Baker OR 97814			
158	6S 16E 900	A-1	Warnock Ranches Inc.	6S 16E 5 106		
			Rt 1 Box 16	Not in Database		
			Baker OR 97814			
159	6S 16E 2100	A-1	ODOT Bakeoven Quarry 33-	6S 16E 21 101	33-0017	PR-94-102

			051-4			
160	7S 17E 31 1700	A-1	Richard & Betty Baker	7S 17E 31 1990	33-0032	
			P O Box 136			
			Antelope OR 97001			
161	8S 17E 600	A-1	Donald & Marjorie Gomes (County owned)	8S 17E 4 692		
			P O Box 70			
			Antelope OR 97001			
162	8S 17E 1400	A-1	Wilton & Francis Dickson	8S 17E 14 1500		
			604 NE Loucks Road			
			Madras OR 97741			
163	8S 16E 4300	A-1	McNamee Ranches	8S 16E 36 3400		
			P O Box 50			
			Antelope OR 97001			
164	8S 17E 2000	A-1	Herbert & Faye McKay	8S 17E 35 2100		
			P O Box 5			
			Antelope OR 97001			
165	8S 18E 900	A-1	Washington Corp.	8S 18E 34 800		
			P O Box 3027			
			Pasco WA 99302			
166	8S 19E 1600	A-1	USA Bureau of Land Management	8S 19E 31 1900		
167	8S 14E 1400	A-1	Ned Darling	8S 14E 13 101		
			5618 SE Taylor			
			Portland OR 97215			
168	8S 14E 2200	A-1	Bureau of Land Management	8S 14E 21 1900		
169	7S 14E 3100	A-1	Ned Darling	7S 14E 32 3000		
			5618 SE Taylor			
			Portland OR 97215			
170	5S 12E 0 8500, 6S 12E 0 1300	A-1	Richard Dodge			PLAQJR-10- 10-0005, 4/15/2011
171	7S 15E 0 600	A-1	J. Arlie Bryant Inc. (Hagen)			PLACUP-15- 01-0001, 6/12/2015
172	6S 17E 0 2200,	A-1	Jon Justesen			PLACUP-15-

	2400					01-0002, 6/12/2015
173	5S 16E 0 3600	A-1	J. Arlie Bryant Inc. (Carver)			PLACUP-15- 02-0003, 6/12/2015
174	3S 13E 0 4000	A-1	Jack Stevens		33-0051	CUP-06-112, CPA-06-102
200	4S 14E 3700	A-1	USA Bureau of Land Management	4S 14E 33 3800		
201	5S 14E 35 C 400	A-1	ODOT Maupin Pit 33-036-4	5S 14E 35 4400	33-0004	
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #
202	6S 14E 300	A-1	Criterion Interest Inc. 122 E Stonewall Charlotte NC 28202-1889	6S 14E 11 100		
203	7S 14E 200	A-1	ODOT Criterion 33-038-4	7S 14E 12 1200	33-0078	
204	6S 17E 3 400	A-1	ODOT 33-049-4 County Line Quarry	6S 17E 3 500	33-0102	
205	6S 17E 0 2000	A-1	State Highway Dept	5S 17E 16 ?		
206	6S 17E 2300	A-1	ODOT 33-050-4 Hinton Quarry	6S 17E 19 1800	33-0100	
208	7S 16E 1300	A-1	ODOT Identifier 33-053-4	7S 16E 6 1000	33-0024	
209	7S 15E 1600	A-1	ODOT 33-059-4 Garbage Pit	7S 15E 22 1600	33-0097	
210			Same as 211			
211	8S 15E 2200	A-1	Charles & Betty Johnson Gateway Star Route Box 465 Madras OR 97741	8S 15E 22 1701		
212	8S 15E 2000	A-1	Charles & Betty Johnson Gateway Star Route Box 465 Madras OR 97741	8S 15E 27/28 1701		
213	8S 15E 26 3500	A-1	Annan & Marla Priday HC 62, Box 462 Madras OR 97741	8S 15E 26 2900	33-0094	CPA 96-101
						Goal 5
214	7S 17E 1600	A-1	ODOT Shaniko 33-062-4	7S 17E 20 2000	33-0065	

215	8S 18E 600	A-1	ODOT 33-064-4	8S 18E 6 501		
216	8S 18E 4 400	A-1	ODOT 33-065-4 Antelope Rock Product	8S 18E 4 400	33-0069	
217	5S 12E 8500		Richard Dodge	5S 12E 33 7200	33-0080	CUP 87-104
				Added 3/93		
218	4S 12E 2800	A-1	Metzentine Quarry	4S 12E 17 1900	33-0086	CUP 91-102
			Dan Van Vactor	Added 3/91		
219	2N 11E 900		ODOT 33-002 Rock Creek Quarry	2N 11E 2 900		
220	2N 13E 20 800		ODOT 33-007 Shooting Range Quarry	2N 13E 20 800		
221	2N 13E 500		ODOT 33-008	2N 13E 20/21 500		
222	1S 14E 3300		ODOT 33-021 Boyd Quarry	1S 14E 20 3700		
223	3S 13E 33 200		ODOT 33-028-4 Butler Canyon Quarry	3S 13E 33 4100	33-0062	
224	5S 14E 6 200		ODOT 33-032 Maupin Maintenance Yard	5S 14E 6 200		
225	7S 15E 2000		ODOT 33-039 Filler Pit	7S 15E 29 2100		
226	8S 15E 2000		ODOT 33-040	8S 15E 15		
227	8S 15E 3100		ODOT 33-041 Cow Canyon Quarry	8S 15E 22 2800	33-0075	
228	5S 11E 36 1600		ODOT 33-045-4 Pine Grove Quarry	5S 11E 36 5300	33-0074	
229	5S 12E 30B 100		ODOT	5S 12E 30 200		
230	6S 12E 2 700		ODOT 33-048-4 Paquet Gulch Quarry	6S 12E 2 300	33-0101	
231	7S 17E 600		Shaniko Ranch		33-0092	CUP 93-106
232	1N 13E 27/28 1000		Phetteplace		33-0098	CUP 98-113 & CPA 98-103
233	6S 17E 2400		Jon Justesen		33-0072	CUP 99-105
234	1N 13E 0 2900		Elmer Wilson (*Five Mile Quarry/Habberstad?)		33-0096	CUP 94-135
Inv. #	Current Map/Tax Lot	Zone	Owner Name & Address	Former Map & Tax Lot	DOGAMI #	Application #

235	2N 12E 2000		Tingue		33-0064 & 33-0081	CUP 90-107
other-	Co. Road Depts Sites					
625	1S 13E 39 102		Dufur County Pit	1S 13E 36 102		
649	4S 12E 36 7400		Kennedy Pit	4S 12E 36 7400		
673	8S 14E 13 101		South Junction Pit	8S 14E 13 101 a portion of		
713	5S 11E 35 4802		Kelly Springs	5S 11E 35 4802		
790	2S 14E 33 2900		Hilgen Pit	2S 13E 33 2900 a portion of		
800	8S 17E 4 500		Helyer Pit	8S 17 4 500		
833	3S 12E 3 1101		Schindler Pit	3S 12E 3 1101		
850	2S 12E 12 3000		West Pit	2S 12E 12 3000		
870	3S 12E 25 3800 & 1102		Shadybrook Pit	3S 12E 25 1102		
871	2N 12E/13E 19 & 24 1000	NSA	Harvey Pit	2N 12E 1000	33-0009	
872	2S 13E 0 (34,35) 4400, 4900		(Mike) Filbin Pit		33-0099	CUP-99-102

EPD 5 AGGREGATE SITES

5S 15E

5S 16E

5S 18E

County ID # 173

County ID #174

3S 13E

6S 15E

6S 16E

6S 18E

County ID # 172

6S 17E

County ID # 171

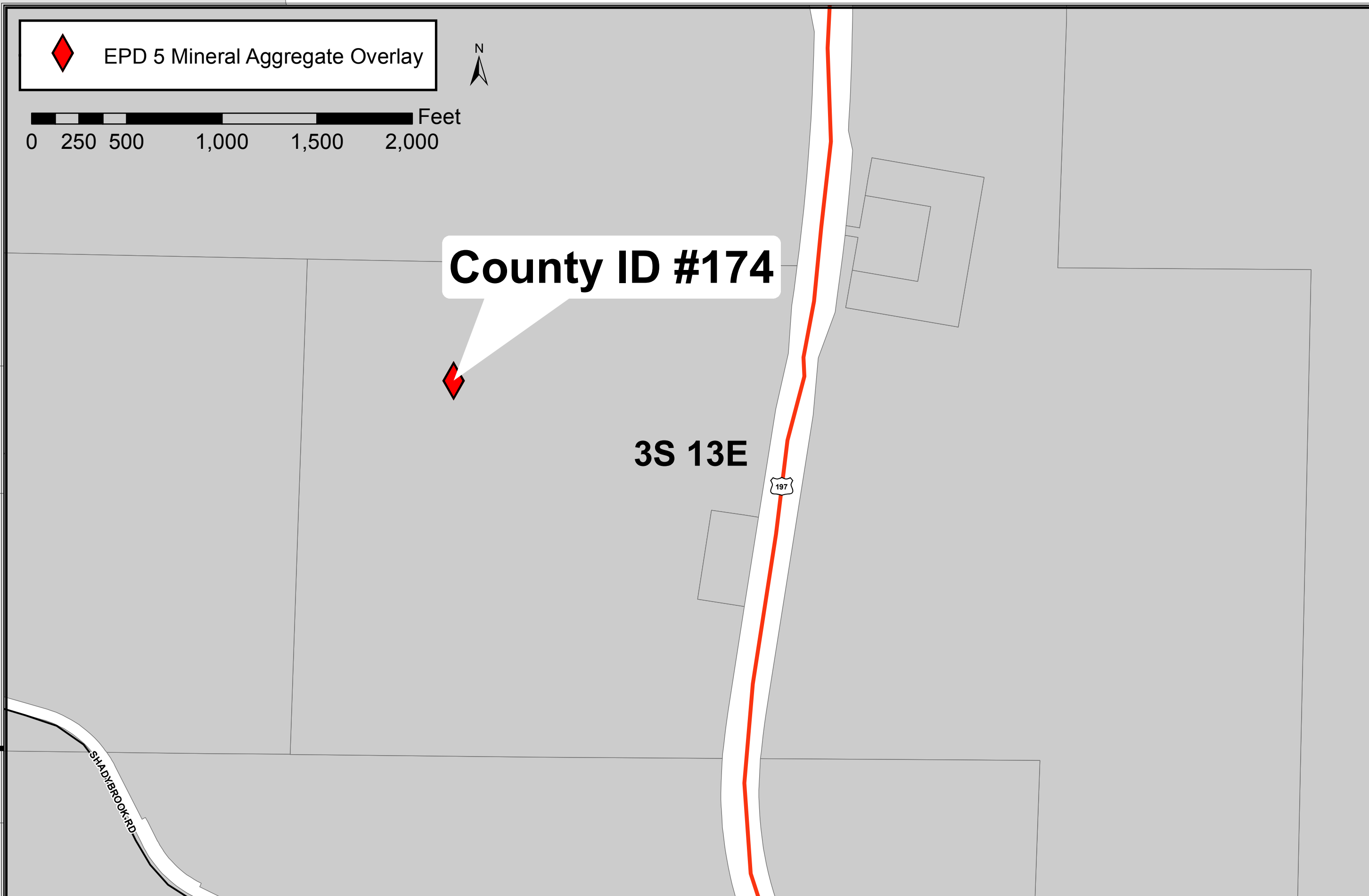
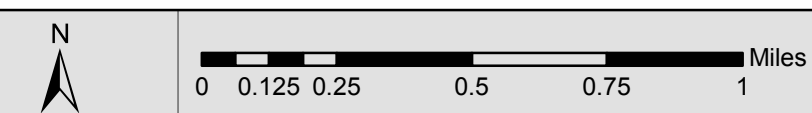
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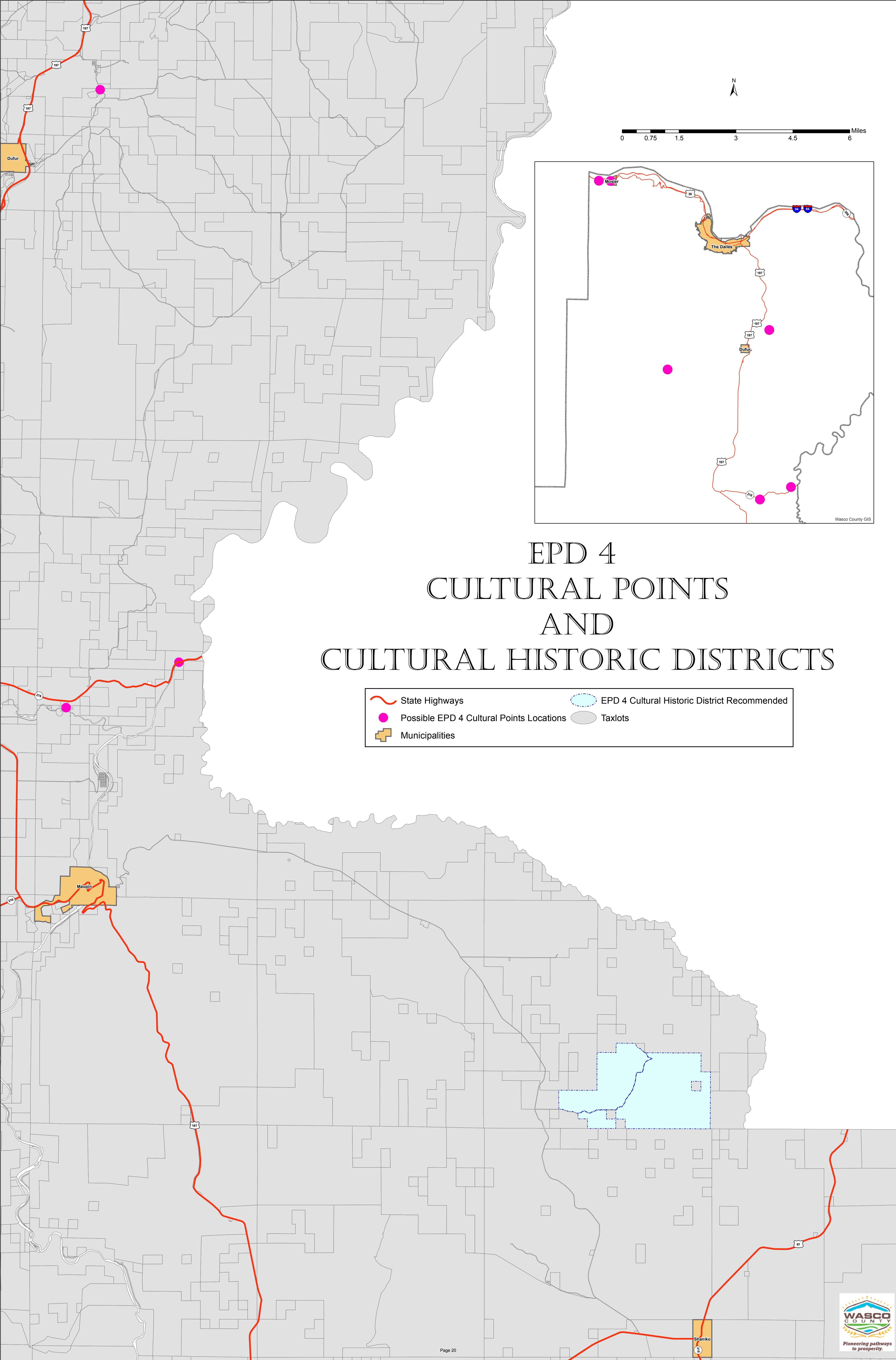
Inventory Number	Site Name	Location	Description	Date of Construction	Notes
1	Oregon Trail				
2	Barlow Road and Cut off Road				
3	The Dalles Military Wagon Road	4S 12E 1 301			
4	Jonah H. Mosier Sawmill Site	2N 11E 1		1854	Mosier sawmill established to supply The Dalles with lumber, was the first settlement of the City of Mosier.
5	Lower Fivemile School	1N 14E 2000			Historic school
6	Mt. Hood Flat School	1S 13E 21 400			Historic school
7	Lower Eightmile School	1N 14E 32 400		1904	Historic school
8	Mill Creek Grange	1N 12E 14		1920	Historic grange
9	Wolf Run Community Hall	1S 12E 14			
10	Center Ridge School	2S 15E 0 800			Historic school
11	Columbia Hall	1N 15E 0 1200		1906	Was used as a school until moved to the current site where it was as a Farmers Union Hall.
12	Bear Springs Camp Shelter	5S 10E 0 100			Owned by the US Forest Service. Occupied during the first enrollment period by Company 616, a company of junior enrollees from Chicago.
13	Wapinitia School/Gym	5S 12E 25B 200			School is demolished
14	White River Dam	4S 14E 0 1800			
15	Old White River Station Camp	4S 11E 0 100			Owned by the US Forest Service
16	Pine Grove School	5S 11E 25B 600			
17	Jersey School	8S 14E 0 2300			
18	Lower Antelope School	8S 16E 0 800			
19	Fivemile Rapids				Site not identified on GIS to protect cultural resources
20	Memaloose Island				Lewis and Clark called it "Sepulchar Island".
21	Abbott site	5S 12E 0 5000			Near Wapinitia

22	Celilo Falls				Falls was flooded in 1957 with the construction of the Dam.
23	Black Walnut	2s 13E 18 1600	Black walnut tree with approx. 7' DBH	c. 1860	Record Size. Part of the Nickalson P. O'Brien homestead from 1890s. Black walnut trees, not native to Oregon, were reportedly brought west by Oregon Trail pioneers.
24	Old Fashioned Yellow Rose	4S 13E 24	Large Old-Fashioned Yellow Rosebush	c. 1910	Rose was inside the Fairview School yard. Highway was widened on part of the original school yards. The rose bush is remaining historical marker of the historic school.
25	Ox Yoke Monument	2N 14E 25 400	Monument	1936	Built as an Oregon Trail marker by Isaac Remington. Constructed from cement mixed by hand in his wheelbarrow when Remington was aged 76.
26	Seufert Viaduct	2N 14E 31	Bridge	1920	Named for former train station which, in turn, was named for two pioneer brothers who moved to Oregon in the early 1880s. Designed by CB McCullough and constructed by the State Highway Department. Built under contract in 1920 by the Colonial Building Company.
27	BNRR Bridge	2N 15E 20	Railroad Bridge	1912	Historic link between Oregon and Washington. The bridge was built entirely on dry land on the rocks in the river during low water.
28	Dalles Canyon City Road Bridge	2S 14E 9 700	Bridge	1923	Constructed by Alfonso Pizzolato to eliminate water problems created by Dry Creek. One of few cut stone bridges in Wasco County.
29	Upper White River Canyon Grade	5S 12E 4, 5, 8, 9	Road	1910	Road was built as a short cut between Juniper Flats and Smock Prairie. Valuable as recreation and scenic road.
30	Hinton House	5S 16E 26 2900	Dwelling	1900-1915	
31	Nansene House and Post Office	2S 14E 9 701	Hotel/Stage Coach Stop	1874	Nansene, the Native-American name for Fifteenmile Creek, was an early stage coach stop and post office. It served as a stage coach stop (started in 1874) and post office (1880 to 1904). Credited with being one of the few remaining stagecoach stops in Oregon.
32	Mark O. Mayer House	2N 12E 6 401	Residence	1910	Mark O. Mayer constructed the house in 1910 as a country home. Mayer, from Portland, built the road from

					Mosier to his house. The road later became part of the Columbia River Highway. He named the house Mayerdale. Its an excellent example of Colonial Revival style.
33	Friend Store, Post Office and Real Estate Office	2S 12E 35 100	Commerce/Go vernment	1912	The post office was opened in 1903. The small building was constructed in 1924 by Fred Buskuhl as a real estate office during the boom time for Friend between 1912-1924.
35	Wapinitia Hotel	5S 12E 26 5000	Multiple dwelling	1915	Barzee Hotel, built in 1915 by Earl Barzee. The hotel/rooming house was very popular in the 1920s when the Wapinitia cut-off highway was being constructed with highway engineers and workers. It was also a popular place for local teachers to board. The Wapinitia Hotel operated until the 1940s.
36	OWRR&N Railroad Section House	5S 14E 5 700	Multiple dwelling	1910	Affiliated with the east site of the Deschutes River and the railroad.
37	Round Barn	1N 13E 10AB 7200	Barn	1932	Built for a poultry business for Howard McNeal. In 1964, the barn was remodeled for use by a local theater group and called "The Round Barn." The group was asked to vacate the barn in 1973, and reverted to farm use. It is one of the few remaining round barns in Wasco County.
38	Smock Prairie School	4S 12E 32 8500	School	1906	The district merged with Wamic in 1958.
39	Friend School	3S 12E 2 800	School	1909- 1910	Operated as a school until the late 1930s.
40	Peterburg School	2N 14E 33 3001	School	1860s	Built by William Floyd circa 1860s. Originally called the Floyd School. In 1904, name changed to Roosevelt School until 1908 when it was renamed Petersburg School after the nearby Great Southern Railroad station of the same name. The school was vacated in 1954 when a new school was built.
41	Fairbanks School	2N 15E 31 600	School	1912	Served as a school between 1912-1928. From 1954-1982, the building was leased to the Ten-Mile Saddle Club.
42	Clarno School	7S 19E 32 1200	School	1914	Had an average of 10-16 pupils who were rancher children between Clarno and Pine Creek (Wheeler

					County). The last class graduated in 1937 with two students.
43*	Imperial Stock Ranch Headquarters Complex				Historic District
44*	Mosier Mounds				Site not identified on GIS to protect cultural resources
Other Possible Additions:					
45	Fifteenmile Creek Bridge				Adkisson Bridge, Bridge #1095, Historic Highway Bridge of Oregon, determined eligible and o Historic Highway Bridges of Oregon
46	Sherars Bridge				
47	Mosier Twin Tunnels				Determined Eligible
48	Arnett Cabin				Determined Eligible, however limited information available
49	Power Plant at White River Falls				Determined Eligible, part of State Park

*Proposed





FILE #: 921-18-000215 (11)

REQUEST: Legislative Request to Amend the Comprehensive Plan, Chapter 12
DECISION:

- Attachments:**
- A. Wasco County Comprehensive Plan Periodic Review Work Task 11 Overview
 - B. Annotated Draft of Proposed Chapters 12 of Wasco County 2040 (Comprehensive Plan) with notes

File Number: 921-18-000215

Request: Amend the Wasco County Comprehensive Plan
1. Change the format to align with Statewide Land Use Planning Goals
2. Develop Goal 12 into Wasco County 2040 format (Chapter 12),
make any general amendments reflecting current planning practice.
This is related to Periodic Review work task 12.

Prepared by: Kelly Howsley Glover, Long Range Planner

Prepared for: Wasco County Planning Commission

Applicant: Wasco County Planning Department

Staff Recommendation: Recommend the Wasco County Planning Commission recommend adoption of the proposed amendments of the Wasco County Comprehensive Plan to the Wasco County Board of Commissioners.

Planning Commission

Hearing Date: May 7, 2019

Procedure Type: Legislative

Attachments: Attachment A: Wasco County Comprehensive Plan Periodic Review
Work Task 11 Overview
Attachment B: Annotated Draft of Proposed Chapter 12 of Wasco
County 2040 (Comprehensive Plan) with notes

I. APPLICABLE CRITERIA

A. Wasco County Comprehensive Plan Chapter 11: Revisions Process

1. Section B: Form of Comprehensive Plan Amendment
2. Section C: Who May Apply for a Plan revision
3. Section D: Legislative Revisions
4. Section H: General Criteria
5. Section I: Transportation Planning Rule Compliance
6. Section J: Procedure for the Amendment process

B. Oregon Administrative Rules 660-025: Periodic Review

II. SUBMITTED COMMENTS

As of the date of this document, Wasco County Planning Department has received no comments about the proposed revisions.

III. PUBLIC INVOLVEMENT

In addition to the public hearings required by this legislative process to allow for public testimony and the ability to provide written comment, Wasco County has included the following additional measures to ensure the process is open to the public:

A. Newspaper Notifications

Citizen Advisory Group Work Session March 12, 2019:

Public notice for a Citizen Advisory Group meeting was published in *The Dalles Chronicle* on February 20, 2019, more than 20 days prior to the March 12th work session.

B. Information Available on Website

The information regarding the proposed amendments was placed on the Wasco County Planning Department Website¹ on March 5, 2019. If updates are made following each hearing, the webpage will be updated to reflect such changes. At the time of publication of this document, the following information was made available to the public:

- A listing of hearing dates, times and locations
- Drafts of the proposed amendments
- Staff report describing the process and proposed changes
- A way to submit comments and concerns

In addition, the Wasco County Comprehensive Plan website² has included several posts that have included the time and date of meetings and discussion of proposed topics. This website has 25 subscribers that receive notification of new content, and is also promoted on the Planning Department's social media channels which have 211 followers.

¹ <http://co.wasco.or.us/departments/planning/index.php>

² www.Wasco2040.com

C. Notification to Partners

An email notification of proposed amendments, progress on Periodic Review, and the legislative hearing was sent to the Periodic Review Assistance team and other Citizen Advisory Group identified stakeholders on March 5, 2019. The notification included links to the staff report, proposed amendments, and the opportunity to comment.

D. Notification to Community Notification List

During the Wasco County 2040 initial outreach phase, a public email notification list was assembled. Members of the public continue to have the opportunity to sign up for this list at any time on the project website³ or in person at any of the public hearings, work sessions or other events. They can also request to be put on the list via email, telephone, or in the Planning Department Office. Currently this list includes 74 interested parties from the community.

An email notification of proposed amendments, progress on Periodic Review, and the legislative hearing was sent to this notification list on March 5, 2019. The notification included links to the staff report, proposed amendments, and information on how to provide comment.

E. Postcard Mailer Notification to All Property Owners in Unincorporated Wasco County

At the beginning of March, a postcard mailer was sent to all property owners in unincorporated Wasco County updating them about the progress on Wasco County 2040 and putting them on notice about upcoming public meetings, including the work session on March 12th. The postcard included links to the project website and contact information for the department.

F. Other Public Outreach

In addition to the public meetings, social media content helped to promote engagement with the work tasks and solicit additional input. Any comments, or other feedback were compiled and analyzed by staff and used to inform the development of the new policy and implementation strategies.

IV. FINDINGS

A. Wasco County Comprehensive Plan Criteria

1. Chapter 11 - Revisions Process

- a. Section B – Form of Comprehensive Plan Amendment**
Amendments to the Comprehensive Plan include many forms and can either be legislative or quasi-judicial.

FINDING: The request is for a legislative text amendment to policies and the format for Goal 12 (Chapter 12) of the Comprehensive Plan, as part of a broader Periodic Review work plan. Amendments include reformatting and edits to existing policy and implementation, as well as the addition of some new content including historical perspective, overview, and findings and references. The main goal of the work task is to ensure the transportation element is up-to-date.

³ <https://wasco2040.com/contact/>

b. Section C – Who May Apply for a Plan revision

2. Planning Commission by majority vote confirmed by the Wasco County Governing Body. (Legislative)

FINDING: The Wasco County Board of Commissioners is the Wasco County Governing Body, and has authorized the Wasco County Planning Department to pursue Voluntary Periodic Review (VPR) to update the Wasco County Comprehensive Plan. The Board sent a letter to the Land Conservation and Development Commission supporting VPR on September 29, 2016.

c. Section D – Legislative Revisions

Legislative revisions include land use changes that have widespread and significant impact beyond the immediate area such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or much different ownership. The Planning Commission and County Governing Body shall evaluate the plan as often as necessary to meet changes in the social, economic, or environmental character of Wasco County.

FINDING: The proposed text amendments to policies and format of the Comprehensive Plan are applicable to all properties governed by the Wasco County Comprehensive Plan and therefore the proposal is a legislative revision. The proposed amendments are part of a larger Periodic Review process approved by the Planning Commission, Board of County Commissioners, Department of Land Conservation and Development and the Land Conservation and Development Commission. To be accepted for periodic review, staff prepared extensive justification demonstrating the need for amendments to the Comprehensive Plan as a result of changes in the social, economic and environmental character of Wasco County.

d. Section H – General Criteria

The following are general criteria which must be considered before approval of an amendment to the Comprehensive Plan is given:

- 1). Compliance with the statewide land use goal as provided by Chapter 15 or further amended by the Land Conservation and Development Commission, where applicable.***
- 2). Substantial proof that such change shall not be detrimental to the spirit and intent of such goals.***
- 3). A mistake in the original comprehensive plan or change in the character of the neighborhood can be demonstrated.***
- 4). Factors which relate to the public need for healthful, safe and aesthetic surroundings and conditions.***

5). Proof of change in the inventories originally developed.

6). Revisions shall be based on special studies or other information which will serve as the factual basis to support the change. The public need and justification for the particular change must be established.

FINDING: The policies and implementation strategies for Goal 12, Transportation, were updated following the Transportation Systems Plan completion in 2009. This section is one of the most current and up to date in the Comprehensive Plan.

Since 2009, however, financing for County roads has undergone significant change with the severe reduction of federal timber receipts. Because of this and ongoing changes to the County Public Works financing, staff is recommended the removal of financing related language from the Comprehensive Plan with the expectation that it will need to be re-evaluated during a Transportation Systems Plan analysis. The removal also eliminates any persistent confusion about funding sources and will require the public to contact the Public Works Department directly, which is more appropriate.

Based on feedback throughout the Wasco County 2040 process, staff is recommending the addition of strategy 12.1.5 (c), which focuses on coordination with the Public Works Department on special event permits. Members of the public have expressed frustration that special events, like bicycling races and car rallies, are not sufficiently noticed and create conflict with agricultural transportation and residential traffic. Because the roadways are multi-modal, the suggested compromise is to ensure better communication about events which the Planning Department can help facilitate through outreach.

The new Policy 12.1.6 addresses ongoing concerns from Planning Department staff and the Wasco County Roadmaster that the liability for improvements and maintenance on private or local access roads is not clearly understood by the public. There is also considerable confusion about financial liability for road improvement during partitioning. The recommended implementation strategies address these two issues through recorded documents that are meant to inform current and future property owners about financial liabilities with private or local access roads. These strategies do not change the overall liability of property owners, but instead require an additional process to ensure ongoing clarity about financial obligations for the roadways.

Finally, staff is recommending the addition of Policy 12.1.7 to address increasing pressures on the transportation network for recreation and tourism uses and activities. The Transportation Systems Plan has limited information on multi-modal recreation travel and in order to appropriately plan for and mitigate impacts, it is necessary complete more extensive analysis and coordinate with partners include the Wasco County Public Works Department and the Oregon Department of Transportation.

The overall format of the Chapter follows previous work with Wasco County 2040 and includes some new content like an overview, findings and references. These additions are meant to enhance the understanding of the audience about the importance of each goal and explain the history and planning process that went behind each policy and implementation piece. The public has continually expressed a desire for increased education about land use planning rules and regulations, and these additions are

meant to create new insights into the relevance and importance of land use planning rules.

The proposed changes are in line with Goal 1, Citizen Involvement, and Goal 2, Land Use Planning. The proposed updates are in keeping with the Statewide Goal 12, particularly to minimize adverse social, economic and environmental impacts and costs. Proposed updates are based on factual information and public input, and are based on the public desire for increased transparency and clarity with the rules.

e. Section I- Transportation Planning Rule Compliance

1). Review of Applications for Effect on Transportation Facilities – A proposed zone change or land use regulation change, whether initiated by the County or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – “TPR”). “Significant” means the proposal would:

a). Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

b). Change standards implementing a functional classification system; or

c). As measured at the end of the planning period identified in the adopted transportation system plan:

(1) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(2) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or

(3) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or Comprehensive Plan.

FINDING: The proposed updates will not change the functional classification of an existing or planned transportation facility, change standards implementing a functional classification system or allow uses or development resulting in impacts to the transportation system.

Proposed revisions to Goal 12 do not have a direct or indirect impact on transportation facilities. An additional policy and a few strategies are recommended additions for future updates to the Transportation System Plan but will not directly result in additional regulation. Coordination policy may result in internal Department processes, but will not otherwise impact the transportation system.

f. Section J – Procedure for the Amendment Process

1. A petition must be filed with the Planning Offices on forms prescribed by the Director of Planning.

2. Notice of a proposed revision within, or to, the urban growth boundary will be given to the appropriate city at least thirty (30) days before the County public hearing.

3. Notification of Hearing:

(1) Notices of public hearings shall summarize the issues in an understandable and meaningful manner.

(2) Notice of a legislative or judicial public hearing shall be given as prescribed in ORS 215.503. In any event, notice shall be given by publishing notice in newspapers of general circulation at least twenty (20) days, but not more than forty (40) days, prior to the date of the hearing.

(3) A quorum of the Planning Commission must be present before a public hearing can be held. If the majority of the County Planning Commission present cannot agree on a proposed change, the Commission will hold another public hearing in an attempt to resolve the difference or send the proposed change to the County Governing Body with no recommendation.

(4) After the public hearing, the Planning Commission shall recommend to the County Governing Body that the revision be granted or denied, and the facts and reasons supporting their decision. In all cases the Planning Commission shall enter findings based on the record before it to justify the decision. If the Planning Commission sends the proposed change with no recommendation, the findings shall reflect those items agreed upon and those items not agreed upon that resulted in no recommendation.

(5) Upon receiving the Planning Commission's recommendation, the County Governing Body shall take such action as they deem appropriate. The County Governing Body may or may not hold a public hearing. In no event shall the County Governing Body approve the amendment until at least twenty (20) days have passed since the mailing of the recommendation to parties.

FINDING: The Planning Department and the Planning Commission sought approval to revise the Comprehensive Plan through the Board of County Commissioners and the State Department of Land Conservation and Development (DLCD). DLCD approved Wasco County for Periodic Review on February 20, 2018.

The Periodic Review does not involve a modification or amendment to any of the urban growth boundaries and therefore no notices to Cities are required. Planning staff has contacted incorporated cities within Wasco County to solicit ongoing feedback and participation in Wasco County 2040.

Notices for all amendments are occurring in accordance with ORS 215.503. Section III of the staff report, above, details all the public noticing issued for this Periodic Review work task.

A quorum for this hearing was present to deliberate. By a vote of ___ to ___ the Planning Commission voted to recommend approval of the amendments in Work Task 12 to the Board of County

Commissioners. The first hearing by the Board of County Commissioners will be held on June 5, 2019, 28 days following this hearing. Mailing of recommendation to parties will be sent on May 9, 2019, 26 days before the BOCC hearing.

Oregon Administrative Rule 660-025: Periodic Review

Oregon Administrative Rule 660-0010: Purpose

The purpose of this division is to carry out the state policy outlined in ORS 197.010 and 197.628. This division is intended to implement provisions of ORS 197.626 through 197.651. The purpose for periodic review is to ensure that comprehensive plans and land use regulations remain in compliance with the statewide planning goals adopted pursuant to ORS 197.230, the commission's rules and applicable land use statutes. Periodic review also is intended to ensure that local government plans and regulations make adequate provision for economic development, needed housing, transportation, public facilities and services, and urbanization, and that local plans are coordinated as described in ORS 197.015(5). Periodic Review is a cooperative planning process that includes the state and its agencies, local governments, and other interested persons.

Oregon Administrative Rules 660-025-0130: Submission of Completed Work Task

- 1). A local government must submit completed work tasks as provided in the approved work program or a submittal pursuant to OAR 660-025-0175 to the department along with the notice required in OAR-660-025-0140 and any form required by the department. A local government must submit to the department a list of persons who participated orally or in writing in the local proceedings leading to the adoption of the work task or who requested notice of the local government's final decision on a work task.***

FINDING: A notice was sent to DLCD on March 1, 2019, consistent with requirements, to inform them of the proposed May 7, 2019 hearing and subsequent hearings to adopt Chapters related to Periodic Review work task 11. To date, staff has not received any oral or written comment or request for notification from the public on Work Task 11. At such a time when comment is received, that will be attached to the staff report and submitted to DLCD.

- 3). For a periodic review tasks to be complete, a submittal must be a final decision containing all required elements identified for that task in the work program. The department may accept a portion of a task or subtask as a complete submittal if the work program identified that portion of the task or subtasks as a separate item for adoption by the local government. All submittals required by section 1) of this rule are subject to the following requirements:***

- a). If the local record does not exceed 2,000 pages, a submittal must include the entire local record, including but not limited to adopted ordinances and orders, studies, inventories,***

findings, staff reports, correspondence, hearings minutes, written testimony and evidence, and any other items specifically listed in the work program.

- b). If the local record exceeds 2,000 pages, a submittal must include adopted ordinances, resolutions, and orders; any amended comprehensive or regional framework plan provisions or land use regulations; findings, hearing minutes; materials from the record that the local government deems necessary to explain the submittal or cities in its findings; and a detailed index listing all items in the local record and indicating whether or not the item is included in the submittal. All items in the local record must be made available for public review during the period for submitting objections under OAR 660-025-0140. The director or commission may require a local government to submit any materials from the local record not included in the initial submittal;*
- c) A submittal of over 500 pages must include an index of all submitted materials. Each document must be separately indexed, in chronological order, with the last document on the top. Pages must be consecutively numbered at the bottom of the page.*

FINDING: The local record for Work Task 11 will not exceed 2,000 pages. Consistent with this requirement, submittal to DLCD will include the entire local record, including but not limited to the adopted ordinance and orders, studies, findings, staff reports, correspondence, hearing minutes, written testimony and evidence and any other relevant material.

A copy of the record, when complete, will also be available for inspection at the Planning Department.

Attachment A

Chapter 12 Proposed Amendments

Documentation: The following is a summarized overview of proposed amendments.

State of the Comprehensive Plan:

- A. **Purpose:** The main purpose of the Comprehensive Plan is to function as a visionary policy document with a 20 year horizon. The plan represents the desires of the citizens of Wasco County and provides generalized direction for development, preservation, the planning process, citizen involvement and numerous other elements related to land use planning. Due to frequent changes in circumstances, law, and the desires of the citizens of the county, the major components should be updated every five to ten years as needed. The land use and development ordinance includes the specific rules and regulations that are meant to implement this vision and amendments to it are required to be consistent with Comprehensive Plan language.
- B. **Prior Updates:** The Comprehensive Plan was acknowledged by the Land Conservation and Development Department in 1983. Major components of the document have not been updated since 1983, resulting in them now being out of date. Other portions have been updated but were done inconsistently and in some cases, the new language did not get inserted into the amended document. In several instances, updates to the ordinance are now out of compliance with the Comprehensive Plan because of the lack of comprehensive updates. A more comprehensive update was initiated in 2009, but ultimately not completed. Staff has used some of the past findings and information in drafting the proposed updates.
- C. **Format:** The Comprehensive Plan is currently organized in a way that puts unrelated information in the same chapter and separated related information into multiple chapters. This has created significant difficulty for staff and the public to find information and utilize as the plan was intended.
- D. **Reformatting:** After a careful case study of other Oregon county comprehensive plans, the Citizen Advisory Group held several work sessions in 2015 and 2016 to discuss, among other issues, reformatting the Comprehensive Plan for increased use, transparency and readability. Based on those work sessions, staff was directed to compile and organize information in a manner that better aligned the plan to the Statewide Land Use Planning Goals.
 - 1. **Oregon's Land Use Goals:** The vast majority of the Comprehensive Plan language is tied to one of the State of Oregon's Land Use Goals. Other than some introductory chapters, the entire Comprehensive Plan is being formatted so that each chapter corresponds to one of the applicable Land Use Goals. Each chapter will include all of the policies, findings, and inventories for the specific goal, in addition to any references and historical information.
 - 2. **Format of Goal Chapters:** Each Goal related chapter will be formatted according to the following conventions:

- a. Overview: A sentence to a paragraph on the outlining the purpose behind the Goal and Wasco County policies.
- b. Statement of Wasco County Goal and reference to Statewide Planning Goal
- c. Any cross-references to other Goals
- d. Policy Statements
- e. Implementation Statements for each policy
- f. Findings and reference section detailing any relevant findings and references.

Chapter by Chapter Overview of Proposed Substantive Amendments:

A. Chapter 12- Goal 12 Transportation

This new chapter maps to Goal 12 (Transportation) and includes an overview of Wasco County's Transportation System Plan (TSP), a brief overview of the goal's purpose in Wasco County, an excerpt of Oregon's Statewide Land Use Planning Goal 12, policies, implementation strategies for each policy, and a new findings and references section.

1. **Overview:** The overview briefly discusses transportation in Wasco County, with specific information on the nexus between the Comprehensive and Transportation System plans.
2. **TSP Overview:** Included is a more in depth overview of the Transportation System Plan and what is included in the guiding document.
3. **Excerpt of Statewide Planning Goal:** Excerpt from the Oregon Administrative Rules on Goal 12 that outlines for staff and public the purpose of Goal 12.
4. **Wasco County's Goal:** This maps directly to the State's Goal 12, and is has not been modified from existing broad goal.
5. **Photo:** A staff photo of a Wasco County road was included.
6. **Cross Reference:** A list of other goals that relate to Goal 12 was included for easy reference.
7. **Policies:** The existing plan has five policies. The recommendation is to keep the existing policies with some modifications and add an additional two policies to provide direction for a future TSP update.
 - a. Policy 1: No changes are recommended for this policy or implementation strategies.
 - b. Policy 2: No changes are recommended for this policy or implementation strategies.
 - c. Policy 3: Current policy is *"Provide a multi-modal transportation system that permits the safe and efficient transport of goods and people."* Staff is not currently recommending any modification to this policy. The following changes are proposed for the implementation strategy 1:

- (1) Implementation Strategy “a.” is recommending a modification to the strategy to remove references to Transit partners, some of which are no longer relevant, and replace with more generic language to ensure continuing relevance. The new strategy reads: *“Continue to support the development of public transit opportunities through coordination and collaboration with regional transit authorities and networks.”*
- d. Policy 4: No changes are recommended for this policy or implementation strategies.
- e. Policy 5: Current policy is *“Maintain the safety, physical integrity, and function of the County transportation network.”* Staff is not recommending and changes to the policy. The following changes are proposed for the implementation strategies for Policy 4:
- (1) Implementation Strategy “a.” No change is being recommended.
 - (2) Implementation Strategy “b.” reads *“Maintain long term County Road Fund stability”*. Staff is proposing removing this strategy and revising it in the TSP as this is not under the purview of the land use planning program. The County Roadmaster was consulted and supported removal of references to funding.
 - (3) Implementation Strategy “c.” reads *“Evaluate new innovative funding sources for transportation improvements, such as a road fund serial levy, road utility fee, and/or a county gas tax.”* Staff is proposing removing this strategy and revising it in the TSP as this is not under the purview of the land use planning program. The County Roadmaster was consulted and supported removal of references to funding.
 - (4) Implementation Strategy “d.” reads *“Explore the potential cost savings of revising operational or maintenance standards.”* Staff is proposing removing this strategy and revising it in the TSP as this is not under the purview of the land use planning program. The County Roadmaster was consulted and supported removal of references to funding.
 - (5) Implementation Strategy “e.” reads *“Advocate for flexibility in the use of federal timber receipts so that the county is not exposed to dramatic declines in this funding source.”* Staff is proposing removing this strategy and revising it in the TSP as this is not under the purview of the land use planning program. The County Roadmaster was consulted and supported removal of references to funding.
 - (6) Implementation Strategy “f.” will become “b.”
 - (7) Implementation Strategy “c.” A new strategy, based on feedback from the public is proposed to read: *“Coordinate with the Public Works Department on activity in the ROW and road permits that impact regional travel or property owners.”* During Wasco County 2040 events and through comments, community members requested increased outreach about events, like cycling competitions or car shows, that may have an impact on agricultural or residential transportation. Because the permits

for these types of activities are approved by the Public Works Department, the Planning Department is requesting coordination so that staff may help alert residents, through ordinary channels, about events and activities, including the website.

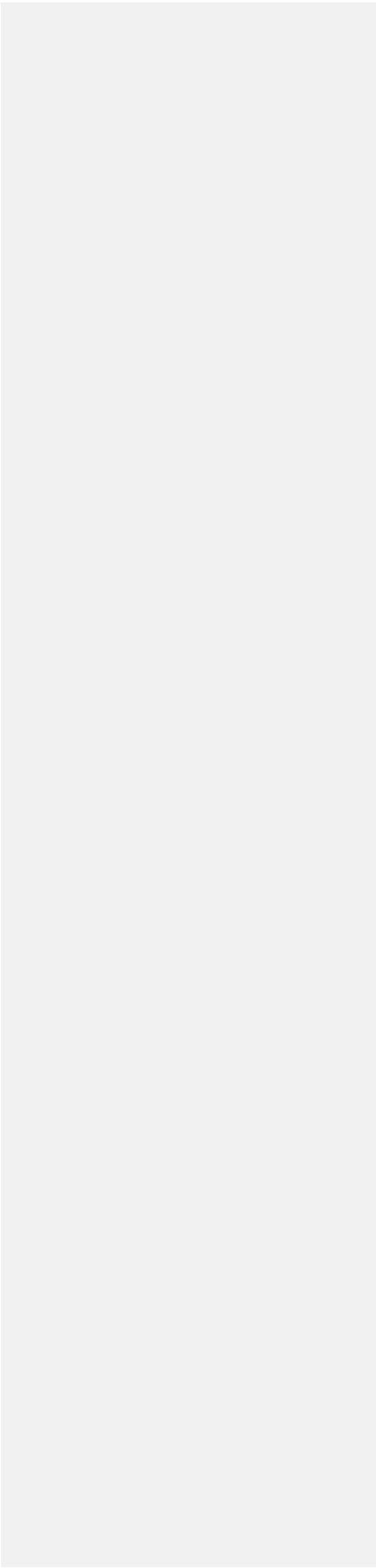
- f. Policy 6: A new policy is proposed: *“Ensure transparency of infrastructure requirements and ongoing costs for future development.”* This policy is based on input from the public and the Wasco County Roadmaster. The goal of the policy is increased transparency about costs related to development, including private road development and maintenance, which is the responsibility of property owners who use the road for access.
 - (1) Implementation Strategy “a.” Proposed language is meant to further guide permitting requirements, including conditions of approval, to secure funding agreements for road development and maintenance. It reads: *“A waiver of remonstrance for future road improvements may be required to be recorded with the County Clerk’s office at the time of partition, subdivision or planned unit development application approval.”*
 - (2) Implementation Strategy “b.” Proposed language is meant to further guide permitting requirements, including conditions of approval, to secure funding agreements for road development and maintenance. It reads: *“A restrictive covenant agreement requiring acknowledgment of improvement and maintenance costs for local access roads will be required to be recorded with the County Clerk’s office at the time of partition, subdivision or planned unit development application approval.”*
- g. Policy 7: A new policy is proposed: *“Future updates to the Transportation System Plan should include recreational development and impact to the transportation network.”*
 - (1) Implementation Strategy “a.” Proposed language is meant to further guide updates to the TSP with respect to recreational and tourism activities. It reads: *“Increased demand for recreational uses and expansion of recreational facilities within the transportation network should be incorporated into analysis for the Transportation Systems Plan.”*
 - (2) Implementation Strategy “b” states “The concept of recreational/tourism corridors for development should be explored.” Much of the interest for recreational activity is concentrated in a few key locations in Wasco County. Citizens have also expressed significant concerns about locating uses and activities in areas of high traffic commercial agricultural as it creates dangerous driving conditions and other types of conflict, including parking on private property and increased human waste on right of ways and private property. This strategy promotes the idea of designating recreational/tourism corridors and developing additional rules or procedures to address concerns and reduce conflict.
 - (3) Implementation strategy “c” promotes coordination with partners to address recreational transportation issues, including impacts to public facilities and services like

emergency services, public sanitation, and parking. The strategy also aims to improve connectivity by working with those partners impacted by planning efforts. The proposed language read: "Staff shall coordinate with ODOT and Public Works to ensure recreational connectivity and a balance between recreation and impacts to public facilities, services and adjacent land uses."

8. **Findings and References:** To help provide some information about each of the policies, as well as some history, findings and references are provided at the end of the chapter. These references cite sources from text. Findings provide additional context for some of the policies and implementation strategies. The references list a variety of external plans and reports that are useful, not only in giving context to the policies, but also for research or reference for current planning.

Goal 12

Transportation



Goal12

Transportation

Overview

The Wasco County Transportation System Plan (TSP) was adopted in 2009 with the participation of the Oregon Department of Transportation (ODOT) and the Wasco County Public Works Department. The TSP guides the management and development of transportation facilities within Wasco County. Wasco County had addressed transportation through coordination with the Oregon Department of Transportation (ODOT) and the implementation of its Transportation System Plan (TSP) since its adoption in 2009. The TSP Details the management and development of transportation facilities within Wasco County, while remaining consistent with state and local plans and policies. The TSP is consistent with Oregon Revised Statute (ORS) 197.12 and the Department of Land Conservation and Development (DLCD) administrative, the Transportation Planning Rule (TPR).

Five of the policies in this plan are extracted from the TSP, with modifications made during the Wasco County 2040 process to reflect changes in conditions and funding. An additional policy has been added to recommend strategic updates to the TSP based on current and projected projects and conditions.

TSP Overview

The 2009 Transportation Systems Plan - identified four guiding goals for the development of the transportation system in Wasco County. These were: mobility and connectivity; safety; multi-modal users; and environment.

Objectives for each of the goals offer strong support for Wasco County land use planning policy. The plan also provides specific transportation system improvement projects for the short and long term.

Funding for infrastructure projects has been the most difficult challenge for transportation goals since the transfer payments, based on logging, were phased out in 2013. Transfer payments were the Road Fund's primary revenue source prior to 2013. Reductions in staff and services were of the results of the shortfall in funding.

Beyond roadways, transportation in Wasco County also includes freight/rail, air, marine, and pedestrian/bicycle transit and pipeline and transmission system.

Mass transit resources are currently managed by the Mid-Columbia Economic Development District.

The Planning Department works with local, regional and state wide transportation partners to ensure development is consistent with the Transportation Systems Plan and Goal 12.

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Wasco County Goal

Statewide Planning Goal 12

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

A transportation plan shall:

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

Excerpt from
OAR 660-015-0000(12)

Cross-Reference

Additional policies related to this goal: [Goal 2](#), [Goal 6](#), [Goal 8](#)

Transportation

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



Road in Wasco County (8/14/2017)

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Policies

12.1 Policies

12.1.1 Plan for and maintain an interconnected system of roads that will link communities for all users and that will provide for the existing and future needs for transportation of goods and people in the region.

Implementation for Policy 12.1.1:

- a. Promote and maintain an integrated and linked network of collector and local streets that minimizes travel distances.
- b. When traffic levels warrant it, develop a County arterial system that facilitates efficient and safe transportation of goods and people in the region.
- c. Maintain roadway performance standards for the efficient movement of people and goods.
- d. Coordinate with ODOT in identifying improvement and maintenance needs for the existing rural arterial system (i.e., state highways).

12.1.2 Provide a transportation system that promotes the safety of current and future travel models for all users.

Implementation for Policy 12.1.2:

- a. Continue to work with ODOT to identify and implement measures that will reduce the incidence and severity of motor vehicle crashes on roadway segments that exceeded the average statewide crash rate and/or other safety performance measures used by the county.
- b. Provide a transportation system that allows for adequate emergency vehicle access to all land uses.
- c. Promote railroad at grade crossing elimination, consolidation whenever possible.
- d. Develop access management standards for all county road facilities and implement these standards through the development approval process and as part of public improvement projects.

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12.1.3 Provide a multimodal transportation system that permits the safe and efficient transport of goods and people.

Implementation for Policy 12.1.3:

- a. Continue to support the development of public transit opportunities through coordination and collaboration with ~~the Transportation Network, Gorge TransLink, and the Hood River County Transportation District.~~ regional transit authorities and networks.
- b. Promote an interconnected network of bicycle and pedestrian facilities throughout the County, including parallel routes to Interstate 84.
- c. Consider bicycle and pedestrian facilities needed during construction of new roads and during upgrades of existing roads.
- d. Support the development of recreational bicycling and hiking facilities.

12.1.4 Provide a transportation system that balances transportation services with the need to protect the environment.

Implementation for Policy 12.1.4:

- a. Develop and support a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.
- b. Encourage development patterns that decrease reliance on motor vehicles.
- c. Design new and improved transportation facilities to minimize impacts on the natural environment.

12.1.5 Maintain the safety, physical integrity, and function of the County transportation network.

Implementation for Policy 12.1.5:

- a. Continue and enhance the partnering relationships with local jurisdictions, the Confederated Tribes of Warm Springs, and the Oregon Department of Transportation to provide a

comprehensive, safe, and efficient transportation system throughout the County.

- ~~b. Maintain long term County Road Fund stability.~~
- ~~c. Evaluate new innovative funding sources for transportation improvements, such as a road fund serial levy, road utility fee, and/or a county gas tax.~~
- ~~d. Explore the potential cost savings of revising operational or maintenance standards.~~
- ~~e. Advocate for flexibility in the use of federal timber receipts so that the county is not exposed to dramatic declines in this funding source.~~
- b. Ensure that the existing transportation network is conserved through maintenance and preservation.
- c. Coordinate with the Public Works Department on activity in the ROW and road permits that impact regional travel or property owners.

12.1.6 Ensure transparency of infrastructure requirements and ongoing costs for future development.

Implementation for Policy 12.1.6:

- a. A waiver of remonstrance for future road improvements may be required to be recorded with the County Clerk's office at the time of partition, subdivision or planned unit development application approval.
- b. A restrictive covenant agreement requiring acknowledgment of improvement and maintenance costs for local access roads will be required to be recorded with the County Clerk's office at the time of partition, subdivision or planned unit development application approval.

12.1.7 Future updates to the Transportation System Plan should include recreational development and impact to the transportation network.

Implementation for Policy 12.1.7:

- a. Increased demand for recreational uses and expansion of recreational facilities within the transportation network

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should be incorporated into analysis for the Transportation Systems Plan.

b. The concept of recreational/tourism corridors for development should be explored.

c. Staff shall coordinate with ODOT and Public Works to ensure recreational connectivity and a balance between recreation and impacts to public facilities, services and adjacent land uses.

a.

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Goal 12

Findings and References

1.1.a Policies 1-5 and the supporting implementation strategies were identified during the 2009 Wasco County Transportation Systems Plan (TSP) planning process. These policies directly map to the TSP goals.

1.1.b The Wasco County TSP was developed by reviewing relevant transportation plans and policies to ensure consistency, providing public open houses to provide information and opportunities for public input, identifying a detailed inventory of existing facilities and services and addressing future transportation needs.

1.1.c OAR 660-015-0000(12) require TSP and Comprehensive Plans be revised concurrently. The transportation portion of the Comprehensive Plan was revised in 2009, concurrently with the TSP process.

1.1.d At the time of Wasco County 2040 adoption, Mid-Columbia Economic Development District operates the LINK public transit system and works with the regional transit alliance to provide transit opportunities to residents.

1.1.a.1.e

References

Oregon Department of Land Conservation and Development. *Goal 10: Housing*. Oregon's Statewide Planning Goals and Guidelines.

Wasco County Planning Department (2009). *Buildable Lands Survey*. (2009)

Wasco County Planning Department (1983). *Wasco Co-~~unty~~ Comprehensive Plan* (1983)

Mid-Columbia Economic Development (2018). *Columbia Gorge Economic Development Strategy 2017-2022* (Updated March 2018 version)

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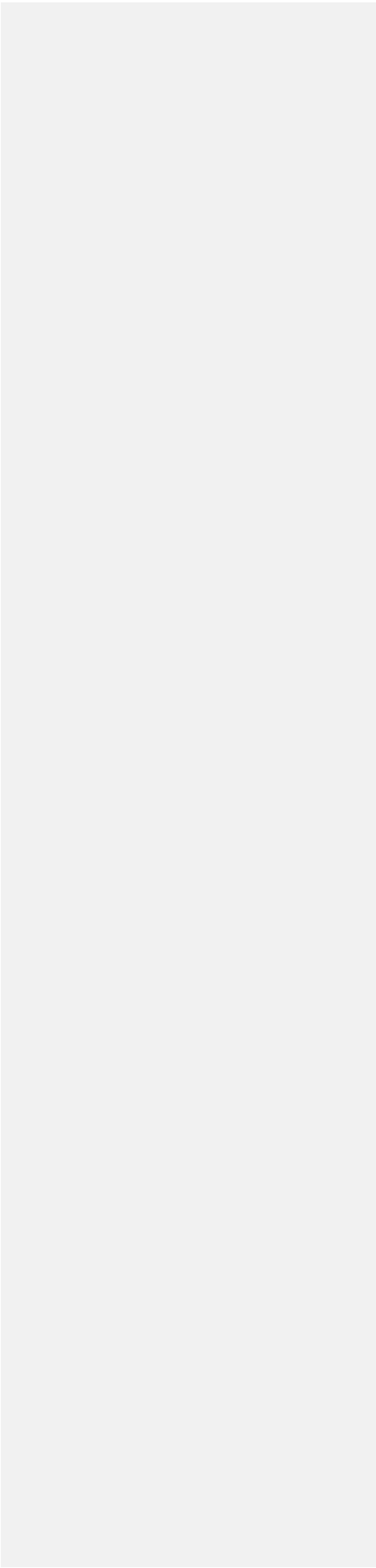
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Wasco County
Planning



Wasco County 2040 Work Tasks 9 & 11

Work Tasks 9 & 11

- Historic and Aggregate Inventories
- Transportation (Chapter 12)

Meeting Goals

- Review proposed amendments
- Solicit any public feedback
- CAG revisions

Timeline

- Work Tasks 9 - Due 7/31
- Work Task 11 – Due 9/30 (shift to 7/31)
- 1st Evidentiary Hearing: May 7th
- 1st/2nd BOCC Hearing: June

9	<p>Update Goal 5 inventories Update aggregate and historic inventories. Using technical advisors, adjust any Environmental Protection Districts (EPDs) that have experienced significant change. Products: (1) Updated aggregate and historic inventories; (2) updated zoning map</p>	7/31/19
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Aggregate Inventory

- Staff conducted an audit, 60+hours
- Checked for duplicates
- Cleaned up errors
- Staff identified three new significant operations in 2017 that had not been added to the inventory

171	7S 15E 0 600	A-1	J. Arlie Bryant Inc. (Hagen)			PLACUP-15-01-0001, 6/12/2015
172	6S 17E 0 2200, 2400	A-1	Jon Justesen			PLACUP-15-01-0002, 6/12/2015
173	5S 16E 0 3600	A-1	J. Arlie Bryant Inc. (Carver)			PLACUP-15-02-0003, 6/12/2015
174	3S 13E 0 4000	A-1	Jack Stevens		33-0051	CUP-06-112, CPA-06-102

Historical Inventory

- Staff conducted an audit
- Checked for new additions to the National Register of Historic Places
- Identified one removal
- Staff identified one new historic district and one bridge listed under National Register

- <http://imperialstockranch.com/the-ranch/history/>
- <https://structurae.net/structures/adkisson-bridge>
- Thomas Slusher House removed from list via CPA-08-102

Transportation: Chapter 12

- Policies/Implementation updated in 2009 in conjunction with Transportation Systems Plan (TSP)
- Received feedback from the Roadmaster
- Remove references to MCOG Transportation
- Remove all references to funding

Transportation: Chapter 12

- Add strategy for coordination on ROW and road requests/permits
- Add waiver of remonstrance possibility for future road improvement
- Add requirement for restrictive covenant for partition, subdivision or PUD application approval
- Add request that future TSP updates include analysis of recreation on transportation system

Chapter 12

- **New**
 - Format
 - Overview
 - Historical Perspective
 - Statewide Planning Excerpt
 - Cross Reference
 - References
 - Findings

Feedback