AGENDA: REGULAR SESSION

WEDNESDAY, AUGUST 4, 2021

WASCO COUNTY BOARD OF COMMISSIONERS

https://wascocounty-org.zoom.us/j/3957734524 OR Dial 1-253-215-8782 Meeting ID: 3957734524#

PUBLIC COMMENT: Individuals wishing to address the Commission on items not already listed on the Agenda may do so during the first half-hour and at other times throughout the meeting; please wait for the current speaker to conclude and raise your hand to be recognized by the Chair for direction. Speakers are required to give their name and address. Please limit comments from three to five minutes, unless extended by the Chair.

DEPARTMENTS: Are encouraged to have their issue added to the Agenda in advance. When that is not possible the Commission will attempt to make time to fit you in during the first half-hour or between listed Agenda items.

NOTE: With the exception of Public Hearings, the Agenda is subject to last minute changes; times are approximate – please arrive early. Meetings are ADA accessible. For special accommodations please contact the Commission Office in advance, (541) 506-2520. TDD 1-800-735-2900. If you require and interpreter, please contact the Commission Office at least 7 days in advance.

Las reuniones son ADA accesibles. Por tipo de alojamiento especiales, por favor póngase en contacto con la Oficina de la Comisión de antemano, (541) 506-2520. TDD 1-800-735-2900. Si necesita un intérprete por favor, póngase en contacto con la Oficina de la Comisión por lo menos siete días de antelación.

9:00 a.m.	**CALL TO ORDER** Items without a designated appointment may be rearranged to make the best use of time. Other matters may be discussed as deemed appropriate by the Board. **Corrections or Additions to the Agenda** ***Discussion Items***: NCPHD COVID-19 Update *(Items of general Commission discussion, not otherwise listed on the Agenda)* ***Consent Agenda***: Youth Think Contract Renewal; Annual Legal Notices Agreement; 7.4.2021 Regular Session Minutes *(Items of a routine nature: minutes, documents, items previously discussed.)*
9:30 a.m.	Appeal of Planning Commission Decision – Daniel Dougherty
10:30 a.m.	Finance Report – Mike Middleton
10:40 a.m.	Executive Session – Pursuant to ORS 192.660(2)(g) Trade Negotiations/ORS 192.660(2)(h) Consulting with Legal Counsel
	COMMISSION CALL
	NEW/OLD BUSINESS
	ADJOURN

If necessary, an Executive Session may be held in accordance with: ORS 192.660(2)(a) – Employment of Public Officers, Employees & Agents, ORS 192.660(2)(b) – Discipline of Public Officers & Employees, ORS 192.660(2)(d) – Labor Negotiator Consultations, ORS 192.660(2)(e) – Real Property Transactions, ORS 192.660(2)(f) To consider information or records that are exempt by law from public inspection, ORS 192.660(2)(g) – Trade Negotiations, ORS 192.660(2)(h) - Conferring with Legal Counsel regarding litigation, ORS 192.660(2)(i) – Performance Evaluations of Public Officers & Employees, ORS 192.660(2)(j) – Public Investments, ORS 192.660(2)(m) –Security Programs, ORS 192.660(2)(n) – Labor Negotiations

WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
AUGUST 4, 2021
This meeting was held on Zoom
https://wascocounty-org.zoom.us/j/3957734524
or call in to 1-253-215-8782 Meeting ID: **3957734524#**

PRESENT:	Scott Hege, Chair Kathy Schwartz, Vice-Chair Steve Kramer, County Commissioner
STAFF:	Kathy Clark, Executive Assistant Tyler Stone, Administrative Officer

Chair Hege opened the session at 9:00 a.m. Additions to the Agenda: National Scenic Area letter to the Columbia River Gorge Commission

Welcome to Visitor

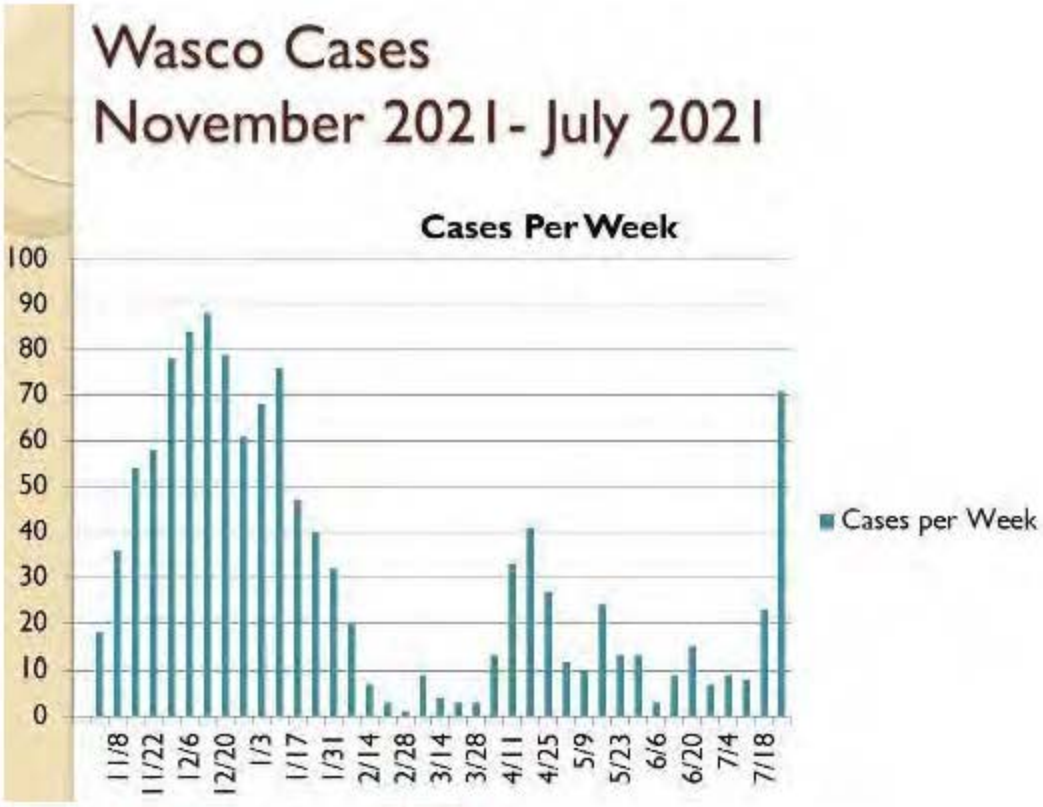
Mr. Stone introduced Congressman Cliff Bentz. Congressman Bentz said that he is back from Washington D.C. for a while and will be holding town halls throughout his territory in the coming weeks beginning with Pendleton on Monday, August 9th. He said he is anxious to hear what he can do better after his first 7 months in office. He said that most of the people in the eastern states know how to get rid of excess water but do not understand the droughts we are facing in the western portion of the country. He added that he has had an opportunity to evaluate many cities in his district and The Dalles is doing comparatively well.

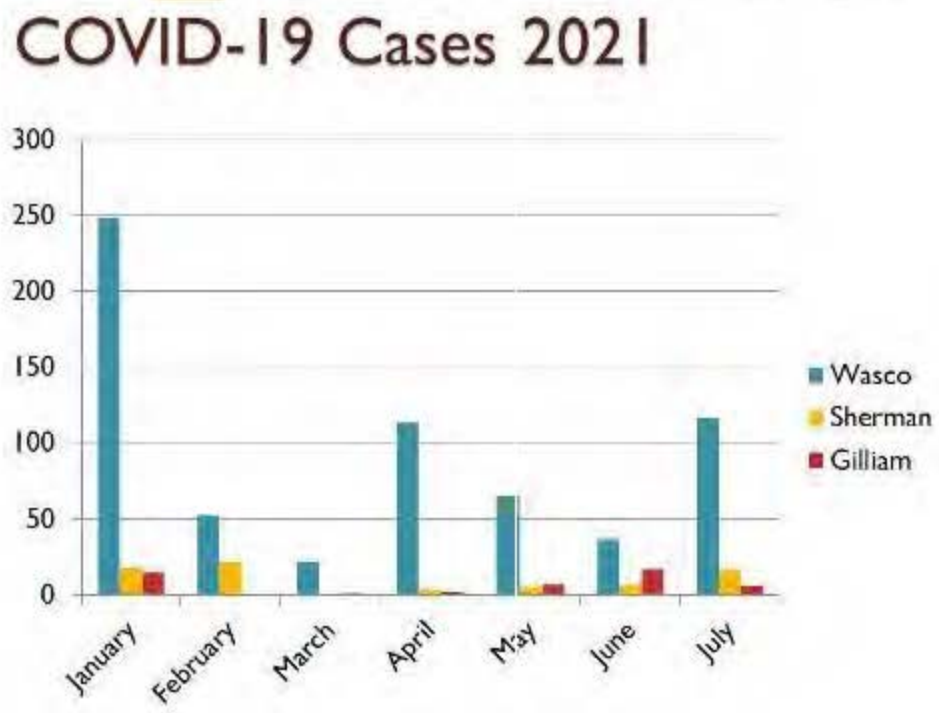
Discussion List – NCPHD COVID Update

North Central Public Health District Medical Officer Dr. Mimi McDonell reported on the case count and deaths in our region since the beginning of the pandemic.

- **Wasco**
  - **Total** 1595
  - **Deaths** 31
- **Sherman**
  - **Total** 87
  - **Deaths** 2
- **Gilliam**
  - **Total** 87
  - **Deaths** 1

Dr. McDonell went on to show the trending data in Wasco County from November 2020 through mid-July 2021. She pointed out that the recent spike in cases is not unique to Wasco County but is happening in the State and across the country.



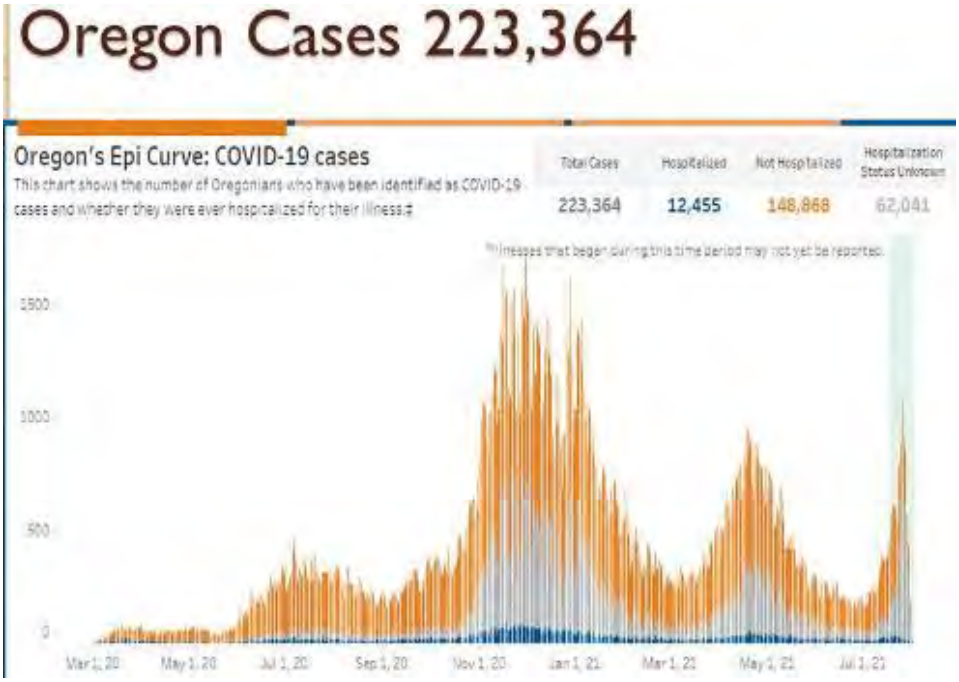


Dr. McDonell focused attention on the past 2 weeks of data for our region and the State of Oregon. She reminded everyone that we used to look at these numbers regularly to determine our risk category. Although the Governor is no longer applying risk categories to Oregon counties in order to apply levels of restriction, it is still important to keep those levels in mind. We have seen a significant increase in Wasco County over the past 2 weeks; we are significantly above the State case count. Our positivity rate indicates a need for more testing.

2 week metrics

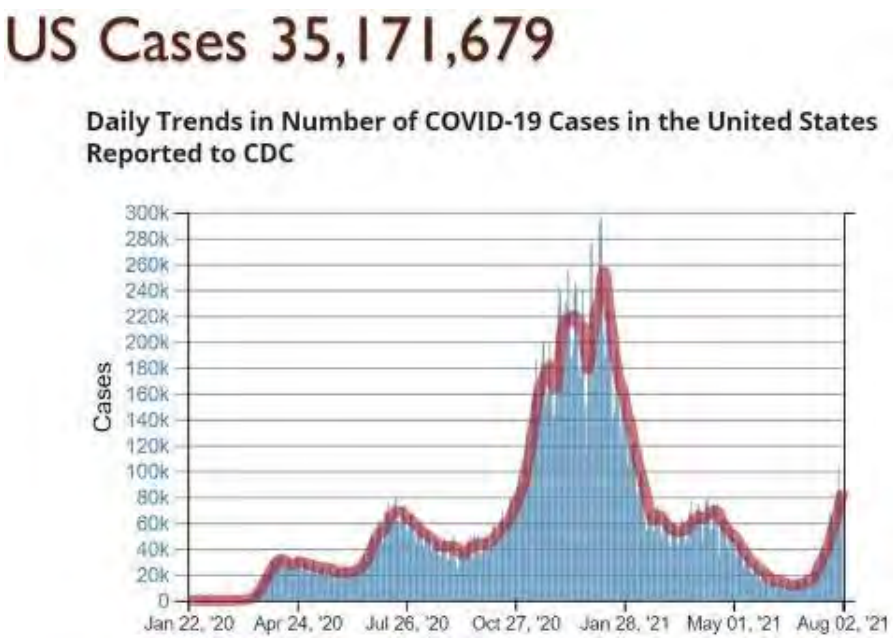
7/18-7/31	Count	Cases per 100,000	% positivity
Wasco	96	351.7	6.5%
Sherman	12	669.3	13.5%
Gilliam	5	251.1	9.8 %
Oregon	8,760	205.2	6.9%

Dr. McDonell went on to more closely examine the trending data for the State since the beginning of the pandemic.

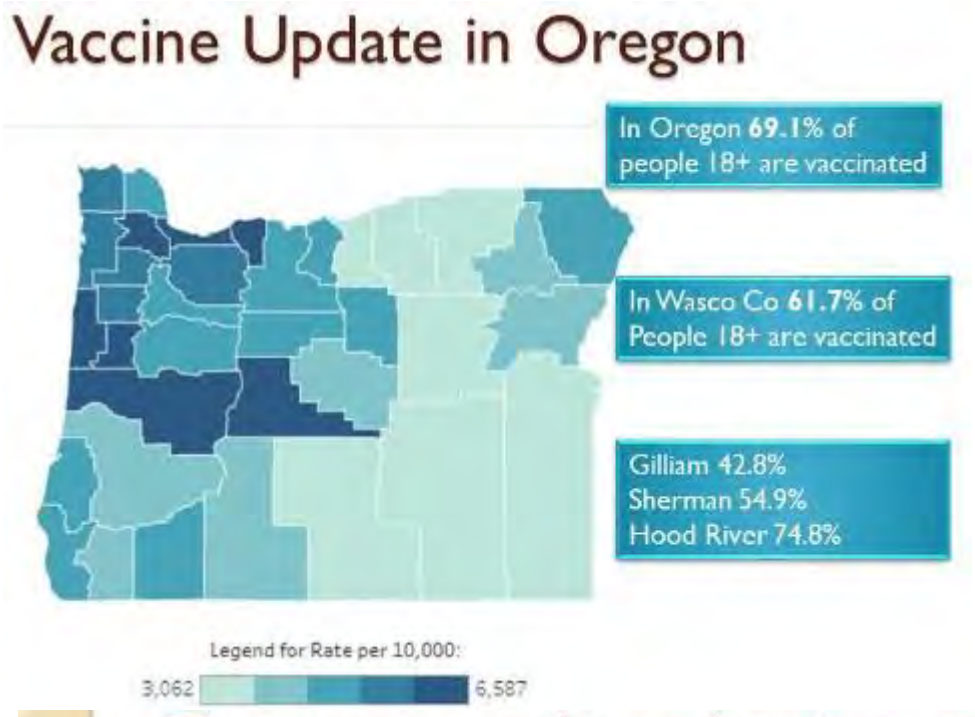


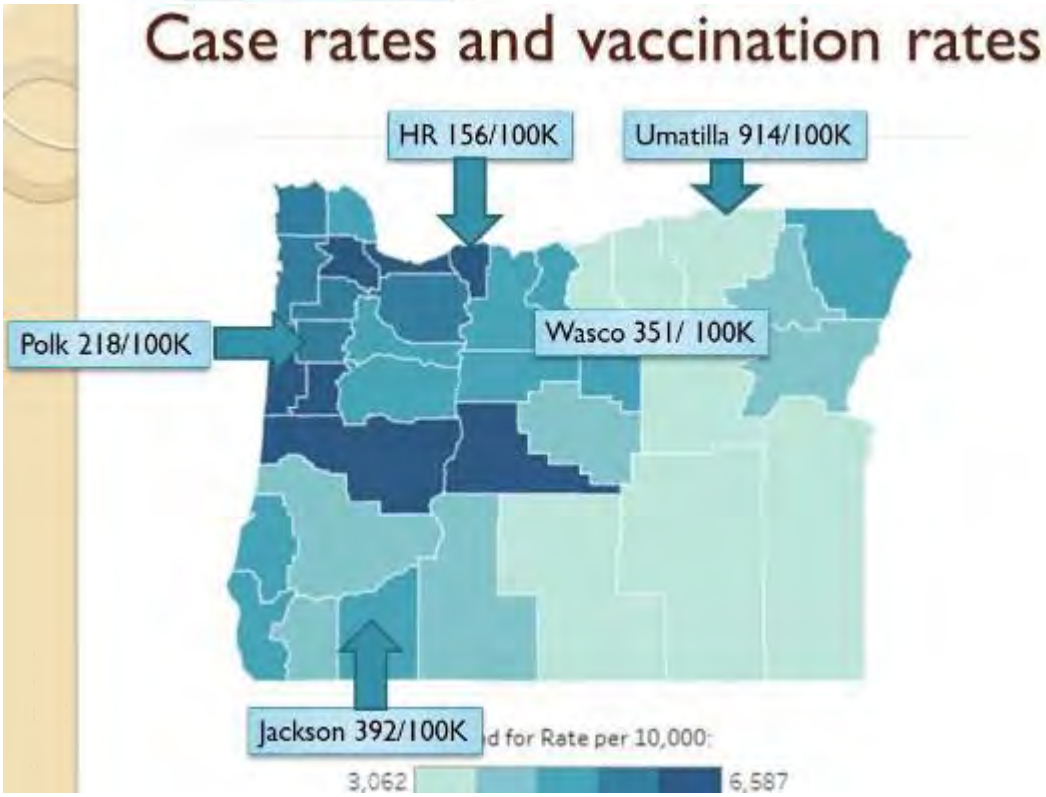
Dr. McDonell continued, saying that it is valuable to understand the trending data. In addition, it is very important to evaluate the impact on hospital capacity in our area and throughout the state. That information helps us to know what percentage of people who test positive are affected enough to need hospitalization. The data on the chart below indicates the hospitalization data since the beginning of the pandemic. Hospital beds are at a premium across the state; some of that is due to COVID and some of that is due to staffing issues. There is a shortage of qualified medical staff in Oregon and many other states. With the additional pressure on hospitals, many are postponing non-emergency surgeries due to lack of bed space and/or staff.





Dr. McDonell reviewed the vaccination levels in the State and our region.





The superimposed numbers on the slide above illustrate the case rate in order to allow a comparison between the vaccination rate and case rate. In general, a higher vaccination rate correlates to a lower case rate.

Dr. McDonell discussed the causes of the recent rise in the case rates. The Delta variant is concerning because it is so much more transmissible than the original virus. In addition, many of the state-imposed restrictions have been removed and people are traveling more during the summer months.



Dr. McDonell encouraged people to take steps to reduce the spread of the virus. She discouraged people from getting information from non-medical sources such as Facebook or news stories; talk to your health care provider.



Dr. McDonell went on to review some of the actions employers can take to slow

the spread of the virus. She emphasized work place culture saying that employers need to encourage people to stay home when sick rather than making them feel like they need to be at work no matter what. She reminded everyone that even though there is not a state mask mandate, employers can require employees and patrons to wear masks. They can also require vaccines or testing – some businesses are already doing this.

- Create/continue safe work environment
  - Physical distancing, ventilation, "culture"
- Provide paid time off for COVID-19 related issues
  - Post-vaccine side effects, illness, isolation or quarantine
- Require masks
  - Employees and patrons
- Require vaccinations or testing
  - Federal government & military
  - Google, Facebook

Dr. McDonell reviewed some of the incentives available for getting vaccinated and outlined vaccination opportunities.

Wasco County Incentives

- $50 VISA cards for those getting their first vaccine
  - MCMC
  - NCPHD
  - One Community Health
  - Deschutes Rim Clinic
  - BiMart
  - RiteAid
  - Safeway
  - Fred Meyer
  - Walgreens



A citizen inquired as to who is doing testing. Dr. McDonell replied that tests are administered by primary care providers or at the Public Health Office.

Vice-Chair Schwartz asked for clarification about why some of the data is for those 16 and older while other is for those 18 and older. Dr. McDonell replied that it depends on the source of the data; each source has its own reporting parameters.

Vice-Chair Schwartz asked if there is a charge for the test. Dr. McDonell replied that patients may be charged for an office visit but the test itself is free.

Vice-Chair Schwartz asked about the suggestion that employers require masks. Dr. McDonell responded that employers can require both masks and vaccinations. The more people that are vaccinated, the less chance the virus has to replicate; it is an incredibly effective tool. The decision depends on the situation, the workforce and who they are serving. Vice-Chair Schwartz pointed out that this is not a new practice for employers. She stated that she has always been required to have vaccinations to work in hospitals and schools also require vaccinations.

A citizen asked if our cases are linked to gatherings. Chair Hege expanded on that question, asking if the primary source of our high levels is a group that went to a concert, returned and attended local social events. Dr. McDonell replied that it is not one event; there have been outbreaks in long-term care facilities, restaurants, social gatherings as well as sporadic spread. She added that two of the largest health care providers in the state are requiring staff to be vaccinated.

Chair Hege asked where people should think about wearing masks. Dr. McDonell replied that if you are at an indoor public place, wear a mask . . . grocery stores,

church, etc. If you are going to be with a lot of people close together in an outdoor space, wear a mask.

Chair Hege reported that he had been on a call with the CDC and learned about the breakthrough of the variant among fully vaccinated people. He asked what percentage of the Delta variant cases are among those who have been vaccinated. Dr. McDonell replied that people who are vaccinated can transmit the virus pretty well even when not symptomatic. The vaccines are 85-90% effective so 10-15% of those vaccinated will still get the virus. With the new variant so good at replicating you can be vaccinated, get it with no symptoms and spread it effectively.

Chair Hege asked how we know that the Delta variant is in our county. Dr. McDonell stated that testing is run through the State lab with only some samples selected for typing. There is a several week delay for those results and local Public Health Districts cannot request that a specific test be typed. With the prevalence of the variant throughout the state, it is reasonable to assume that it is in Wasco County. Chair Hege asked if we will know that in coming weeks. Dr. McDonell replied that we will; however, it is important to understand that no matter the variant, cases are up.

Chair Hege asked if a new COVID test is being developed. Dr. McDonell answered that our partners at OHSU in collaboration with others have been collecting samples to test a new test that recognizes COVID-19. They are testing it in rural Oregon and people are volunteering to be part of the study. We are grateful that they are here and will share more as we learn more.

Agenda Item – Planning Commission Decision Appeal Hearing

At 9:45 a.m. Chair Hege opened the Board of Commissioners Quasi-Judicial Hearing on agenda item 921-21-000009-PLNG, A Subject to Standards request decided upon by the Planning Commission, for a subdivision to divide a 44.38-acre parcel into eight lots ranging from 5-8.35 acres.

The property involved is described as Tax Lot 4S 12E 14 200; Account Number 11457.

The criteria for approval of the land use decisions includes: Chapter 2 - Development Approval Procedures; Chapter 3 – Basic Provisions, Section 3.650, Wamic Residential (WAM-R2) Zone, subsection 3.654.B., Uses Permitted Subject to Standards/Type II Review, Partition, Property Line Adjustments and Subdivisions

subject to Chapter 21 – Land Divisions, Section 3.656 – Property Development Standards; Chapter 10 – Fire Safety Standards, Section 10.230 – Fire Safety Mitigation Plan; Chapter 21 – Land Divisions, Section 21.030 – Basic Provisions and Design Standards, Section 21.200 – Preliminary Subdivision Plan Approval.

The proposal must comply with applicable provisions contained in the Wasco County Comprehensive Plan, and State Law. Generally, unless otherwise noted, if a request is found to be consistent with the LUDO it is considered consistent with the Comprehensive Plan.

This will be a de novo hearing, conducted as a new hearing before the public. New evidence or testimony will be accepted to fully and fairly address significant procedural or substantive issues raised,

Chair Hege asked if any commissioner wished to disqualify themselves for any personal or financial interest in this matter. Does any commissioner wish to report any significant ex parte or pre-hearing contacts? There were none.

Chair Hege asked if any member of the audience wished to challenge the right of any commissioner to hear this matter. There were none.

Chair Hege asked if there was any member of the audience who wished to question the jurisdiction if this body to act on behalf of Wasco County in this matter. There were none.

Chair Hege asked if any Commissioner conducted a site visit to the subject property. There were none.

Chair Hege explained that anyone could speak for or against the proposal at today's hearing. However, only those who have "party" status would be able to appeal a decision reached by this commission.

Those seeking party status need to declare as such at the beginning of their testimony.

A party is defined in Section 1.090 as:

a. *The applicant and all owners or contract purchasers of record, as shown in the files of the Wasco County Assessor's Office, of the property which is the*

subject of the application.

b. *All property owners of record, as provided in (a) above, within the notification area, as described in section 2.080 A.2., of the property which is the subject of the application.*

c. A Citizen Advisory Group pursuant to the Citizen Involvement Program approved pursuant to O.R.S. 197.160.

d. Any affected unit of local government or public district or state or federal agency.

e. Any other person, or his representative, who is specifically, personally or adversely affected in the subject matter, as determined by the Approving Authority.

And in ORS 197.830 (7)(b) as:

(B) Persons who appeared before the local government, special district or state agency, orally or in writing.

Chair Hege outlined the Rules of Evidence

- **a.** No person shall present irrelevant, immaterial, or unduly repetitious testimony or evidence.
- **b.** Evidence received shall be of a quality that reasonable persons rely upon in the conduct of their daily affairs.
- **c.** Testimony and evidence must be directed toward the criteria applicable to the subject hearing or to criteria that the party believes apply to the decision.
- **d.** Failure to raise an issue with sufficient specificity may preclude raising it before the Land Use Board of Appeals.
- **e.** Failure to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow Wasco County to respond to the issue precludes an action for damages in circuit court.

Chair Hege asked staff to present their report.

Assistant Planner Daniel Dougherty reviewed his presentation (attached).

- **SLIDE 2: PUBLIC HEARING (921-21-000009-PLNG)**
    1. Hearing involves a request for the approval of the Pineridge preliminary subdivision plan to divide a 44.38-acre parcel into eight lots ranging from 5-8.35 acres. The originally planned 1.08-acre park was removed from the original plan. The finalized subdivision plat will reflect this. The subject parcel is located at 4 South, 12 East, Section 14, Tax Lot 200.

    2. In accordance with the underlying zone, the proposed subdivision is being reviewed Subject to Standards. Per the Wasco County Land Use and Development Ordinance Chapter 2 Development Procedures, this preliminary subdivision request was originally brought before the Planning Commission in a Quasi-Judicial Review Hearing, where the preliminary subdivision plan with conditions of approval was approved on June 1, 2021. A Notice of Decision was issued on June 3, 2021, with an appeal date ending on June 15, 2021.

    3. A request for a De Novo (from the new) appeal hearing before the Wasco County Board of Commissioners was properly received and processed on June 11, 2021. (Don't Read unless asked authority) Chapter 2 (Section 2.180) provides the Wasco County Board of Commissioners authority to hear this request.

        - As provided on the submitted "Appeal Form" the reason for the appeal is to contest Condition of Approval (6) within the Notice of Decision, requiring the developer to make improvements to and maintain Emigrant Road. (This hearing will briefly cover the subject area and the specific issue raised on appeal).

- **SLIDE 3: VICINITY MAP**
    1. The subject parcel and adjacent units of land located to the north are within the Wamic Residential (R-2) Zone.

    2. Units of land located to the west are within the Wamic Medium Industrial, Wamic Commercial, and Wamic Residential Zones.

    3. Units of land located east are within the Exclusive Farm Use Zone.

- **SLIDE 4: PRELIMINARY SUBDIVISION PLAN**
    1. This is the preliminary subdivision plan

    2. **Click:** Lots 1-7 range from 5-5.20 acres in size, and are provided south access by Homestead Road.

    3. **Click:** Lot 8 is the largest at 8.35 acres, and is provided north access by Emigrant Road.

- **SLIDE 5: PROPERTY DEVELOPMENT STANDARDS**
    1. Property Development Standards within Section 3.656 includes criteria regulating property size, proposed setbacks, floodplain review, proposed signage, maximum height of structures, and vision clearance.

        - **Property Size:** Since the newly proposed lots will not be served by either an approved community, municipal or public water system or an approved community or public sewage system, the lots are required to be at least five acres in size, with a minimum width of 300'. The lots must also demonstrate that they can meet Department of Environmental Quality on-site sewage disposal rules in effect. Staff finds that the preliminary plan meets the property size requirement, and has recommended a condition of approval stating that objective proof of meeting the DEQ on-site sewage disposal rules shall be provided prior to submitting the final subdivision plat for approval.

        - All other property development standards have either been found to outright comply with the standards, comply with conditions of approval being met, or have been found to be inapplicable to this request.

- **SLIDE 6: CHAPTER 21 – LAND DIVISIONS (Underlying issue on appeal)**
    1. Chapter 21, Section 21.030 Basic Provisions and Design Standards, (Regarding land division proposals, Section 21.030, covers provisions & design standards that include, but are not limited to access and road design standards, Utility Lines, Waterways, and Environmental Hazards, and Street names).

2. The specific criterion that provides the county authority to require that a developer to widen an existing road is found within Subsection 21.030.L. This subsection provides that "*Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided at the time of subdivision or partitioning.*"

- The **original Staff Report finding** concerning subsection 21.030.L, presented to the Planning Commission on June 1, 2021, provided: "Emigrant Street and Homestead Road are projected to have 25-250 Annual Average Daily Trips (ADT), classifying them both as Rural Local Roads, in accordance with Table 21-1 – Rural Wasco County Public Roadway Design Standards… This information was confirmed with Arthur Smith the Director for the Wasco County Public Works Department by email on April 28, 2021." Additionally, Director Smith commented that both Emigrant and Homestead Roads are "Public Roads of Local Access, so they will not be maintained by the county."

- Further findings provided that Emigrant Road serves seven existing properties located to the north, and will serve Lot 8 and the proposed park.

- In order to ensure that Emigrant Road can meet the road design standards that are required when a public road's Average Daily Trips fall between 25-250, a **condition** of approval was included in the Notice of Decision that provides that: Emigrant [Road] shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located [in] Table 21-1-Rural Wasco County Public Roadway Design Standards… It will be the responsibility of the developer if any improvements to Emigrant [Road] must occur.

- Additionally, the condition provided that "Maintenance of [Emigrant Road] will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant [Road] shall also be developed, and presented as part of the request." Criteria that requires the developer to widen access roads if needed is explicitly within Chapter 21 as part of land divisions. So if the owner wanted to place a dwelling unit on the existing parcel, the Planning Department doesn't have the authority to require Emigrant Street to be widened, even though ADT would likely increase due to the added dwelling unit.

Mr. Dougherty's statements were confirmed by Public Works Director/Road Master Arthur Smith.

Commissioner Kramer asked if the developer and applicant referred to in the report are one in the same. Mr. Dougherty replied affirmatively.

- **SLIDE 7: ISSUE ON APPEAL**

1. A request for a De Novo (from the new) appeal hearing before the Wasco County Board of Commissioners was properly received and processed on June 11, 2021.

2. Grounds for the appeal were provided by the appellant and can be found on page 249 of the Wasco County Board of Commissioners Hearing Packet. The appellant provides the following: "This appeal requests the review of Condition of Approval 6 as approved by the Planning Commission. Emigrant Street currently serves multiple dwellings as well as well as the community of Wamic's sanitary services. The proposed subdivision would create the possibility of only one additional dwelling to be served by the street. The street adequately serves the current uses and any additional traffic generated by an additional dwelling. If improvements to Emigrant Street are deemed necessary. this should not be the sole responsibility of the applicant."

3. No additional information has been submitted on behalf of the appellant since June 11, 2021. Only piece of information that would support a changing of Condition (6).

- **SLIDE 8: 2019 ODOT REPORT**

    1. On July 21, 2021, staff contacted the Wasco County Public Works Department Director Arthur Smith for additional clarification and expert commentary on road width standards and projected Average Daily Trip calculations.

- Regarding the projected ADT for Emigrant & Homestead Roads, Director Smith provided the following: "The estimated ADT is based on projected trips generated per household or potential households (lot). I tend to be very conservative with this number and use around 4 trips per day for our rural areas. This number is less than half of the Statewide trip rate of 8.9 -

see the link for the 2019 study prepared for the Oregon Dept. of Transportation: www.oregon.gov/ODOT/Planning/Documents/OHAS-Daily-Travel-In-Oregon-Report.pdf

- The study that Director Smith is referring to is titled "Personal Travel in Oregon: A Snapshot of Daily Household Travel Patterns". A copy of this report was included in the BOC Packet, and referenced data (specifically the 8.9 average daily trips estimate) can be found on pages 49, 56, and 89.

- **SLIDE 9: ROAD WIDTH IS DRIVEN BY ADT**

1. Director Smith further added: "If a lot can be divided into multiple lots, then I would estimate the potential ADT for the full build out. This has been part of the problem in Wasco County with over 105 miles of Public Roads of Local Access that were never constructed to standard. The initial build was minimal and then later lots were divided, more homes were built, more ADT generated, but the road was never improved. Unfortunately, Emigrant Street is a great example of this. For our standards, the roadway width is driven by ADT. A road that is projected to have 25-250 ADT needs to be constructed to a greater width than a road projected to serve less than 25 ADT."

2. As illustrated on the Pine Ridge Subdivision Preliminary Plat, Lot 8 contains Possible Future Lot Lines. Also recall that Property Development Standards for the Wamic Residential (WAM-R2) Zone Subsection 3.656.A allows lots to be 2 acres in size if they are served by a by either an approved community, municipal or public water system or an approved community or public sewage system.

- **SLIDE 10: ADDRESSES & PARCELS SERVED**

1. Additional Staff analysis provides that Emigrant Road currently serves at least eight tax lots, and six registered addresses with physical development. (Slightly differs from Staff Report. Nine served parcels in the Staff report and registered addresses). All of the parcels that are directly served by Emigrant Road are within the Wamic Residential (WAM-R2) Zone (North parcels are within the Flood Zone).

- Using the conservative 4 ADT per developable unit of land (Not household) the existing ADT for Emigrant road is approximately 32 Average Daily Trips (4 ADT x 8 parcels = 32 ADT).

- Using the existing six registered addresses served by Emigrant Road (4 ADT x 6 registered addresses = 24 ADT).

- Using the 8.9 Average Daily Trips cited in the ODOT study, and counting only those addresses directly served by Emigrant Road where the address has been confirmed by the Wasco County Assessor's public Ascend database to contain a dwelling unit (8.9 ADT x 5 confirmed dwellings = 44.5 ADT) (4 ADT x 5 = 20 ADT).

- **SLIDE 11: RECCOMENDED ACTION**

1. Based on the original application materials, clarified information and analysis, expert commentary, and lack of additional information provided by the appellant, Staff recommends that Condition (6) be retained.

2. Condition (6) within the BOC Packet on page 2 provides "Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request."

- **SLIDE 12: RECCOMENDED ACTION**

Staff Recommends:

- Approve the preliminary subdivision plan as submitted by the applicant, to subdivide the 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, with the condition that the park be removed from the plan and the acreage added into the adjacent lots.

QUESTIONS

Vice-Chair Schwartz asked if that if the 8-acre parcel were to be divided into R2 lots, would that be just a ministerial review. Mr. Dougherty replied that it would be processed in the exact same manner as we are doing here.

Chair Hege noted that Emigrant Road is an existing road; he asked if the condition is requiring it to be enhanced. Mr. Dougherty said that it will have to meet Chapter 21 standards whether it is paved or unpaved. It will need to be widened. The criteria specifically says that if the road needs to be widened, it is the responsibility of the developer.

Chair Hege asked how much wider it would need to be. Mr. Dougherty stated that he does not know exactly how much it will need to be widened.

Chair Hege observed that in the appeal it noted that other property owners have access to the road. He asked if there are local improvement districts or adjacent landowners that might help defray the cost. Mr. Dougherty answered that would be a private negotiation the developer could undertake with neighboring property owners.

Chair Hege asked Mr. Smith if he has a sense of the additional width that would be needed. Mr. Smith said that he was in the area and drove out to look at the road. It is not the condition of the road that is in question. Applying the standard it would need to be 22 feet in width, the road would need to be widened by approximately 4 or 5 feet in very rough terms.

Vice-Chair Schwartz asked about the ADT (Average Daily Trips) data.
Mr. Dougherty said that if you use the conservative estimate for households along the road, you are looking at a total of 20 ADT. If you are using lots served, there are 8 and that would be 32 ADT. The 2019 ODOT study projected 8 ADT.

Vice-Chair Schwartz asked how many dwellings are proposed. Mr. Dougherty stated that there are none proposed at this time but the lots have that potential.

Vice-Chair Schwartz asked when we talk about the ADT in relationship to the lots outside of the subdivision, could they get dwellings. Mr. Dougherty replied that there are 3 additional lots; 2 are in the flood zone and the other 1.4 acre lot could potentially be developed. Vice-Chair Schwartz asked if those lots would not be

subject to the subdivision standard. Mr. Dougherty confirmed. He said that we do not have that mechanism for those; that comes in when you divide the land. He reviewed the map included in the presentation and added that the 1.08 acre park would be divided among the adjacent parcels.

Vice-Chair Schwartz asked about the blue square outlined in the map. The applicant stated that it is a cemetery right now. Mr. Dougherty said in that case it would not be developable and that leaves only 2 parcels that might be developed outside of the subdivision.

Chair Hege asked the applicant to present. Curt Fatland of Tenneson Engineering presented a slide show (attached). He explained that there is leftover land not being proposed for development. Wamic Water and Sewer does not have the capacity to serve them. It is the front seven lots being proposed for development and they are accessed by Homestead Road. One lot that uses Emigrant is a pump house for Wamic. He said that the applicant disputes the increases in development potential along Emigrant Street.

Mr. Fatland said that they would like to alter Condition #6 to say: *Upon further division of Proposed Lot 8, Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to Submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall be also be developed and presented as part of the request.*

Applicant Austin Justesen stated that if they weren't doing the subdivision with the 44 acre lot and we wanted to build a house on that lot, they would not have to improve the road. Essentially, we are looking at the 7 lots at the top of the property where they built out a nice road that meets County specifications. If someone were to buy that lower lot and put a house on that buildable corner, there is an existing road that already goes there.

Mr. Justesen went on to explain that when they first began this project, they went to the City of Wamic because, although that 8 acre lot is very steep, they were going to do smaller lots and hook into the water system for the City. However, they do not have the capacity for that and even if the developer contributed

funding from their project, Wamic would not be able to expand their capacity to accommodate the subdivision. That is why the developer modified their plan to make fewer but larger lots.

Vice-Chair Schwartz asked if it is possible for them to create their own community water and sewer system. Mr. Justesen replied that it is not possible with 2-acre lots – it has to be a municipal system. Mr. Dougherty added that in order to divide into 2 acres, it has to have community service.

Vice-Chair Schwartz stated that she would like to hear staff comments on the proposed change to Condition #6.

Commissioner Kramer said that he did not see a discussion that the Planning Commission and staff had around Condition #6. He asked if there was any discussion around this or any questions that would have raised a red flag. Mr. Dougherty stated that he was not at the hearing but he did not see anything in the minutes that indicated a discussion on that particular condition.

Mr. Fatland said that it really did not come up at the hearing and it was a surprise to the applicant. He said that it came up last –minute which explains why we are going through the appeal process rather than a discussion that might have occurred at the Planning Commission level. He said more of the focus at the Planning Commission meeting was on the 1.08 acre park which the applicant chose to pay a fee rather than set that land aside.

Mr. Justesen stated that the improvement of Emigrant Road is not just about the width. The specifications are rigorous. Using the contractor employed to improve Homestead Road, it would cost approximately $100,000. Mr. Fatland added that the intention is to keep that mechanism in the conditions for possible future subdivisions.

Chair Hege asked if there was anyone present wishing to speak in favor of the request. There were none.

Chair Hege asked if there was anyone present wishing to speak in opposition of the request. There were none.

Chair Hege asked if the applicant wished to review any of the issues discussed. Mr. Justesen commented that this will be a good thing for Wamic and for Wasco

County.

Chair Hege asked if the Commissioners had any other questions.

Vice-Chair Schwartz asked for confirmation that the Planning Commission did not have a similar discussion around this road. Mr. Dougherty replied that based on his understanding of the Planning Commission minutes, they did not have this discussion. Chair Hege noted that the applicant concurs with that assessment.

Mr. Justesen stated that they were under the impression that they just needed to improve Homestead Road. It was only recently that we found that language that impacted Emigrant Road.

Vice-Chair Schwartz asked staff to comment on the proposed changes. Mr. Dougherty said that the issue is the restrictive language and that the proposed condition may not be possible. He said staff would probably need time to consider it; the criteria is black and white and is tied to the ADT projections.

Mr. Justesen said that only one house can be built that would access Emigrant Road; if that is all that happens, no improvement would be required. That one lot is the only one that would access Emigrant Road. Mr. Dougherty commented that the difference is in the criteria for a single unit and the criteria for a subdivision.

Interim Planning Department Director Dr. Kelly Howsley-Glover said that, as Mr. Dougherty has mentioned, the trigger for improving roadways is land division which is consistent with state law. This is not unusual or unique. As Mr. Dougherty explained, it is black and white criteria. The Planning Commission has some leeway. We have recently gone through a review and have been advised by counsel to stick to the black and white standard; it is a pass/fail test.

Chair Hege asked that if Lot 8 is subdivided in the future, would the applicant need to go through this same land use process. Mr. Dougherty responded that they would. Chair Hege commented that they could not go through some process that would not have this same condition.

Mr. Smith said he has no skin in the game and is just applying the standards. He said that he feels good about the ADT he predicts for our county and is not sure that the ODOT predictions are accurate here. He said he feels that his ADT prediction is more accurate for our local roads.

Commissioner Kramer stated that he appreciates that the park was removed and the percentage of assessed value is being paid. That will eliminate some of the traffic on this road. He asked if we consider this modification, do we need to procedurally extend the public hearing or can we just modify it. Mr. Dougherty replied that they can make the decision today or can continue the hearing.

Chair Hege closed the hearing at 10:52 a.m. and opened deliberations.

Chair Kramer restated his appreciation for the removal of the park from the plan; that has been a problem in past developments. He said that he thinks the modification is a reasonable request with a guarantee that if Lot 8 is divided, the road will be brought up to standard. He said he thinks that the Planning Commission might have agreed with it as well. He added that it is well thought out and he appreciates the forward movement in light of our housing issues.

Chair Hege commented that changing the condition doesn't necessarily require the improvement, but would if they divide Lot 8 which would be true even without the modification to Condition #6. He asked for confirmation that all of the staff that was at the Planning Commission Hearing is no longer here. Dr. Howsley-Glover confirmed. Chair Hege pointed out that with or without this condition, if they move forward with the division of Lot 8, they would have to go through this process. Dr. Howsley-Glover concurred saying that having the modified condition in the record won't have an impact; we will have to follow the existing rules which are currently under an update process.

Vice-Chair Schwartz asked how much 4 ADT per household would be. Mr. Smith responded that the national standard is 25 ADT or less; 4 ADT per lot is his engineering discretion that he uses. If it is 6 lots, it is just below the standard; if it is 8 lots, it is above the standard.

Vice-Chair Schwartz said that she would move more toward the clear and objective data. It seems clear that 32 is the number and is above 25.

Commissioner Kramer said that basically we can approve the subdivision but potentially remove or modify one condition.

{{{Commissioner Kramer moved to modify the Planning Commission's recommendation and Approve the application, with Amended Conditions and Findings as proposed by applicant. Chair Hege seconded the motion.

DISCUSSION

Vice-Chair Schwartz said that she thinks there has been a good discussion. She stated that she believes in the clear and objective data and that is how she wants to look at this dilemma – the data is clear.

Chair Hege said he would generally tend to agree but in this case we have a clear path. This lot is subdivided to meet those standards. Adding $100,000 in costs for 1 lot or potentially no lots is a cooling factor for the developer to move forward. He said that he is confident that the teeth are still there to require that improvement in the future.

Commissioner Kramer echoed Chair Hege's comments. He said there are several issues to be considered. We are lacking housing. This is 7 lots. He said that he knows the applicants and is confident that they will follow through in the future if there is a division of Lot 8. This is a win/win for all of us. Given the set of circumstances with staff not involved in this issue early on, he said he thinks this in on our best interest.

Chair Hege added that if they divide, there may be a way to improve the Wamic systems.

Vice-Chair Schwartz noted that there was not a discussion of this at the Planning Commission hearing – that is a gap. She said given the comments put forward by the other Commissioners, she thinks this is reasonable.

The motion passed unanimously.}}}

Agenda Item – Finance Report

Finance Director Mike Middleton reviewed the memo included in the Board Packet.

Chair Hege asked about the results of the conversion to the Munis financial platform. Mr. Middleton said that it is a learning curve; change is always difficult. Ms. Clark stated that the Finance Manager would be updating the Board on the Munis Conversion at the September 1st Session.

Commissioner Kramer commended Mr. Middleton for his input at the recent Fair Board meeting – it is great support for that group and good leadership.

Consent Agenda – Minutes, Youth Think Contract, Legal Notice Contract

{{{Vice-Chair Schwartz moved to approve the Consent Agenda. Commissioner Kramer seconded the motion which passed unanimously.}}}

Agenda Item – Executive Session

At 11:15 a.m. Chair Hege opened an Executive Session pursuant to ORS 192.660(2)(g) and (2)(h) Trade Negotiation and Consultation with Legal Counsel. He explained the process and instructed members of the press to not report on the items discussed in Executive Session except the general topic as previously announced.

The Regular Session resumed at 11:58 a.m.

Discussion Item – NSA Letter

Chair Hege explained that a letter had been drafted as a response to the Gorge Commission's 2020 Plan. Vice-Chair Schwartz redrafted the letter which Chair Hege then modified. He said that his suggestion would be to have Mr. Stone finalize the letter based on feedback from the Board. He said that he tried to meld what was there with the language suggested by Vice-Chair Schwartz. It is largely the same but less aggressive; it encourages partnership.

Sheila Dooley asked if the public would see it before it was sent. Chair Hege responded that letters are not put out for public comment. When it is done it will be a public record.

Mr. Stone asked if the direction is for him to work with County Counsel to get that out the door with Board signatures. Chair Hege responded that he concurs with it and he would like Mr. Stone to get feedback from the other two Commissioners before sending it out.

Commissioner Kramer stated that he has read the modified letter and concurs; it has been toned down but addresses the financial needs and lays out our concerns. He noted that there is some clean up to be done on grammar and spelling.

Chair Hege asked that Vice-Chair Schwartz review the letter and provide feedback to Mr. Stone to get the letter out the door.

*****The Board was in consensus for Mr. Stone to take in feedback from Vice-Chair Schwartz on the letter to the Gorge Commission regarding the 2020 National Scenic Area Management Plan in order to finalize the letter and get it sent to the Columbia River Gorge Commission.*****

Commission Call

Vice-Chair Schwartz said that she is staying in touch with NCPHD and OHA regarding the spread of the virus. She asked if the Administration will be having a discussion around mandating masks and/or vaccinations.

Mr. Stone replied that at this time we are moving forward with the Governor's recommendations and have shared that with staff. He said that he will not mandate it unless directed to do so by the Board of Commissioners.

Some discussion ensued around the comments made by Dr. McDonell earlier this morning. She outlined actions employers could take to help stop the spread of the virus but did not make a clear recommendation. Commissioner Kramer stated that he is ready to follow recommendations. Chair Hege said that his hope is that it will get better but if it gets worse, we will likely receive clear direction.

Chair Hege reported that he, along with other eastern Oregon County Commissioners, had met with Congressman Bentz around forest policy. In the end, there is no clear direction at the federal level. There is the Resilient Federal Forest Act sponsored by Congressman Westerman. We are trying to get fire fuels out of the forest and find a productive use for them. There are no magical solutions but there is agreement that we need to do something.

Commissioner Kramer said that the River Democracy Act is also an issue. Only one stream in our county is impacted – Boulder Creek; in Malheur County there are 30. We need more clarity. Natural Resources at AOC has requested more information. There is even a lake being classified as a wild and scenic river.

Vice-Chair Schwartz reported that Senate Bill 762 has an aggressive fire prevention provision. There is a lot there that it is hard to know how to implement locally. There are sections on Building Codes, mapping and a lot more. The best summary is in the Mosier Valley News.

Chair Hege adjourned the session at 12:12 p.m.

Summary of Actions

MOTIONS

- **To modify the Planning Commission's recommendation and Approve the application, with Amended Conditions and Findings as proposed by applicant.**
- **To approve the Consent Agenda: 7.21.2021 Minutes, .Youth Think NORC Contract Renewal, Annual Legal Notices Agreement with Columbia Gorge News.**

CONSENSUS

- **For Mr. Stone to take in feedback from Vice-Chair Schwartz on the letter to the Gorge Commission regarding the 2020 National Scenic Area Management Plan in order to finalize the letter and get it sent to the Columbia River Gorge Commission.**

Wasco County
Board of Commissioners

Scott C. Hege, Commission Chair

Kathleen B. Schwartz, Vice-Chair

Steven D. Kramer, County Commissioner

DISCUSSION LIST

NCPHD COVID-19 UPDATE – Dr. Mimi McDonell

DISCUSSION ITEM

WASCO COUNTY COVID-19 UPDATES

NO DOCUMENTS HAVE BEEN SUBMITTED FOR THIS ITEM – RETURN TO AGENDA

CONSENT AGENDA

- YOUTH THINK CONTRACT RENEWAL
- ANNUAL LEGAL NOTICES AGREEMENT
- MINUTES: 7.21.2021 REGULAR SESSION

NORC at the University of Chicago

55 East Monroe Street
30th Floor
Chicago IL 60603
office (312) 759-4000
fax (312) 759-4004
www.norc.org

July 13, 2021

Dear Ms. Jones,

We thank you for the opportunity to amend our current agreement to continue to provide training consultation and technical assistance to groups and organizations in The Dalles county. This document proposes a second amendment to the current contract signed January 20, 2021 to extend NORC's work with YouthThink.

The price for this effort is $62,020, to be paid in two installments of $31,010 by February 15, 2022 and September 16, 2022. The period of performance will run from September 16, 2021 through September 15, 2022.

It is hereby agreed that the services agreed pursuant to this letter do not create an employment relationship of any kind between you and NORC. Both parties agree to indemnify the other against any and all losses and liabilities for injury to person and/or property, including reasonable attorney's fees for the defense thereof, arising from such indemnifying party's actions or omissions under this agreement, from any breach or default on the part of such indemnifying party in the performance of any covenant or agreement hereunder, and from any act of negligence of such party and that of its agents, servants, employees, and/or contractors. In case of any action or proceeding brought against the indemnified party by reason of any such claim, the indemnifying party covenants to defend such action or proceeding, including appeals therefrom, with counsel reasonably acceptable to the indemnified party. This letter, along with Addendum B – General Provisions to Wasco County Personal Services Agreement, contain the only terms and conditions of the agreement between the parties, and it replaces all prior proposals, contracts and understanding, whether verbal or in writing, and all other communications that you may have had with NORC in relation to the purpose of this letter. In no event will NORC's aggregate liability exceed the fees paid to NORC under this agreement.

If we can count on your participation and you are fully satisfied with the terms and conditions of this letter-agreement, please sign below, and return it via email to Tracy McPherson at mcpherson-tracy@norc.org and Hildie Cohen at cohen-hildie@norc.org.

Signed this 4th day of August, 2021.

Wasco County

_____
Scott C. Hege, Chair
Wasco County Board of Commissioners

APPROVED AS TO FORM:

_____
Kristen Campbell, County Counsel

University of Chicago
National Operations Research Center

_____
Name:

Title:

NORC Scope of Work – What's Strong with You Project, Year 2

Training Consultant

NORC will continue to assist YouthThink in designing and implementing a customized training plan that includes technical assistance, training materials, and training manuals for adolescent health care delivery sites to use when integrating SBIRT into their workflows. Based on the training plan designed in year 1, NORC will continue to work with YouthThink in year 2 to assist sites in their SBIRT implementation. Exhibit 1 displays the estimated budget for these activities.

NORC will do the following regarding Training Consultation:

- NORC will coordinate at least one meeting per month with YouthThink leadership to discuss project progress and training design.
- NORC will work with YouthThink and sites to customize training to align with implementation site needs, service delivery model, and workflows.
    - Training content will come from training materials and courses developed by NORC's Adolescent SBIRT and Health Professional SBIRT training curriculum and, if needed, supplemented with resources developed by authoritative sources such as SAMHSA, CDC, NIH, and nationally recognized training materials from the National SBIRT ATTC Training of Trainer (TOT) curriculum.
    - Building from year 1 activities, NORC will prepare for and attend up to 9 (3 with hot, 3 with warm, 3 with cold) meetings with SBIRT Champions or other project personnel to assess the training needs. This task includes providing meeting summaries and any resources/materials.
    - NORC will design one training curriculum utilizing training materials developed from the Conrad N. Hilton Foundation's Adolescent SBIRT Initiative and Teen Intervene. This curriculum can be easily customized for healthcare delivery sites individual needs.
        - NORC will host up to three training sessions and estimate that the sessions will span six hours total training time. NORC will prepare the training plan, materials, activities, and resources and conduct logistics such as assistance in scheduling and hosting via a web-based platform.
        - NORC's technical consultant, Ken Winters, will also design and deliver up to two training sessions on Teen Intervene. The sessions can be recorded for future viewing. Each training session lasts approximately six hours.
        - As part of a package of training resources, NORC will offer any healthcare delivery site free access to two online training simulations through 8/15/22. NORC will offer up to 200 licenses total for the project.
        - NORC will also offer up to 8 hard-copies of the Learner's Guide to Adolescent SBIRT. Electronic copies will be provided at no cost.
        - NORC will conduct up to 2 training follow up sessions (i.e., training technical assistance) for each group (hot/warm/cold) for a total of six meetings. These meetings assume a very low effort of preparation for NORC. Attendees will come with questions and topics to discuss, much like an "office hours" session.
    - Implementation Technical Assistance: (optional): This is an optional line item where a training consultant (e.g., Ken Winters or others) could offer in person or virtual technical assistance (TA) on SBIRT implementation for a period of time with the number of sessions/hours to be determined. This TA would be ideally offered to the most engaged group or groups. We envision TA services to last no longer than a 12-month period and can be negotiated in terms of number of hours or number of in-person visits.

- NORC will conduct up to three foundational webinar trainings using GoToWebinar. Webinars or Zoom. NORC envisions that these webinars will target the "cold" and perhaps "warm" groups and provide an introduction to SBIRT and the evidence behind its widespread use and adoption in the area of adolescent substance use. The webinars aim to increase buy-in from group leadership to implement SBIRT.
    - Dr. Winters will assist with the development of the webinars.
    - NORC will work with YouthThink to offer CE credits for training, if needed. NORC is not a CE provider but can assist YouthThink with completing CE applications. NORC can produce certificates of completion with pertinent CE credit information provided by YouthThink for training participants.
- NORC will establish an agreement with Dr. Winters to assist in the design and review of the training and implementation plans based on the needs of YouthThink and the results of the needs assessment with SBIRT Champions.

Training Evaluation Technical Assistance

- NORC will assist YouthThink in designing a training evaluation as part of YouthThink's broader evaluation, including providing consultation to trainers and evaluators on assessing SBIRT fidelity and competency.
- Activities in year 2 may include:
    - Providing guidance on evaluation of competency-based simulation training.
    - Providing ongoing technical assistance to the project personnel on the collection and reporting of training evaluation data.
    - Preparing and submitting NORC IRB training evaluation application, amendments, and annual renewals (if needed).
    - Providing training evaluation consultation services such as review of the feasibility and design of the data collection plan, and selection of training outcome measures.
- (Optional) NORC can provide technical assistance in the design and evaluation of training impact. NORC can design a post-training survey which NORC can administer at one or more time periods (e.g., directly after training and three-months following training).

Exhibit 1: Year 2 Estimated Budget for "What's Strong With You"

Task	Total
Training Consultant	
Coordinate at least one meeting per month with YouthThink leadership to discuss project progress and training design	$ 5,424.00
Prepare for and attend up to 9 (3 with hot, 3 with warm, 3 with cold) meetings with SBIRT Champions or other project personnel to assess the training needs. This includes providing meeting summaries and any resources/materials.	$ 12,816.00
Host up to 3 training sessions (1 hour screening, 2 hours for BI (BNI light or BNI intensive), 1 hour for best practices in RT).	$ 5,292.00
Prepare for and design training sessions including developing activities, materials, and logistics.	$ 7,864.00
Conduct up to 2 virtual training follow up sessions (i.e., training technical assistance) for each group (hot/warm/cold) for a total of six meetings.	$ 3,252.00
(Optional) Provide technical assistance to groups on a one-on-one basis.	$ -
Provide copies of the Learner's Guide to Adolescent SBIRT for a maximum of 8 SBIRT Champions.	$ 310.00
Provide up to 3 foundational webinar trainings (preparation, logistics, hosting, production, follow up).	$ 9,504.00

Task	Total
Conduct administrative responsibilities (e.g., scheduling, contracting, finances, project management)	$ 7,524.00
Conduct up to 2 training sessions on Teen Intervene (approximately six hours each)	$ 1,754.00
Design and draft one-hour Teen Intervene training session.	$ 764.00
Assist in the design and review of the training and implementation plan based on needs of YouthThink and needs assessment with SBIRT Champions	$ 540.00
Subtotal Training Consultation	$ 54,156.00
Training Evaluation	
Provide training evaluation consultation services (e.g., review measures, conduct training on utilization of evaluation measures, provide guidance on best practices for data collection).	$ 7,864.00
(Optional) Design, program, and disseminate a post training follow up evaluation by group on experiences with training.	$ -
Subtotal Training Evaluation	$ 7,864.00
Total Y2 Estimated Budget	**$ 62,020.00**

Columbia Gorge News, LLC
1800 W. 6th Street
The Dalles, Oregon 97058

2021-2022
CONTRACT

FOR PUBLICATION OF LEGAL NOTICES FOR WASCO COUNTY

IN CONSIDERATION of the rates at which Retail Display Advertising is sold under this Contract, the undersigned Advertiser agrees to publish Legal Notices for Wasco County, Oregon in **Columbia Gorge News** from September 1, 2021 to August 31, 2022, as follows:

This advertising and such other Display Space as the Advertiser publishes in **Columbia Gorge News** during this period shall be billed at one of the following rates by the Publisher to the Advertiser at the end of each calendar month for each column inch of space: $8.00 for On-Line E-Mail. This Contract rate is predicated on payment in full by the 15th of the month following billing.

The deadline for having legal notices to **Columbia Gorge News** is by 5 P.M. the Friday prior to publication, or by permission.

Errors and omissions are the responsibility of the Advertiser and **Columbia Gorge News** assumes no financial responsibility for such errors unless proof is not shown and then only to the extent of the space occupied by such error and a correction in an equal amount of space will be run in the next available issue of **Columbia Gorge News.**

Neither **Columbia Gorge News** nor Advertiser is liable for fulfillment of contract if such is made impossible through suspension of business, or through fire, flood or acts of God.

DATED this 4th day of August, 2021.

WASCO COUNTY BOARD
OF COMMISSIONERS:

_____
Scott C. Hege, County Commission Chair

_____
Kathleen B. Schwartz, County Commission Vice-Chair

_____
Steven D. Kramer, Commissioner

Columbia Gorge News, LLC

APPROVED AS TO FORM:

_____
Kristen Campbell, County Counsel

_____
Chelsea Marr, Publisher

Date:

WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
JULY 21, 2021
This meeting was held in Room 302 of the Wasco County Courthouse & on Zoom
https://wascocounty-org.zoom.us/j/3957734524
or call in to 1-253-215-8782 Meeting ID**: 3957734524#**

PRESENT:	Scott Hege, Chair
	Kathy Schwartz, Vice-Chair
	Steve Kramer, County Commissioner
STAFF:	Kathy Clark, Executive Assistant
	Tyler Stone, Administrative Officer

Chair Hege opened the session at 9:00 a.m. with the Pledge of Allegiance. Ms. Clark asked to add the August 18th Board Session to the Discussion List. Vice-Chair Schwartz asked to add a recent email from APHIS' Shane Koyle to the Discussion List.

Department Directors

HUMAN RESOURCES

Human Resources Director Nichole Biechler announced that we have just implemented heat related illness training which is required by OSHA and must be completed by August 1, 2021. OSHA enacted a temporary rule that includes a requirement for staff to understand and recognize heat related illness with an emergency plan to respond. We have PowerPoint training and a guide book very specific to teams that work outside but the training is for everyone.

Ms. Biechler went on to say that staff has been very appreciative of the recent wage increase supported by the Board. She stated that they also understand that there will be additional work to review and revise our compensation plan.

COMMUNITY CORRECTIONS

Community Corrections Manager Fritz Bachman stated that the State budget for Community Corrections has been released; total amounts are higher than we

predicted in our budgeting process. The State is filling a gap identified through a cost study. With this new information, he will be putting together expenses for both Wasco and Sherman Counties. Mr. Stone added that there will likely be a budget adjustment to recognize the additional funds.

Chair Hege asked how the transition is going to integrate Sherman County's clients into our program. Mr. Bachman replied that the transition is complete and Sherman County provided a reasonable beginning fund balance for the program. As he calculates expenses, he will proportionally account for the services between the two counties.

Vice-Chair Schwartz asked if he will need more staff. Mr. Bachman said that it is unlikely. We acquired a Probation Officer from Sherman County and we expect a retirement in the near future. When that retirement occurs, he will look at the budget and adjust accordingly.

Discussion List – Weed Control Agreement Modification

Public Works Director Arthur Smith explained that this is a modification to an existing agreement to spray noxious weeds on federal lands. The need for the additional work arose from last year's White River fire; the weed seeds are not killed by the fire and come back aggressively. They have identified about 100 acres to be treated. The modification extends the contract by a year and includes the additional area. Wasco County updates rates annually to account for staff, supplies and equipment costs. We do not make money on the work, but we do break even.

Chair Hege asked about the terrain. Mr. Smith replied that some work will be roadside work and other will require a 4-wheel drive or ATV. He noted that skeleton weed is nearly impossible to completely eradicate.

{{{Vice-Chair Schwartz moved to approve Modification 4 to USDA Forest Service Agreement 17-SA-11060600- 017. Commissioner Kramer seconded the motion which passed unanimously.}}}

Discussion List – ORMAP Agreement

Survey and Engineering Technician Ivan Dohahue reviewed the memo included in the Board Packet along with the map. He said that the green areas of the map have been completed for the data gathering. The salmon colored area is what will be covered in this grant cycle – 50,700 acres and 65 control points. This will clean up

our southern border areas. The next grant will go further north to areas around The Dalles that have not already been done.

Mr. Donahue went on to say that he has been training for the past 18 months to do the remapping work. We have been collecting data for 11 years and when the work is completed, there will be clean transitions of property lines to within 1 foot.

County Surveyor Brad Cross said that he wants to recognize Mr. Donahue's work; he has been very successful in leveraging the State to get training without going out for additional grants. This has worked for other counties as well. In the future, we may be able to offer this service to other counties.

Chair Hege asked who goes out to find the control points. Mr. Donahue responded that he does some of the work and in the summer we have interns doing the work.

Chair Hege asked if Warm Springs and federal lands are excluded from this project. Mr. Donahue replied affirmatively; adding that there is talk about getting that data as well, sometime in the future.

{{{Commissioner Kramer moved to approve the ORMAP IGA Contract #DOR-313-21. Vice-Chair Schwartz seconded the motion which passed unanimously.}}}

Discussion List – Fair Board Appointments

Ms. Clark explained that there are two vacancies on the Fair Board - Chris Schanno and Ken Polehn chose not to be reappointed. We have received two applications which have been reviewed by the Fair Board and received their recommendation. The Board requested that letters of thanks be sent to Mr. Polehn and Mr. Schanno for their years of service.

{{{Vice-Chair Schwartz moved to approve Orders 21-039 and 21-040 appointing Kathy Lamoreaux and Brandon Ashley to the Wasco County Fair Board. Commissioner Kramer seconded the motion which passed unanimously.}}}

Discussion List – August 18 BOC Session

Ms. Clark reminded the Board that they requested a light agenda for August 18th in order to allow for travel time to the Eastern Oregon Economic Summit being held in Hermiston, Oregon. She reported that she has been able to keep that schedule

DRAFT

open with the exception of a housing update which can also be moved to the September 1st agenda.

Ms. Clark went on to point out that Mid-Columbia Economic Development District is holding a meeting for local public transportation: **Connect Mid-Columbia,** a regional discussion to enhance the Mid-Columbia Comprehensive Economic Development Strategy. The meeting is scheduled for 8:30 a.m. – 10:30 a.m. on August 18th. In order to allow for the Board to attend this meeting, we would have to cancel the August 18th BOC Session. Brief discussion ensued.

*****The Board was in consensus to cancel the August 18, 2021 meeting of the Board of County Commissioners.*****

Discussion List – APHIS Email

Vice-Chair Schwartz read the following email from USDA Wildlife Services District Supervisor Shane Koyle:

Commissioners,

I appreciate you renewing our wildlife management contract in Wasco County. As you are probably aware there is no shortage of ravens in the county.
Myself and OR Dept. of Environmental Quality met with Waste Connections about assisting them in mitigating the ravens at the landfill and now we are in the processes of reaching out to the orchard owners near the landfill to see if they would like our assistance also. For work we do on the landfill we will ask for waste connections to fund that. However I'm hoping to get the commissions blessing to use a portion of the funds of our county agreement to assist these orchard owners who are losing fruit to ravens. I say a portion as I think it is wise to make sure there are still funds available for other issue that may arise in the county such as predator control. I think protecting orchards is a wise use of the agreement funds but due to it being a new concept, thought I would run it by the commission first. Thoughts.

Brief discussion ensued.

*****The Board was in consensus for APHIS to apply contracted funding to address the bird problem around the Wasco County Landfill.*****

Consent Agenda – 7.7.2021 Minutes

{{{Commissioner Kramer moved to approve the Consent Agenda. Vice-Chair

Schwartz seconded the motion which passed unanimously.}}}

Public Comment

Gary Wade stated that all the orchardists here are supportive of anything the Board can do to control the bird population at the landfill. Not only does it threaten the crop, but it is a health hazard as they excrete on the fruit and could shut down the orchards. He thanked the Board for agreeing to let that process move forward.

Chair Hege asked why the problem has increased in recent years. Mr. Wade replied that he does not know except that the landfill has grown in area; the bird population has set up residence and grown with it.

Chair Hege asked what the plan is to address it. Mr. Wade answered that it is being worked out; he has not seen it yet. They have used some small fireworks but that only disperses the birds for a short time. He said that if you visit the orchard in the afternoon, you will see between one and three-hundred crows. Orchard view has a large planting and they are also affected by it. It is getting worse every year; it is difficult to get them out. It will take a concerted effort and a good plan.

Chair Hege commented that he has seen this same problem in vineyards with starlings. He asked if the orchardists are working with them to address the problem.

Mr. Wade replied affirmatively, saying that they have had several meetings. There was a brief discussion around what agencies are involved. Brenda Thomas stated that it would be helpful to have a timeline for the plan.

Extension Service District Assistant Professor of Horticulture Ashley Thompson said they have been working on this issue for 4 years. She stated there is concern about how the contractor being discussed later this morning would impact the APHIS work. She said the orchardists want to insure that APHIS continues to do work at the landfill.

Commissioner Kramer stated that we have two issues – a bird issue in the northern portion of the county and a predator issue in the south end of the county. He said he wants to hire those most qualified to address those two specialized issues. He said that he believes we can split that between the two contractors and we will talk about that later this morning.

DRAFT

Mr. Wade said he wants to point out that the cherry industry is an economic driver for the county and we need to get the work done to solve the issue of the birds.

Chair Hege asked if the bird issue is around the landfill. Ms. Thompson responded that it is primarily around the landfill but is spreading throughout the county. She reported that they have even observed groups of crows engaging in aerial fights with hawks.

Orchardist Mike Omeg stated that on the Mill Creek side, the population of ravens and crows is increasing. He stated that at one time we had only one species of cherry growing in the county which meant unified ripening timelines. Now there are a number of cherry varieties in the county – some with early harvest and some with late harvest. That extends the harvest timeline and provides a steadier, long-term source for the birds.

Ms. Thompson said that she cannot overstate the potential impact of a salmonella outbreak in the cherry industry. Mr. Wade said that there is work in the industry on bird abatement but this is above and beyond what the local orchardists can be expected to deal with on their own.

Agenda Item – Bridges to Change Contract Renewal

Mr. Bachman said that this contract is the same as previous agreements with Bridges to Change other than some reductions in the cost to the County. He explained that we first engaged with Bridges to change in 2017; it has been a successful program that we do not want to lose as a result of our funding restrictions. He stated that Bridges to Change has successfully sought outside funding opportunities to help offset the County's costs. The total amount of the cost to the county as outlined in today's agreement is the minimum we can pay to maintain our transitional housing.

Mr. Bachman shared a graph (attached) demonstrating the significant drop in recidivism since the program has operated in Wasco County. He commented that even if a client does not graduate the program, it plants a seed and often sets them on a new, more positive path. Housing is an important part of recovery – it provides the foundation needed for success. He observed that Bridges to Change is well-connected throughout the state and is great to partner with; the program is a benefit to the county.

Commissioner Kramer commented that he is glad there is more funding for this

program. Vice-Chair Schwartz asked if this is a program that has experienced cuts due to funding. Mr. Bachman replied that we reduced the number of peer mentors funded by the County. Vice-Chair Schwartz asked if we will be able to do more in this program with the additional funds we will be receiving. Mr. Bachman replied that the additional funding coming to Wasco County Community Corrections will not go to this program. However, other State funding programs are and will be available directly to the program.

Ms. Biechler asked what those funding streams will be. She said that she has heard Bridges to Change has done great work in our community and she hopes they can continue. Mr. Bachman replied that this past spring they received funding through Ballot Measure 110. There should be some annual funding available through that measure. Bridges has positioned themselves to provide that service and is collaborating with MCCFL and the Health Council. He said that the program is here to stay even outside of its relationship with the County.

Chair Hege commented that this program, as much as any other, has been a wonderful success; even the neighbors of the transitional houses are pleased.

{{{Commissioner Kramer moved to approve the Transitional Housing and Support Services Program Personal Services Contract between Wasco County and Bridges to Change. Vice-Chair Schwartz seconded the motion which passed unanimously.}}}

Agenda Item – Annex A Renovations

Administrative Services Director Matthew Klebes reviewed the memo included in the Board Packet. He said that improvements to Annex A will include replacing an ADA ramp. The work will allow Public Health to consolidate their offices into one building and they will be assisting with the funding for the project.

Commissioner Kramer asked if this project will help support future projects. Mr. Klebes replied affirmatively, saying that we have plans to renovate other County facilities; this will allow us space to relocate staff while renovations are completed.

Vice-Chair Schwartz asked if the current ramp is unusable. Mr. Klebes responded that he has closed the ramp due to significant deterioration. He said he has had some preliminary conversations with contractors. He believes the metrics for an ADA compliant ramp is 1 foot of ramp for every 1 inch of rise.

Vice-Chair Schwartz commented that NCPHD wants to be in one building and this will be good. However, the second floor needs paint and flooring as well as bathroom renovations. Mr. Klebes said that part of the NCPHD contribution will help pay for supporting Facilities and IT in moving furnishings and technology; we may need to hire some temporary help.

Vice-Chair Schwartz asked if the estimates are recent. Mr. Klebes replied that what is in the memo is a rough estimate, although Bell Design's estimate for the ramp is fairly recent. We are exploring costs for other renovation components.

Vice-Chair Schwartz said that she noticed people working on the roof of the Annex yesterday. Mr. Klebes said that the Board approved agreements four or five months ago for telecommunications towers which generate revenue for the County.

*****The Board was in consensus for The Administrative Services Director to move forward with plans to complete renovations on Annex A.*****

Agenda Item – Wildlife Management

Commissioner Kramer said that he feels we have two issues to address and he wants to make sure we are capable of protecting life and property as needed. He stated that he has been communicating with Mr. John Belozer for a couple of months and he is here to answer any questions. He stated that he does not see an issue with two agreements; we just need to provide the best service we can for our citizenry.

Mr. Belozer said that he has made proposals and executed agreements with Jefferson and Crook Counties. He said he is proposing a similar agreement with Wasco County at the same funding level as Wasco County has budgeted. He acknowledged that the County is trying to keep wildlife services through APHIS for the landfill. His agreement would be throughout the county for other predators that threaten livestock or humans.

Ms. Clark stated that this morning she received an email with public comment on this topic. She read the email into the record:

I will not be able to attend the zoom meeting today regarding Jon Belozer's contract for predator control in Wasco County. As a landowner and president of the North Central Livestock Association, I have spoke with many locals who would like to see

Jon Belozer continue to be our predator control agent. Jon has developed good relationships with numerous landowners and many of us feel that he is the most qualified for this position.

Because I could not make the call today I just wanted my voice and many others in the community to be heard, that we support keeping Jon Belozer as our predator control agent.

Jerod Warnock

Peter Grubb with Young Life Family Ranch said that he has been at the Ranch for 12 years. The resource Mr. Belozer has provided when working with APHIS is essential to their operations. They have approximately 1,000 kids a week at the Ranch and have cougars in close proximity. The threat needs to be handled quickly and unobtrusively; traps do not really work. He said he does not want to see Mr. Belozer's wildlife management service disappear as an option. He stated that they have been able to trust Mr. Belozer to take care of the issue with respect to what they do at the Ranch.

Kevin Duling said that they have had numerous run-ins with mountain lions posing a threat to humans and livestock. He reported that every time they have contacted Mr. Belozer, he is there within 1-4 hours. What he does with his dogs and how he manages the issue is phenomenal. We do not want to lose that resource.

Bob Krein reported that this issue has come up at fire district and watershed meetings. He said he agrees with all that has been said. He stated that they have had kills close to their buildings; Mr. Belozer responds quickly with unique expertise. It is something that they strongly support and he believes it is a reasonable request.

Amy McNamee said that she does not have anything to add in her support of this agreement. She said the subject comes up frequently in their livestock meetings.

Shane Gomes stated that he has been in Antelope for 46 years and this is a big issue. He stated that he agrees with all that has been said. He observed that with all that Mr. Belozer does there is a huge trust component. He stated that he would not let just anybody on his property and Mr. Belozer has earned their trust over the 30 years he has been working here. He stated that when Mr. Belozer retires, he will have trained someone and will transition the work to that person who will have

also earned the trust of the locals. He pointed out that it is not just south Wasco County that can benefit from this – skunks and coyotes can be a problem throughout the county. He stated that APHIS does not have an aviation program in the state and he believes the County contribution should be higher than what is being proposed. He asked how much money the County puts into the work at the landfill.

Commissioner Kramer responded that he does not believe we have been billed for any work at the landfill. We have an issue now and we are going to put some money toward mitigating that issue. What we are discussing now is the predator control, which is where we should focus our conversation.

Mr. Gomes asked what the proposal is for Mr. Belozer's contract. Commissioner Kramer replied that there is a misprint on the proposal which he has discussed with Mr. Belozer; they have agreed to $5,000. If we have a bigger issue and need more funding, we can find that in contingency to take care of the problem. We don't know what will be needed and there is no reason to over-budget; we need to be fiscally responsible for all the citizens of the county. He said he is still in favor of using two contracts to take care of the two issues; however, there are some legal pieces that need to be resolved.

Mr. Stone said that we traditionally have budgeted $5,000 a year through APHIS. Several years ago, we added $5,000 contingency for feral pigs. That work was completed in 1 year, but we have continued to carry the contingency forward in the budget. What we are looking at is to keep APHIS to address the bird issue and use the additional $5,000 for Mr. Belozer to address the predator issue. He said that he has been working with APHIS on contract language that would make dual contracting acceptable; they are uncomfortable with the idea of private/public contract competition. He said that he has suggested some language that would remove that issue and give APHIS some security. APHIS is reviewing and he is hoping to have some feedback in the next few days. He said that if the language is acceptable to them, we can proceed; if not, we currently have a contract in place with APHIS and it would be difficult to move forward without their approval.

Chair Hege observed that historically, APHIS has done it all. Mr. Stone confirmed, saying that they still can. What sets them apart is their ability to provide insecticide management at the landfill; Mr. Belozer cannot do that, but is well suited to the traditional predator control.

DRAFT

Commissioner Kramer proposed that Mr. Stone, County Counsel and Mr. Belozer work out the details and come back to the Board as we cannot make a decision today without feedback from APHIS.

Chair Hege said that it is unworkable for them to do the same work in overlapping areas; if we can work it out so that each works to their strengths, it would be a good solution.

Mr. Stone said that since the contract is for $5,000, he can sign the agreement without bringing it back to the Board.

*****The Board was in consensus for Mr. Stone to move forward with the details of the wildlife management service agreement, signing said agreement if it can be worked out to everyone's satisfaction.*****

Further discussion ensued regarding the details of the wildlife management service which includes aerial management and additional staff outside of Mr. Belozer. Mr. Belozer commented that there are still discussions in Wheeler County around his wildlife services. Vice-Chair Schwartz said that she has spoken to both APHIS and ODFW – they commended Mr. Belozer on the work he has done and acknowledge him as an expert in the field.

Mr. Wade commented that if the County is profiting from the landfill, they have a responsibility. If there is a problem with APHIS, the orchardists would like to come back and talk about that.

Marla Scruvner (sp) said that it appears the crows are proliferating as a result of the food source provided by the existence of the landfill. She asked what the county's culpability is for predator control.

Chair Hege said he does not believe we have any culpability but historically have supported that work. The County does not own or control the landfill. We are trying to address the issues and hope to have good discussion toward solutions.

Vice-Chair Schwartz pointed out that this is really around protecting our food source from both the birds and predators.

Sheila Dooley commented that citizens can help with the problem by composting more. Pesticides kill indiscriminately and can move up the food chain.

DRAFT

At 11 a.m. Chair Hege called for a recess.

Agenda Item - Executive Session

At 11:10 the session resumed and Chair Hege opened an Executive Session under ORS 192.660(2)(h) to consult with legal counsel. At one point during the Executive session, the Board returned to regular session to announce that the Executive Session would also be under ORS 192.660(2)(g) trade negotiations. In both instances, Chair Hege outlined the process for Executive Session and invited the press and authorized staff to attend the Executive Session.

The regular session resumed at 11:48 a.m.

Commission Call

Vice-Chair Schwartz reported that she went to the FEMA Mobile Vaccination Unit and thanked them for their work in Wasco County. They did 1,500 vaccinations and felt that the gift cards were a bonus. Their staffing came from around the country, including Georgia and Florida. OHA is going out to the orchards to do vaccinations.

Vice-Chair Schwartz announced that NCPHD permanently appointed Shellie Campbell as Executive Director. At the last NCPHD meeting the update was that we are at 63% of those over 16 having been vaccinated. Martha McGuiness presented long term goals. They are going to hold listening sessions to find out why people are not getting vaccinated and will use some of the incentive money to get people to those listening sessions. The schools are a touchy area - CDC wants children and staff not vaccinated to be masked. The Academy of Pediatrics wants all students masked. It will be up to the school boards to decide.

Vice-Chair Schwartz stated that she attended the Gorge Affordable Housing Round Table which had over 100 participants. She heard a lot of comments about what local government will do about it and what our role is. We will get a housing update at the September 1st Board Session.

Commissioner Kramer said that MCEDD has received almost $1.4 mm from the Governor's sustainable housing project and has loaned $320,000 which will come back quickly. They have approved another project for 32 units. . . studio, one room and two room apartments. These projects are in Hood River County.

DRAFT

Commissioner Kramer stated that he had a great tour with the Forest Collaborative and Rich Dodge. They saw the fire destruction and talked about private solutions. They also met with the Forest Service and talked about solutions as there is a short window to harvest damaged timber. Work should start in August or September on the approved project; they think we have found a solution on the north side to protect the private landowners with a buffer zone. They will allow the Forest Service to use private roads and property to remove the harvest.

Chair Hege said that there is a QLife proposal to build out fiber with federal money being managed by the state. We were selected as one of the projects. It was $6.6 million; they want to dial it back to $3.6 million. Mr. Klebes resubmitted a scaled back proposal; there is a good chance that it will be approved. In that scale back, we had to increase our contribution. Blue Mountain will be contributing $1.1 million; the County contribution would be between $1 and 1.6 million which would either be ARP dollars or QLife capital reserves. The project would lay fiber from Maupin, to Tygh Valley and Pine Hollow.

Vice-Chair Schwartz asked if Mr. Stone is still working on a priority list for the American Recovery Plan funds. Mr. Stone replied affirmatively, saying that he will bring that to a future Board session.

Chair Hege adjourned the session at 12:05 p.m.

Summary of Actions

MOTIONS

- **To approve Modification 4 to USDA Forest Service Agreement 17-SA-11060600- 017.**
- **To approve the ORMAP IGA Contract #DOR-313-21.**
- **To approve Orders 21-039 and 21-040 appointing Kathy Lamoreaux and Brandon Ashley to the Wasco County Fair Board.**
- **To approve the Consent Agenda: 7.7.2021 Minutes.**
- **To approve the Transitional Housing and Support Services Program Personal Services Contract between Wasco County and Bridges to Change.**

CONSENSUS

- **To cancel the August 18, 2021 meeting of the Board of County Commissioners.**
- **For APHIS to apply contracted funding to address the bird problem around the Wasco County Landfill.**

DRAFT

- **For The Administrative Services Director to move forward with plans to complete renovations on Annex A.**
- **For Mr. Stone to move forward with the details of the wildlife management service agreement, signing said agreement if it can be worked out to everyone's satisfaction.**

Wasco County
Board of Commissioners

_____
Scott C. Hege, Commission Chair

_____
Kathleen B. Schwartz, Vice-Chair

_____
Steven D. Kramer, County Commissioner

DRAFT

AGENDA ITEM

Planning Commission Decision Appeal

- STAFF SUMMARY
- OPTIONS AND STAFF RECOMMENDATIONS
- ATTACHMENT C – MAPS
- ATTACHMENT D – STAFF REPORT
- ATTACHMENT E – LIGHTING STANDARDS
- ATTACHMENT F – CHAPTER 21: LAND DIVISIONS
- ATTACHMENT G – COMMENTS
- ODOT REPORT ON HOUSEHOLD TRAVEL PATTERNS
- PLANNING COMMISSION SUMMARY OF INFORMATION
- PLANNING COMMISSION OPTIONS AND STAFF RECOMMENDATION
- PLANNING COMMISSION MAPS
- PLANNING COMMISSION STAFF REPORT
- PLANNING COMMISSION HEARING MINUTES 6.1.2021
- PLANNING COMMISSION MINUTES ATTACHMENT A - MEAD
- PLANNING COMMISSION MINUTES ATTACHMENT B – JUSTESEN
- APPEAL OF LAND USE DECISION
- ORIGINAL LAND USE APPLICATION – AUSTIN JUSTESEN/JONNIE & FRED JUSTESEN

PLANNING DEPARTMENT

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WASCO COUNTY BOARD OF COUNTY COMMISSIONERS AGENDA PACKET

FOR

Hearing Date: August 4, 2021

Hearing Time: 9:30 am

Hearing Location: Wasco County Courthouse, Room 302,
511 Washington St., The Dalles, Oregon
Also via Zoom https://wascocounty-org.zoom.us/j/3957734524
Call by phone: **253-215-8782**
Meeting ID: 395 773 4524 #

HEARING DETAILS: Appeal of Planning Commission Decision for File #921-21-000009-PLNG. A Subject to Standards request decided upon by the Planning Commission, for a subdivision to divide a 44.38-acre parcel into eight lots ranging from 5-8.35 acres, and one 1.08-acre park. The subject property is located along the east side of Wamic Market Road, with Emigrant Street running along the entirety of the northern property line, and Homestead Road running along the entirety of the southern property line, within the unincorporated community of Wamic, approximately nine miles northwest of the City of Maupin, OR, more accurately described as; Map/Tax lot: 4S 12E 14 200; Account: 11457

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MEMORANDUM TABLE OF CONTENTS

Date: July 26, 2021
To: Wasco County Board of County Commissioners
From: Wasco County Planning Office
Subject: Submittal for Hearing dated August 4, 2021
Re: Review File **#921-21-000009-PLNG** – Justesen

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SUMMARY OF INFORMATION

Prepared for the Wasco County Board of Commissioners

Hearing Date: August 4, 2021
File Number: 921-21-000009-PLNG **Newspaper Publish Date:** July 21, 2021

Request: Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, and one 1.08 acre park

Applicant: Austin Justesen, 81491 Fairgrounds Road, Tygh Valley, OR 97063

Owner: Jonnie L. & Fred A. Justesen, 59720 Twin Lakes Road, Grass Valley, OR 97029

Property Information:

Location: The subject property is located along the east side of Wamic Market Road, with Emigrant Street running along the entirety of the northern property line, and Homestead Road running along the entirety of the southern property line, within the unincorporated community of Wamic, approximately 9 miles northwest of the City of Maupin, OR, more accurately described as:

Map/Tax Lot	Acct#	Acres
4S 12E 14 200	11457	44.38

Zoning: Wamic Residential (WAM-R2) Zone

Environmental Protection Districts: None

Attachments:

A. Summary of Information & Conditions
B. Board of Commissioners Options & Staff Recommendation
C. Maps
D. Staff Report
E. Lighting Standards
F. Land Division Requirements
G. Comments

ATTACHMENT A – SUMMARY OF INFORMATION AND CONDITIONS

The full staff recommendation with all proposed findings of fact is enclosed as **Attachment D** and was available at the Wasco County Planning Department for review one week prior to the August 4, 2021, hearing. The full staff recommendation is made a part of the record. This summary does not supersede or alter any of the findings or conclusions in the staff report, but summarizes the results of Staff's review and recommendation.

An application was made by Austen Justesen, in coordination with Tenneson Engineering Corporation for a Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5-8.35 acres, and one 1.08 acre park, therefore the Wasco County Board of Commissioners must act on this request.

PROPOSED CONDITIONS OF APPROVAL:

1. The owner shall have two years from the date of final approval (the end of the 12 day appeal period) to submit an application for approval of the final subdivision plat. The approval of the preliminary subdivision plan may be extended a maximum of two additional years if the applicant applies for an extension, and meets the requirements of Section 2.125.B.

2. Prior to the final subdivision plat being submitted for approval by the Planning Commission, onsite septic evaluations shall be performed for the proposed residential lots, demonstrating that each lot can meet the DEQ on-site sewage disposal rules in effect.

3. All signs shall not be illuminated or capable of movement. Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located. Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road.

4. Outdoor lighting shall be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways, and waterways. Shielding and hooding materials shall be composed of non-reflective, opaque materials.

5. The final subdivision plat shall not be filed or recorded until it has been submitted to and approved by the Wasco County Planning Commission.

6. Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request.

7. Homestead Road shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Homestead Road must occur. Maintenance of this road is not be the responsibility of Wasco County. Prior to submittal of the final subdivision

plat for approval, a plan for road maintenance on Homestead Road shall also be developed, and presented as part of the request.

8. When the final subdivision plat is submitted for approval by the Wasco County Planning Commission, an adequate pedestrian way shall be included from Homestead Road to the proposed park, allowing the owners within the lower portion of the subdivision to safely access the proposed park. The plat shall identify the responsible party(s) for maintaining the pedestrian way and confirm that the responsible party is not Wasco County.

9. Prior to submittal of the final subdivision plat, an adequate turnaround consistent with Chapter 10 shall be illustrated with dimensions shown at the end of Emigrant Street and Homestead Road. Proof shall also be provided demonstrating that the Wamic Rural Fire Protection District approves of the turnarounds.

10. If there are any existing easements for sewers, water mains, electrical lines, or other public utilities, they shall be illustrated and conveyed on the final subdivision plat, to be recorded with the Wasco County Clerk's Office. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width.

11. The county will place a sign for Homestead Road at its intersection with Wamic Market Road. All other signage within the subdivision shall be the responsibility of the developer, and prior to placement shall have it approved by the Wasco County Public Works Department to ensure it meets county standards.

12. Prior to approval of the final subdivision plat by the Planning Commission, the location of the water supply for each parcel shall be identified on the face of the plat. Location of these water sources, type, and any distribution lines shall also be illustrated on the face of the plat. A statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian shall also be provided regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.

13. Approval of the preliminary subdivision plan is valid for 24 months, from the date of final approval, which is the end of the 12-day appeal period following the final decision from the Wasco County Board of Commissioners. A final subdivision plat must be submitted for review by the Planning Commission prior to the expiration of the 24 month period of validity. If that time limitation is exceeded, approval of the preliminary subdivision plan shall be void. Any subsequent proposal by the applicant for a division of the property shall require a new development request. An extension of time may be granted, if it is applied for in accordance with Section 2.125.B of the Wasco County Land Use and Development Ordinance.

ATTACHMENT B - PLANNING COMMISSION OPTIONS & STAFF RECOMMENDATION

BOARD OF COMMISSIONERS OPTIONS

A. Approve the preliminary subdivision plan as submitted by the applicant, to subdivide the 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, with the condition that the park be removed from the plan and the acreage added into the adjacent lots.

B. Approve the request, with amended Conditions and Findings; or

C. Deny the request with amended Conditions and Findings; or

D. If additional information is needed, continue the hearing to a date and time certain to allow the submittal of additional information.

STAFF RECOMMENDATION

With conditions, staff recommends Option A: Approve the preliminary subdivision plan with the proposed Conditions and Findings described in the Staff Report.

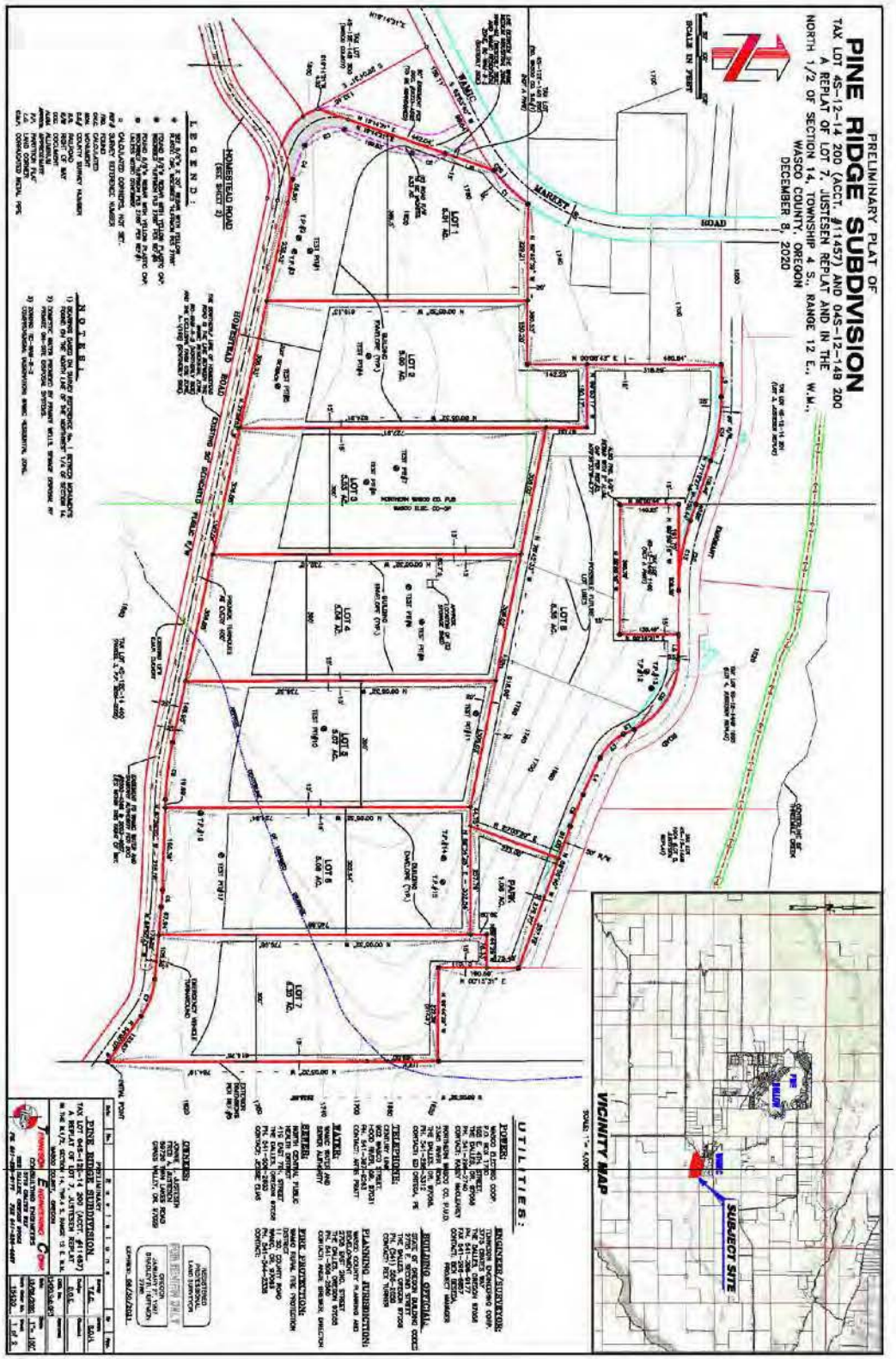
ATTACHMENT C – MAPS

Applicant: Austen Justesen
Owner: Jonnie L. & Fred Justesen
Map: 4S 12E 14, Tax Lot: 200
Account #: 11457
Vicinity Map



ATTACHMENT C – MAPS

Applicant: Austen Justesen
Owner: Jonnie L. & Fred Justesen
Map: 4S 12E 14, Tax Lot: 200
Account #: 11457
Site Plan



ATTACHMENT D - STAFF REPORT

File Number:	921-21-000009-PLNG
Applicant:	Austin Justesen
Owner:	Jonnie L. and Fred A. Justesen
Request:	Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, and one 1.08 acre park
Procedure Type:	Quasi-Judicial Hearing
Prepared By:	Brent Bybee, Associate Planner Amended for "De Novo" hearing by Daniel Dougherty, Associate Planner
Prepared For:	Wasco County Board of Commissioners
Hearing Date:	August 4, 2021
Staff Recommendation:	**Approval,** with conditions
Location:	The subject property is located along the east side of Wamic Market Road, with Emigrant Street running along the entirety of the northern property line, and Homestead Road running along the entirety of the southern property line, within the unincorporated community of Wamic, approximately 9 miles northwest of the City of Maupin, OR, more accurately described as:

Map/Tax Lot	Acct#	Acres
4S 12E 14 200	11457	44.38

Zoning:	Wamic Residential (WAM-R2) Zone
Environmental Protection District:	None

Past Actions:		
	921-20-000050-PLNG	Subdivision Pre-Application Conference
	921-PLAEXT-16-12-0005	Extension of 921-PLAPAR-14-08-0006 (Expired)
	921-PLAPAR-14-08-0006	Partition 44.37 acre parcel into 3 (Expired)
	921-PLAROD-11-02-0001	Road Dedication, Homestead Road
	921-PLAPAR-11-02-0001	Partition (Expired)
	REP-08-106	Replat
	921-PLAARC-08-04-8436	PAR-03-109, PLA to reconfigure then partition

ATTACHMENT E – LIGHTING STANDARDS

I. APPLICABLE STANDARDS

Wasco County Land Use & Development Ordinance (LUDO)

A. Chapter 2 – Development Approval Procedures

Section 2.060	Application Completeness
Section 2.080	Notice
Section 2.090	Contents of Notice
Section 2.125	Time Limits for Permits and Extensions of Time
Section 2.130	Establishment of Party Status
Section 2.140	Hearing Procedure
Section 2.150	Official Notice
Section 2.190	General Conduct of All Hearings; Legislative, Administrative, or Quasi-Judicial

B. Chapter 3 – Basic Provisions
Section 3.650 – Wamic Residential (WAM-R2) Zone

Section 3.654	Uses Permitted Subject to Standards/Type II Review
Section 3.656	Property Development Standards

C. Chapter 10 – Fire Safety Standards

Section 10.230	(Fire Safety Mitigation Plan)

D. Chapter 21 – Land Divisions

Section 21.030	Basic Provisions and Design Standards
Section 21.200	Preliminary Subdivision Plan Approval

II. BACKGROUND

A. **Legal Parcel:** In accordance with the Wasco County Land Use and Development Ordinance, a legal parcel is defined as:

> *(Legal)* ***Parcel*** *- A unit of land created as follows:*
>
> *a. A lot in an existing, duly recorded subdivision; or*
>
> *b. A parcel in an existing, duly recorded major or minor land partition; or*
>
> *c. By deed or land sales contract prior to September 4, 1974.*

Both subject properties were created by REP-08-106, a replat of multiple previously partitioned properties. The final plat was filed with the Wasco County Clerk's office on February 8, 2010. Since the property was created by a duly recorded major or minor land partition, it meets the definition of a legal parcel.

B. **Site Description:** The subject property is located along the southern border of Emigrant Street, and along the northern border of Homestead Road. A seasonal creek runs from west to east in the southeast corner of the subject property. Slopes on the property ranges widely from 10-40%, with primarily north to northeast facing aspects, and elevations of 1,680-1,760 feet above sea level. Vegetation on the properties is approximately 75% grasses/shrubs, and 25%

deciduous and conifer trees scattered throughout the northern portion. Most of the vegetation is located on the northern border of the property at the bottom of the slopes along the Emigrant Street.

C. **Surrounding Land Use:** Land to the south and east of the subject property is zoned agricultural A-1(160), Exclusive Farm Use Zone. Agricultural uses on these properties primarily consist of alfalfa and rangeland for cattle. Land to the north is zoned the same as the subject parcel: WAM R-2, Wamic Residential. These properties contain residential development with a mixture of dwellings and accessory buildings. Land to the west is zoned WAM R-5, Wamic Residential. These properties also contain residential development with a mixture of dwellings and accessory buildings. Property along the southwest border is zoned WAM M-2, Wamic Medium Industrial, which is vacant land owned by the South Wasco County School District.

III. FINDINGS:

A. Chapter 2 – Development Approval Procedures

(***)

Section 2.180 - Review by the County Governing Body

A. Except as provided in Sections B. and C. below, appeal to the Governing Body of all final decisions of the Planning Commission shall be confined to the record.

FINDING: The application was submitted as a Subject to Standards Review, in accordance with the underlying zoning. The application was submitted for staff's review on January 19, 2021. The application was found to be complete on February 18, 2021, containing the information required to address the relevant standards of the ordinance and applicable standards and requirements of the Comprehensive Plan as specified by the ordinance. Since the proposal includes a subdivision of land, it was reviewed and approved with conditions by the Planning Commission in a quasi-judicial hearing on June 1, 2021. A Notice of Decision was issued on June 3, 2021, with an appeal time/date deadline of 4:00pm, June 15, 2021.

On June 11, 2021, staff received and processed an appeal form that was signed by the appellants Johnnie L. Justesen and Fred A. Justesen. The appellant has party status as the applicant and property owner. The appeal was timely received, and all fees were paid. The appellants requested a De Novo hearing. Criteria for a De Novo hearing is addressed below in subsection 2.180.B. where the request is found to comply with Section 2.180.B. Staff finds that subsection 2.180.A is inapplicable to this request.

B. A party, or the Director, may request that the Court conduct a de novo or partial de novo hearing on appeal. The party filing the petition for review must make such a request as part of the petition. Any other party must make such a request no more than seven (7) calendar days after the deadline for filing a petition for review has expired. When practicable, the requesting party shall advise the other parties and attempt to gain their consent. The request shall:

FINDING: On June 11, 2021, staff received and processed an appeal form that was signed by the appellants Johnnie L. Justesen and Fred A. Justesen. The appellant has party status as the applicant and property owner. The appeal was timely received, and all fees were paid. The appellants requested a De Novo hearing. Subsection 2.180.B criteria is addressed below.

1. *Reference the name, case number and date of the decision;*

FINDING: The appeal application form provides the required information, specifically the file number 921-21-000009-PLNG. Staff finds the request complies with Section 2.180.B.1.

2. *Contain the name and address of the requesting party;*

FINDING: The appeal application form provides the requesting party's name and address. Staff finds the request complies with Section 2.180.B.2.

3. *Indicate the reasons for the request without addressing the merits of the land use action; and*

FINDING: The appeal application form requests the following: "[R]eview of Condition of Approval 6 as approved by the Planning Commission. Emigrant Street currently serves multiple dwellings as well as well as (sic) the community of Wamic's sanitary services. The proposed subdivision would create the possibility of only one additional dwelling to be served by the street. The street adequately serves the current uses and any additional traffic generated by an additional dwelling. If improvements to Emigrant street are deemed necessary, this should not be the sole responsibility of the applicant."

Based on the information provided, staff finds the request complies with Section 2.180.B.3.

4. Indicate any persons known to be opposed to the request.

FINDING: The appeal application form provides that "There are no persons known to be opposed to this request." Staff finds the request complies with Section 2.180.B.4.

(***)

E. Review by the County Governing Body upon appeal by a party shall be limited to the grounds relied upon in the petition request for review.

F. The County Governing Body may affirm, reverse or modify the action of the Planning Commission and may approve or deny the request, or grant approval subject to conditions necessary to carry out the Comprehensive Plan as provided by Section 2.110 D.

1. *For all cases the Approving Authority shall make a decision based on findings and conclusions from the record before it, as justification for its action.*

2. *The Director shall send a notice of the Approving Authority's decision to all parties to the matter and a copy of such decisions shall be filed in the records of the Director.*

G. Only those members of the County Governing Body reviewing the entire record may act on the matter reviewed. The agreement of at least two (2) members is necessary to amend, reverse, or remand the action of the Planning Commission. Upon failure of at least two (2) members to agree, the decision of the prior Approving Authority shall stand.

B. Chapter 3 – Basic Provisions

Section 3.650 – Wamic Residential (WAM-R2) Zone

Section 3.651 - Purpose
The purpose of the Wamic Residential (WAM-R2) Zone is to provide for a single family residential use including mobile homes plus related compatible uses such as schools and parks. New marijuana uses are prohibited in this zone.

Buildings or structures hereafter erected, structurally altered, enlarged or moved and land hereafter used in the Wamic Residential (WAM-R2) Zone shall comply with the following regulations.

FINDING: The purpose of the Wamic Residential Zone is to provide for single family residential uses including mobile homes plus related compatible uses such as schools and parks. The applicant has proposed a subdivision of a 44.38 acre parcel into 8 subdivision lots in the Wamic Residential Zone, as well as the dedication of a park. The intention of a subdivision is to provide lots for residential development which meets the purpose of the zoning. Staff finds the request complies with Section 3.651.

Section 3.654 - Uses Permitted Subject to Standards/Type II Review
The following uses may be permitted on a legal parcel on lands designated Wamic Residential (WAM-R2) Zone subject to Section 3.656 - Property Development Standards, Chapter 10 - Fire Safety Standards, Chapter 20 - Site Plan Review only if the request includes off-street parking, off-street loading or bicycle parking, as well as any other listed, referenced or applicable standards.

(***)

B. Partitions, Property Line Adjustments and Subdivisions subject to Chapter 21 - Land Divisions. (Added 4/12)

FINDING: The request is for a Subdivision to divide a 44.38 acre parcel into eight lots and one park. Legal parcel status was discussed above in (II)(A). Section 3.656, Chapter 10, Chapter 20, and Chapter 21 are addressed further on in this report. Staff finds the request complies with Section 3.654.B.

Section 3.656 - Property Development Standards

A. Property Size

1. New lots or parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum property size of two (2) acre with a one hundred twenty-five (125) foot average lot width.

2. New lots or parcels served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum property size of two (2) acres with a one hundred twenty-five (125) foot average lot width.

3. *New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum width of 300 feet with a minimum area of five (5) acres In addition, an applicant shall demonstrate that:*

    a. *The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval.*

FINDING: The application has proposed 8 new residential lots. The proposed park will remain vacant. The proposed lots are not proposed to be served by an approved community, municipal, or public water system or an approved community or public sewage system. The lot sizes proposed range from 5 – 8.35 acres, which is all above the 5 acre minimum. All proposed lots will also have a minimum average width of 300'. The proposed park will be 1.08 acres, which is addressed in Section 21.100.Y of this report, and found to comply. No onsite septic evaluations were provided with the request, and the application submitted requested that the approvals be conditioned through the preliminary subdivision review, and required prior to the approval of the final subdivision plat. To ensure compliance, a **condition** of approval is included in the Notice of Decision stating that prior to the final subdivision plat being submitted for approval by the Planning Commission, onsite septic evaluations shall be performed for the proposed residential lots, demonstrating that each lot can meet the DEQ on-site sewage disposal rules in effect. With that condition, staff finds the request complies with Section 3.656.A.

B. *Setbacks*

1. *Front Yard: No structure other than a fence or sign shall be located closer than twenty-five (25) feet from the right-of-way of a public road except where forty (40) percent of the frontage is developed with buildings having front yards with a variation of not more than ten (10) feet in depth, the average of such depth shall establish the front yard depth of the entire frontage.*

2. *Side Yard: No structure other than a fence shall be located closer than fifteen (15) feet from side property lines for interior lots and twenty (20) feet from exterior side property lines for corner building sites.*

3. *Rear Yard: No structure other than a fence shall be located closer than twenty (20) feet from the rear yard property line.*

FINDING: No new structures are proposed that would be required to meet the setback standards addressed above. All of the proposed subdivision lots have been designed to allow adequate space for residential development, as illustrated in the preliminary partition plat submitted with the application. Staff finds the request complies with Section 3.656.B.

C. *Vision Clearance: Vision clearance on corner properties shall be a minimum of thirty (30) feet.*

D. *Height: Maximum height for all dwellings shall be thirty-five (35) feet.*

Detached accessory structures shall not exceed a maximum height of eighteen (18) feet.

FINDING: No new development is proposed through the request that would be required to meet the vision clearance or height standards. Section 3.656.C & D are not applicable to the request.

E. *Stream Setbacks: All structures or similar permanent fixtures shall be setback from the high water line or mark along all streams or lakes a minimum distance of fifty (50) feet when measured horizontally at a right angle.*

FINDING: No new development is proposed that would come into conflict with the required stream setbacks, and as proposed the lot configuration of the subdivision will not force any future development to be in violation of this criterion. Section 3.656.E is not applicable to the request.

F. *Floodplain: Any development including but not limited to buildings, structures or excavation, proposed within a FEMA designated flood zone, or sited in an area where the Planning Director cannot deem the development reasonably safe from flooding shall be subject to Section 3.740 - Flood Hazard Overlay (EPD).*

FINDING: The subject property does not contain any areas within a FEMA designated flood zone, Section 3.656.F is not applicable to the request.

G. *Signs: Signs shall not extend over a public right-of-way or project beyond the property line.*

1. *Signs shall not be illuminated or capable of movement.*

2. *Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located.*

3. *Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road.*

FINDING: No signs were proposed through the request, but if the developer does wish to install any signage for the subdivision, a **condition** of approval is included in the Notice of Decision stating that all signs shall not be illuminated or capable of movement. Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located. Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road. With that condition, staff finds the request complies with Section 3.656.G.

H. *Parking: Off street parking shall be provided in accordance with Chapter 20 - Site Plan Review.*

FINDING: No new development or uses are proposed that would be required to meet the off street parking requirements of Chapter 20 – Site Plan Review, Section 3.656.H is not applicable to the request.

I. *Lighting: Outdoor lighting shall be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways, and the Columbia River.*

FINDING: The proposal does not include any lighting. However, a **condition** of approval is included in the Notice of Decision requiring that if lighting is installed on the property, it shall comply with County lighting standards which require lighting to be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways and waterways. Shielding and

hooding materials shall be composed of non-reflective, opaque materials (see Attachment E). With that condition, staff finds the request complies with Section 3.226.J.

C. ***Chapter 10 – Fire Safety Standards***

Section 10.230 - Fire Safety Mitigation Plan
A fire safety mitigation plan is required when an applicant needs to request a modification to one or more fire safety standards listed on the self-certification check list. A fire safety mitigation plan is also required for any land division creating lots that can accommodate dwellings. A fire mitigation plan shall include the following:

A. One or more maps and accompanying narrative statement addressing the following:

1. *Site description.*
2. *Documentation of fire protection service or proposed plan for on-site fire protection.*
3. *Documentation of on-site water supply where required.*
4. *Driveway construction plan including gate features, size and locations of bridges or culverts and proposed signage.*
5. *Documentation of fuel break areas if land on adjoining properties is relied on to meet fuel break requirements.*
6. *Public or private road plans for new roads to serve proposed land divisions (including location, size, and type of bridges and culverts).*
7. *Other information deemed necessary to allow adequate review of the request for modification.*

B. Statement of need
A clear statement of why the fire safety standards cannot feasibly be met.

C. Risk Assessment
An assessment of increased risk of wildfire damage if standard is modified. Risk assessments shall consider the purpose of the standard that cannot be met, the specific proposal, and site conditions to determine what, if any, additional exposure to wild land fire risks could be created by approval of the modification to fire safety standards. The consideration shall include increased risk of the proposed structure becoming a source of ignition and risks to the proposed structure from a wild land fire ignited elsewhere and traveling through the site.

D. Statement of Additional Action Proposed to Eliminate or Minimize Increased Risks
A clear list of additional measures proposed by the applicant to address any increased risks identified in the risk assessment.

FINDING: All partitions are required to submit a Fire Mitigation Plan identifying all home sites, building envelopes, and access as necessary to demonstrate compliance with all applicable fire standards on proposed lots. The mitigation plan included a site description describing the area around both properties. Fire protection services in the area that would respond to the proposed subdivision are the Wamic Rural Fire Protection District for structural protection, and the Oregon Department of Forestry for wildland fire protection. Water sources for the proposed lots would be individual domestic wells until fire services could arrive. The properties would be accessed by Homestead Road and Emigrant Street. Neither road would have gates or bridges, and culverts will be placed as required by the Public Works Director. Speed and stop signs will be placed in accordance with county standards, at the direction of the Wasco County Public Works Director. All fire fuel breaks on the proposed subdivision

lots would not rely on neighboring properties to meet the fuel break requirements. A statement of need is not required since the proposal can feasibly meet the fire safety standards.

The proposal can meet the fire safety standards, and a risk assessment is not required, eliminating the need for a statement of additional action as well.

Staff finds the request complies with Section 10.230.

D. ***Chapter 21 – Land Divisions***

Section 21.030 - Basic Provisions and Design Standards

A. Compliance Required: No land within the unincorporated territory of Wasco County shall be subdivided or partitioned, and no plat shall be filed or recorded until submitted to and approved by the Approving Authority.

B. Minimum Standards: The requirements and standards set forth in this chapter are the minimum ones to which a subdivision or partition must conform before approval by the Approving Authority.

C. Conformity with the Comprehensive Plan: All divisions of land shall conform to and be in harmony with the Wasco County Comprehensive Plan and Comprehensive Plan Map of that portion of the County within which the subdivision and partition lies.

D. Conformity with Zoning Chapter: All divisions of land, regardless of the number of lots or parcels, shall comply with all specifications authorized by Chapter 3 of this Ordinance. All lots created shall conform in all respects with the applicable regulations of Chapter 3, including uses of land, lot size and dimensions, space for off street parking, landscaping and other requirements as may be set forth.

FINDING: The request is for a subdivision of land to allow residential development. Prior to approval of the final plat, the Wasco County Planning Commission shall approve a preliminary subdivision plan (being addressed in this report). After receiving approval on the preliminary subdivision plan, a final subdivision plat shall be submitted in a separate application for approval from the Wasco County Planning Commission as well.

The standards in Chapter 21 have been applied as the minimum ones necessary for approval of the preliminary subdivision plan, and are addressed throughout this report.

The Comprehensive Plan lists the minimum parcel sizes in the WAM R-2 Zone as 2-5 acres, dependent upon the availability of a municipal water and/or sewer source. Goal 11 within the Wasco County Comprehensive Plan identifies the areas zoned Residential within Wamic, and identifies that until approved facility plans are acknowledged and community sanitary waste systems are in place, the five acre minimum will apply.

The zoning standards were addressed in Sections 3.216 & 3.217 of this report, where the proposal was found to comply.

A **condition** of approval is included in the Notice of Decision stating that the final subdivision plat shall not be filed or recorded until it has been submitted to and approved by the Wasco County Planning Commission. With this condition of approval, staff finds the request complies with Section 21.030.A-D.

E. Relation to Adjoining Street System: A subdivision or partition shall provide for the continuation of the principal streets existing in the adjoining subdivisions or of their proper projection when the adjoining property is not subdivided, and such streets shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where the Approving Authority determines that topographic conditions make such continuation or conformity impractical, exceptions may be made as provided for in Section 21.450 of this Chapter.

FINDING: No existing subdivisions adjoin the subject property. Neighboring properties to the east and south are zoned A-1(160) Exclusive Farm Use, where subdivisions are prohibited in accordance with Goal 3 of the Wasco County Comprehensive Plan. One street exists along the northern border of the proposed subdivision. Emigrant Street connects with Wamic Market Road, runs east along the northern border of the proposed subdivision, and ends at the eastern end of the proposed subdivision. Wamic Market road runs north and south along the western boundary of the subdivision, serving as a collector road. A new street has been proposed starting at Wamic Market Road, and along the southern border of the proposed subdivision, through application 921-21-000010-PLNG. Although the neighboring property is not eligible for future subdivisions, the existing and proposed streets will provide for the continuation of the local streets. Staff finds the request complies with Section 21.030.E.

F. Redevelopment Plan:

1. *In subdividing or partitioning tracts of land into large lots which at some future time could be further divided, the Director may require that blocks and lots shall be of such size and shape, be so divided into lots, and meet such building site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots of a smaller size which shall have the minimum lot frontage on a street.*

2. *No lot in a platted subdivision shall be reduced in size from that shown on the recorded plat if the newly created lot will have less than the minimum lot area for the zone in which it is located.*

3. *Any lot in a platted subdivision may be enlarged to approximate more closely the minimum lot area for the zone in which the lot is located, provided that no leftover lot areas shall be less than the minimum lot area for the zone.*

4. *Any person dividing tracts of land into large lots which at some future time could be further divided and still meet the minimum lot size requirement of the zone in which the land is located shall provide suitable road access to each created parcel so that the future development of each parcel will provide access for redevelopment parcels or lots.*

FINDING: The proposed subdivision is within the WAM R-2, Wamic Residential Zone, which allows for land to be divided into two acre lots, if they are served by an approved community, municipal, or public water system or an approved community or public sewage system. As proposed, the subdivision lots will not be served by either of those public utilities, and the minimum acreage requirement for that zoning is five acres. No minimum lot frontage is listed within the underlying zoning. If at some point in the future the properties are served by those utilities, they may be further divided into properties containing at least two acres each. The proposed park cannot be divided further since it will already be below the minimum acreage allowed in that zone, and findings for that can be found in Section 21.100.Y of this

report. Lot 8 of the proposed subdivision, which would be 8.35 acres in size, is illustrated on the face of the preliminary subdivision plan with potential future lot line locations. If divided in the future, all of the lots would have frontage on Emigrant Street. Lots 1-7 of the proposed subdivision will be accessed by Homestead Road, and with the size of the proposed lots ranging from 5-5.20 acres, each lot will have the ability to be divided in half if public water and sewer services are provided. If this occurs, the lots can either be divided lengthwise or widthwise, with the ability to have frontage on Homestead Road. The newly created future lot may also be granted an access easement to Homestead Road, and dedication of this easement would be required at the time the future land division is applied for through the Wasco County Planning Department. Since the proposed preliminary subdivision plan can meet the requirements of the above redevelopment plan criteria, staff finds the request complies with Section 21.030.F.

G. Access: A unit of land shall be considered to have access by way of a public road or street, private road, or private easement road, if the following criteria are satisfied:

1. The unit of land abuts on the road or street.

2. There is a legal right appurtenant to the unit of land to use the road or street for ingress and egress. A legal right to use a private road or private easement road may be evidenced by: (a) an express grant or reservation of an easement in a document recorded with the County Clerk; (b) a decree or judgment issued by a court of competent jurisdiction; (c) an order of the County Governing Body; or, (d) an express easement set forth in a duly recorded plat.

3. The road or street provides actual physical access for the unit of land.

FINDING: The proposed subdivision lots must all have access by way of a public road or street, private road, or private easement road. As proposed and illustrated in the preliminary subdivision plan, Lot 8 and the Park will have frontage along Emigrant Street, which is a dedicated public road. Lots 1-7 will also have frontage along Homestead Road, which is currently being reviewed through application 921-21-000010-PLNG. Since all of the proposed lots will have frontage along a dedicated public road, staff finds the request complies with Section 21.030.G.

H. Access Requirements for Land Divisions: Each unit of land shall be provided with access by a public road meeting standards noted in Table 1 (Rural Public Roadway Design Standards) & 2 (Urban Public Roadway Design Standards), except as provided below and in Table 3 (Private Access Standards):

1. Private Easement Road In all zones a unit of land may have access by way of a private easement road upon a finding that such road provides access for not more than three (3) units of land, serves not more than three (3) units of land, and that the easement is a minimum 30' in width;

The requirements of Section 21.300 are not applicable to a Private Easement Road.

If the private easement road could provide access for more than three (3) units of land based on existing zoning, structural setbacks shall be established from the potential right of way of the public or private road and not the right of way of the private easement road.

2. *Private Road In resource areas only (areas zoned F 1, F 2, and A 1), a unit of land may have access by way of a private road upon findings of the Approving Authority that:*

   a. *Such private road provides access for not more than ten (10) units of land and serves not more than ten (10) units of land;*

   b. *Private road approval is obtained pursuant to Section 21.300;*

   c. *Private road is constructed to standards of Section 21.420 when more than three (3) units of land use roadway;*

   d. *The primary use of the road is to provide access for resource activities. Conflicting uses shall be minimized;*

   e. *When service to more than ten (10) units of land is possible, provision shall be made to serve the area by public road, including but not limited to: (a) dedication of right of way; (b) extension and improvement of the roadway to public road standards such that not more than ten (10) units of land may be served.*

      If the private road could provide access for more than ten (10) units of land based on existing zoning, structural setbacks shall be established from the potential right of way of the public road and not the right of way of the private road.

FINDING: The proposed subdivision is not within a resource zone, and the proposed lots will be accessed by dedicated public roads. Section 21.030.H is not applicable to the request.

I. Alignment: As far as practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall wherever practical leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than one hundred twenty five (125) feet.

FINDING: No new streets within the proposed subdivision are proposed. Existing streets include Emigrant Street and Homestead Road run along the northern and southern boundaries from east to west. The only newly proposed section of road will be a reviewed through application 921-21-000010-PLNG, and will be located on the property directly south of the subdivision area. Section 21.030.I is not applicable to the request.

J. Half Streets: Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition when in conformity with the requirements of this Ordinance and when possible to require the dedication of the other half when the adjoining property is subdivided. Whenever an existing half street is adjacent to land to be subdivided, the remaining half of the street shall be dedicated within such subdivision. Reserve strips and street plugs may be required to insure the objectives of obtaining full width streets.

K. Streets Adjacent to Railroads, Freeways and Parkways: When a subdivision or partition contains or is adjacent to a railroad, a parallel street may be required on each side of

such railroad. A land strip of not less than twenty five (25) feet in width shall be provided along a railroad right of way for screen planting or park purposes between the railroad and residential lots. Parallel, local service streets shall be provided on each side of a freeway or parkway either within or abutting their right of way. When such parallel streets are less than eighty (80) feet from such freeway or parkway the intervening property shall be used for only park or thoroughfare purposes. Streets paralleling railroads, at those cross streets where grade separations are proposed, shall be located at a distance from the railroad that provides for such grade separation structure.

FINDING: No new streets are proposed within the subdivision area, and none of the existing streets to be utilized are half streets. None of these streets are adjacent to railroads, freeways, or parkways either. Section 21.030.J & K are not applicable to the request.

L. Existing Streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided at the time of subdivision or partitioning.

FINDING: After the completion of the subdivision, and after all of the lots have been developed with single family dwellings, Emigrant Street and Homestead Road are projected to have 25-250 ~~Annual~~ Average Daily Trips (ADT), classifying them both as Rural Local Roads, in accordance with Table 21-1 – Rural Wasco County Public Roadway Design Standards, located in Chapter 21 of the Wasco County Land Use and Development Ordinance. This information was confirmed with Arthur Smith the Director for the Wasco County Public Works Department by email on April 28, 2021. The following table represents the design standards required for Emigrant Street and Homestead Road:

	Rural Local Roads								
	Unpaved			Unpaved			Paved		
Design ADT	<25			25-250			25-250		
Terrain[2]	L	R	M	L	R	M	L	R	M
Design Speed (mph)	30	30	20	30	30	20	30	30	20
Max Grade (%)	7	10	12	7	10	12	7	10	12
Stopping Sight Distance (ft)	220	235	135	220	235	135	220	235	135
Passing Sight Distance (ft)	-	-	-	-	-	-	1,090	[3]	[3]
Traveled Way Width (ft)	18	18	18	22	22	22	22	22	22
Paved Shoulder Width (each side)									
- Non Bike Route	-	-	-	-	-	-	-	-	-
- Bike Route (ft)	-	-	-	-	-	-	-	-	-
Gravel Shoulder Width (each side)	-	-	-	-	-	-	2	2	2
Roadway Width (Non Bike / Bike Route) (ft)	18	18	18	22	22	22	26	26	26
Number of Lanes	2	2	2	2	2	2	2	2	2
Minimum ROW Width (ft)	50	50	50	50	50	50	50	50	50
Preferred Access Spacing[3]	75			100			100		

While also coordinating with the Director for the Wasco County Public Works Department, he also stated that Emigrant Street and Homestead Road are both, "Public Roads of Local Access, so they will not be maintained by the county". This comment is addressed in the conditions below.

Emigrant Street is an existing dedicated public road that runs along the northern boundary of the proposed subdivision from east to west. This road serves seven existing properties to the north of the

road, and will serve Lot 8 and the park in the proposed subdivision. To ensure the road meets the design standards, a **condition** of approval is included in staff's recommendation stating that Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance (see table above). It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request.

Homestead Road in an existing dedicated public road as well, running along the southern boundary from east to west. This road serves two existing properties to the south of the proposed subdivision, one property to the east of the proposed subdivision, and will serve Lots 1-7 of the proposed subdivision. The road is unimproved and is currently a single lane dirt road. To ensure the road meets the design standards, a **condition** of approval is included in staff's recommendation stating that Homestead Road shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Homestead Road must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Homestead Road shall also be developed, and presented as part of the request.

Staff Report Amended by Daniel Dougherty, Associate Planner for the August 4, 2021 De Novo Hearing before the Wasco County Board of Commissioners:

On June 11, 2021, staff received and processed an appeal form that was signed by the appellants Johnnie L. Justesen and Fred A. Justesen. The appeal application form requests the following: "[R]eview of Condition of Approval 6 as approved by the Planning Commission. Emigrant Street currently serves multiple dwellings as well as well as (sic) the community of Wamic's sanitary services. The proposed subdivision would create the possibility of only one additional dwelling to be served by the street. The street adequately serves the current uses and any additional traffic generated by an additional dwelling. If improvements to Emigrant street are deemed necessary, this should not be the sole responsibility of the applicant."

On July 21, 2021, staff requested additional information and clarification from Wasco County Public Works Director Arthur Smith, concerning the projected 25-250 Average Daily Trips estimate that was presented to the Planning Commission during the quasi-judicial hearing on June 1, 2021. Mr. Smith provided the following commentary in a July 22, 2021 email:

Wasco County Public Works Department Director Arthur Smith Commentary (July 22, 2021):

> The estimated ADT is based on projected trips generated per household or potential households (lot). I tend to be very conservative with this number and use around 4 trips per day for our rural areas. This number is less than half of the Statewide trip rate of 8.9 - see the link for the 2019 study prepared for the Oregon Dept of Transportation: www.oregon.gov/ODOT/Planning/Documents/OHAS-Daily-Travel-In-Oregon-Report.pdf
>
> If a lot can be divided into multiple lots, then I would estimate the potential ADT for the full build out. This has been part of the problem in Wasco County with over 105 miles of Public Roads of Local Access that were never constructed to standard. The initial build was minimal and then later lots were divided, more homes were built, more ADT generated, but the road was never improved. Unfortunately, Emigrant Street is a great example of this.

For our standards, the roadway width is driven by ADT. A road that is projected to have 25-250 ADT needs to be constructed to a greater width than a road projected to serve less than 25 ADT.

A copy of the Director Smith's commentary is available for inspection at the Wasco County Planning Department under File 921-21-000009-PLNG, and can be found in Attachment G.

A copy of the 2019 Oregon Department of Transportation's "Personal Travel in Oregon: A Snapshot of Daily Household Travel Patterns" Final Report, is available for inspection at the Wasco County Planning Department under File 921-21-000009-PLNG.

Lot 8 of the preliminary subdivision, which is proposed to be 8.35 acres in size, is illustrated on the face of the preliminary subdivision plan with potential future lot line locations. If divided in the future, all of the lots will have frontage on Emigrant Street. Staff analysis provides that Emigrant Street currently serves at least nine tax lots (six on the north side of the street and three on the south side), and four registered addresses with physical development.

Considering expert commentary, staff analysis, and the underlying facts provided in the application materials and appeal forms, with the above conditions of approval requiring Emigrant Street to meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance, staff finds the request complies with Section 21.030.L.

M. Future Extension of Streets: Where necessary to give access to or permit a satisfactory future subdivision or partitioning of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.

FINDING: The land to the north of the proposed subdivision has already been divided, and is served by Emigrant Street, an existing dedicated public road. Lands to the west are separated by Wamic Market Road, and will not require an extension of streets. Land to the east and west of the proposed subdivision is zoned A-1(160) Exclusive Farm Use, where subdivisions of land are prohibited in accordance with the Wasco County Comprehensive Plan. Since these roads will not serve future subdivisions of land, an adequate turnaround must be provided, and is discussed in Section 21.030.P of this report. Staff finds the request complies with Section 21.020.M.

N. Alleys: The minimum width of alleys, when provided in residential blocks, shall be twenty (20) feet. Alleys shall be provided in commercial and industrial districts and shall not be less than twenty (20) feet in width. The corners of all alleys at their intersection with streets and other alleys shall be rounded and have a radius of not less than ten (10) feet.

FINDING: No blocks or alleys have been proposed through the subdivision request. Section 21.030.N is not applicable to the request.

O. Pedestrian Ways: When desirable for public convenience, pedestrian ways may be required to connect to cul-de-sacs or to pass through unusually long or oddly shaped blocks.

FINDING: Since all properties will have frontage along public roads and no blocks are proposed, a pedestrian way will not be required. However, a publically dedicated park has been proposed to serve

the proposed subdivision, and the surrounding residentially zoned properties. As proposed, owners of property for lots 1-5 of the proposed subdivision would have to access the park by travelling back along the unimproved sidewalk along Homestead Road to Wamic Market Road, and then down to the end of Emigrant Street along the unimproved sidewalk. Wamic Market Road is a heavily trafficked county road, and could potentially be dangerous for foot traffic travelling to and from the park from the lower portion of the subdivision. To ensure all residents within the proposed subdivision have safe access to this public space, a **condition** of approval is included in the recommendation to the planning commission stating that when the final subdivision plat is submitted for approval by the Wasco County Planning Commission, an adequate pedestrian way shall be included from Homestead Road to the proposed park, allowing the owners within the lower portion of the subdivision to safely access the proposed park. The plat shall identify the responsible party(s) for maintaining the pedestrian way and confirm that the responsible party is not Wasco County. With that condition, staff finds the request complies with Section 21.030.O.

P. Cul-de-sacs: In general, dead end (cul-de-sac) streets are not desirable, but if provided, shall terminate in a turnaround that is consistent with Chapter 10 and the local fire department.

FINDING: Since both Emigrant Street and Homestead Road will result in a dead end at the eastern portion of the subdivision, adequate turnarounds consistent with Chapter 10 and the Wamic Rural Fire Protection District must be provided. In the preliminary subdivision plan submitted, a turnaround is illustrated near the end of Homestead road with no proposed dimensions. No turnaround is illustrated at the end of Emigrant Street on the preliminary subdivision plan. To ensure adequate access is provided to the area, a **condition** of approval is included in staff's recommendation to the planning commission stating that prior to submittal of the final subdivision plat, an adequate turnaround consistent with Chapter 10 shall be illustrated with dimensions shown at the end of Emigrant Street and Homestead Road. Proof shall also be provided demonstrating that the Wamic Rural Fire Protection District approves of the turnarounds as well. With that condition, staff finds the request complies with Section 21.030.P.

Q. Street Intersections:

1. All streets shall intersect at right angles (90 degrees) one to the other; where an intersection at ninety (90) degrees cannot be secured by reason of physical conditions of the site an angular intersection of not less than sixty (60) degrees may be permitted.

2. Property corners at street intersections shall be rounded and with a radius of not less than ten (10) feet.

3. Major thoroughfares intersections shall have roadway curb radii of not less than twenty five (25) feet; all other street intersections shall have roadway curb radii of not less than twenty (20) feet.

FINDING: No street intersections are proposed within the subdivision, and the only newly dedicated street is the portion of Homestead Road proposed with an entrance at Wamic Market Road. As evidenced by application 921-21-000010-PLNG, the new access with intersect Wamic Market Road at a 90-degree angle. The radius of the intersection corners will also be more than 10 feet. Staff finds the request complies with Section 21.030.Q.

R. Reserve Strips: Reserve strips or street plugs dedicated to the County and controlling the access to a street may be approved or required when necessary to:

1. *Prevent access to the street on a side where additional width is required to meet the minimum right of way standards;*

2. *Prevent access to abutting property at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street; or*

3. *Prevent the uncontrolled development of land.*

FINDING: As discussed in Section 21.030.L of this report, the roads accessing the subdivision will be of adequate width to meet the minimum right of way standards. The land to the north of the proposed subdivision already contains residential development, and utilizes Emigrant Street to access those properties. The land east of the ends of Emigrant Street and Homestead Road, and the land to the south of Homestead Road is zoned A-1(160), Exclusive Farm Use. These streets will provide access to these portions of land, but the zoning does not allow subdivisions, and development can only occur through the procedures outlined in that zoning. Uncontrolled development of land will not occur through this request, since the neighboring properties are in a resource zone that limits development to specific criteria. Section 21.030.R is not applicable to the request.

S. Marginal Access Streets: Where a subdivision or partition abuts or contains an existing or proposed arterial street, the Approving Authority may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

FINDING: The proposed subdivision does not abut any arterial streets, and none are proposed. Section 21.030.S is not applicable.

T. Utility Lines: Easements for sewers, water mains, electrical lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width.

FINDING: A **condition** is included in the Notice of Decision stating that if there are any existing easements for sewers, water mains, electrical lines, or other public utilities, they shall be illustrated and conveyed on the final subdivision plat, to be recorded with the Wasco County Clerk's Office. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width. With that condition, staff finds the request complies with Section 21.030.T.

U. Water Courses: If a subdivision or partition is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right of way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses may be required.

FINDING: One intermittent water course exists on the subject parcel. As this is an intermittent creek and not a major water body heavily impacted by storm water, and is not an irrigation ditch or canal that may require access easements, it does not qualify as a "drainage way, channel, or stream" that would rise to

the level of requiring a storm water easement or drainage right of way on the plat. Given this information, Section 21.030.U. is not applicable to this request.

V. Environmental Hazards: If a subdivision or partition contains known hazards resulting from potential for flooding, land movement, high water tables, erosion, or similar natural phenomena, the Approving Authority may require dedication of protective easements for uses that would minimize aggravation of the environmental hazard.

FINDING: The subject properties are not located within an area mapped or known to contain environmental hazards with potential for flooding, land movement, high water tables, erosion, or similar natural phenomena. Staff finds Section 21.030.V is not applicable to the request.

W. Blocks: No block shall exceed twelve hundred (1200) feet in length between streets. In blocks over eight hundred (800) feet in length there shall be a cross walkway of not less than ten (10) feet in width, near the middle of the block. The width of blocks shall be such as to allow two tiers of lots, except where in the opinion of the Approving Authority a relatively short length of double frontage lots are unavoidable.

FINDING: No blocks have been proposed for the subdivision, Section 21.030.W is not applicable to the request.

X. Lots:

1. Lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the types of use permitted. Lot dimensions shall not include part of existing or proposed streets. All lots shall be buildable, except a public utility lot. Depth and width of utility lots shall be adequate to provide for standard setbacks for service structures, and to furnish off street parking facilities required by the kind of use contemplated. In no other case shall the width or area be less than that prescribed for the zone in which the lot is proposed.

FINDING: The proposed subdivision will be located in WAM R-2, Wamic Residential Zone. The proposed subdivision has been reviewed in accordance with the property development standards for that zoning, where it was found to comply. The purpose of the zoning, and intent of a subdivision is to allow for residential development. The proposed lots will be a minimum of 300 feet wide, which will allow adequate room for property line setbacks for all development. The minimum requirements for new lots in the WAM R-2, Wamic Residential Zone, state that if a property is not served by either an approved community, municipal or public water system or an approved community or public sewage system, the lots shall have a minimum width of 300 feet with a minimum area of five (5) acres. The lot dimensions illustrated on the face of the plat meet those standards, and do not include existing or proposed streets. No utility lots are proposed. Staff finds the request complies with Section 21.030.X.1.

2. Each side lot line shall be at right angles to the adjacent street line or radial to a curved street line, unless the Approving Authority determines that variation from these requirements is necessitated by unusual circumstances such as topography and site location.

3. Lots with double frontage shall be avoided, except where the Approving Authority determines that such lots are essential to provide separation or residential development from major traffic arterials or adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen

easement at least ten (10) feet wide, across which there shall be no rights of access, may be required along the line of lots abutting such a traffic arterial or other incompatible use. Such area shall be considered the rear portion of the lot.

4. *Flag lots shall not be permitted, except when unusual circumstances exist. Such circumstances may include characteristics of topography and site which affect construction on the property or access to the property. Approval of the creation of flag lots by the Approving Authority shall be based on specific findings indicating what unusual circumstances exist.*

FINDING: As illustrated in the preliminary subdivision plan, all of the proposed side lot lines will be at right angles to Emigrant street and Homestead Road. The proposed lots will also not have double frontage on either of those two public roads, and their design will not fall under the classification of flag lots. Staff finds the request complies with Section 21.030.X.2, 3, & 4.

Y. Public Open Space:
Elementary and high school sites, neighborhood playgrounds, parks and recreation areas shall be located in accordance to the development pattern of the County or the County area. When such public school or recreation sites are within the area of an approved subdivision they may be dedicated to the County or shall be reserved until such time as the County is able to acquire them. Parks and recreation areas shall be provided at the rate of one (1) acre of recreation area to every one hundred people.

FINDING: The applicant has proposed a 1.08 acre park, located in the northeast portion of the proposed subdivision at the end of Emigrant Street. The owner did not submit a maintenance plan, and only stated within the application materials that the "applicant is proposing to dedicate a park". If approved, the park would end up in the ownership of the Wasco County, or would be reserved until the county is able to acquire it. The proposed park would be within the jurisdiction of the South Wasco Parks and Recreation District (SWPRD). On April 28, 2021, staff contacted SWPRD to foster comment towards the proposed development. SWPRD then made the decision to discuss the matter during a board meeting, and have a discussion prior to making official comments to staff. The board meeting was held on May 4, 2021, at the Wamic Community Center. SWPRD then provided a comment letter by email on May 9, 2021, stating the following,

"The South Wasco Park and Recreation District (SWPRD) board met on May 4, 2021 and agreed to the following with respect to the **Pine Ridge Subdivision** that is currently under review by the Wasco County Planning Department

a) Because Wasco County does not have a Parks Department, nor any personnel or funds designated for park development or park maintenance in the Wamic area, nor at any other location in South Wasco County with the exception of the Wasco County Fairgrounds in Tygh Valley.

b) Therefore, the SWPRD board recommends that the Wasco County Planning Commission require that the developers of the **Pine Ridge Subdivision** pay to Wasco County a sum equal to 6-2/3% of the assessed value of the proposed subdivision, as required by ordinance, rather than requiring the donation of land to potentially be used for a park.

c) Additionally, the SWPRD board asks that the funds paid to Wasco County by the developer of the **Pine Ridge Subdivision** be donated to SWPRD because, as stated above, Wasco County does not have any funds or personnel dedicated to recreation in South Wasco

County, and SWPRD has a proven track record of providing recreational services in South Wasco County."

The portion of the above statement that addresses the 6 and 2/3% assessed value of the land is from Section 21.210.H, which states the following,

> Recreational Fund: Where no parks, playgrounds or recreational areas are required by the Commission, the subdivider shall pay to the County a sum equal to six and two thirds percent (6 2/3%) of the assessed value of the land area, exclusive of streets, within the subdivision. Such sum shall be paid to the County Clerk prior to recording of the final subdivision plan and such sum shall be held by him in a special fund for acquisition and development of parks, playgrounds, and recreational areas within the immediate area of the subdivision.

The Recreational Fund criterion is not under review until the final subdivision plat approval is applied for. However, based on the comments provided by SWPRD towards the County's ability to maintain the proposed park, and the lack of funds to improve this area, staff does not recommend that the Planning Commission approve the proposed park within the proposed subdivision. A condition of approval is included in the Notice of Decision stating that prior to submittal of the final subdivision plat for approval, the park shall be removed, and the acreage distributed to the proposed adjacent subdivision lots. With that condition, staff finds the request complies with Section 21.030.Y.

> *Z. Subdivision Name: The name of any subdivision shall not duplicate or be so similar as to be confused with the name of any existing subdivision or parcel or area within the County.*

FINDING: To ensure that the name of the proposed subdivision would not duplicate or be so similar as to be confused with the name of any existing subdivision or parcel or area within the county, staff contacted Bradley Cross, the Wasco County Surveyor by email for confirmation. Staff received a response on April 28, 2021, stating "We have a few subdivisions using the word "Pine", but "Pine Ridge" is unique enough so it's a good name." Since the name will not duplicate, or be similar enough to be confused with the name of an existing subdivision or parcel or area within the county, staff finds the request complies with Section 21.030.Z.

> *AA. Street Names: Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the names of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and, if near a city, to the pattern in the city, and shall be subject to the approval of the Approving Authority.*
>
> *BB. Street Signs: All street and highway signs shall meet the County standards for such signs.*

FINDING: All streets serving the proposed subdivision area have been previously approved by the county, and have been verified to be unique names that conform to the established pattern in the surrounding area. Emigrant street is already in use by other properties in the area, and contains adequate signage. Homestead Road is a new road however, that will require improvements and signage. Staff contacted Arthur Smith, Director of the Wasco County Public Works Department by email for comment. On April 28, 2021, he stated that, "All signage within the subdivision is the responsibility of the developer. The county will place a sign for Homestead Rd at its intersection with Wamic Market Road." To ensure compliance with the criterion, a **condition** of approval is included in the Notice of Decision stating that The county will place a sign for Homestead Road at its intersection with Wamic Market Road. All other signage within the subdivision shall be the responsibility of the developer, and prior to placement shall have it

approved by the Wasco County Public Works Department to ensure it meets county standards. With that condition, staff finds the request complies with Section 21.030.AA & BB.

Section 21.200 - Preliminary Subdivision Plan Approval
The approval of a preliminary subdivision plan is reviewed by the Planning Commission subject to the provisions of Section 2.060 (c) of this Ordinance.

A. Application for Preliminary Subdivision Plan Approval:

1. An application for preliminary subdivision plan approval shall be initiated as provided in Chapter 2 of this Ordinance.

2. The applicant shall file with the Director a preliminary subdivision plan, together with improvement plans and other supplementary information required by subsection B of this Section to demonstrate the design and objectives of the subdivision.

3. The preliminary plan shall be clearly and legibly drawn. It shall show all required information to scale so that the Approving Authority may have an adequate understanding of what is proposed. Under ordinary circumstances, the scale of the drawing is to be one (1) inch equals one hundred (100) feet, or one (1) inch equals fifty (50) feet.

FINDING: An application for a subdivision was submitted to the Planning Department on January 19, 2021 as an Administrative, Subject to Standards/Type II Review, which will be decided upon by the Planning Commission. Any other improvement plans or supplementary information required is addressed in subsection B below. The preliminary subdivision plan that was received was legibly drawn and all information located on it was to scale so that the approving authority would have an adequate understanding of what was proposed. The scale of the preliminary subdivision plan submitted was 1" = 100'. Staff finds the request complies with Section 21.200.A.1.

B. Information Required in the Preliminary Subdivision Plan:

1. The proposed name of the subdivision or major partition.

2. North point, scale, date of application, and basis of bearing.

3. Names and addresses of the subdivider, engineer, surveyor, land planner or landscape architect.

4. The tract description according to the real estate records of Wasco County.

5. The boundary lines (accurate in scale) of the tract to be subdivided.

6. Contour lines may be required at intervals to be determined by the Director.

7. The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land.

8. The location, width and names of all existing or plotted streets or other public ways within or adjacent to the tract, existing permanent buildings, railroad rights of way

and other important features such as section lines, political subdivisions or corporation lines and school district boundaries.

9. *Existing sewers, water mains, culverts or underground utilities and improvements within the tract or immediately adjacent thereto together with pipe sizes, grades and locations indicated.*

10. *All parcels of land intended to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purpose of conditions or limitations of such reservation, if any.*

11. *The location, names, width and approximate grades of all streets proposed or existing in the subdivision, and the approximate widths and locations of proposed easements for drainage, sewerage and public utilities.*

12. *Typical cross sections of proposed streets, showing all improvements proposed within the street right of way at such scale to clearly show the details thereof.*

13. *Approximate location of all areas subject to inundation or storm water overflow and the location, width and direction of flow of all watercourses.*

14. *Proposed lots, approximate lot dimensions, and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots.*

15. *Parks, playgrounds, recreation areas, parkways, and other open space for public use.*

16. *Locations of proposed tree plantings or other plantings. Appropriate information clearly stating the map is a tentative plan.*

17. *Proposed source of water supply, if any; estimated volume to be available, together with data regarding the location, type, and size of all storage facilities, distribution lines, fire hydrants, and gate valves.*

18. *If domestic water supply proposed by the developer includes the drilling of wells, information on the feasibility of well drilling. Such information will be provided even if the developer is not required by the Commission to drill the wells.*

19. *The proposed method of sewage disposal.*

    a. *If to be served by a community sewer system, data regarding the location, type, size, approximate grade, and capacity of all collection lines, feeder lines, trunk lines, pumping stations, storage facilities, backflow prevention devices, and gate valves. If treatment is to be accomplished by an existing municipal or public sewage facility, a statement regarding the ability of the facility to accommodate the projected increased load. If treatment is to be accomplished by a new installation or privately owned treatment facility, a statement regarding conformity to applicable regulations of the Oregon State Department of Environmental Quality.*

b. If to be served by a community collection and storage system, data regarding the location, type, size, approximate grade, and capacity of all lines, holding tanks, storage facilities, pumping facilities, and valves.

c. If to be served by subsurface sewage disposal, a statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.

20. Information on the source of other public utilities; proposed deed restrictions, if any; and the irrigation district involved and provisions for delivering irrigation water to the lots in the subdivision.

21. The location of any environmental hazard; area unsuitable for building purposes; or land subject to mass movement, excessive erosion, or similar natural phenomena.

22. Proposed building setback lines.

23. Vicinity sketch showing how the proposed streets and alleys may connect with existing streets in neighboring subdivisions or undeveloped property.

FINDING: A preliminary subdivision plan containing the items required in Subsections 1-23 above was submitted to the Planning Department on January 19, 2021, with the exception of Subsections 17, 18, & 19 which were not required by this proposed use. The location of the water supply and septic approvals were not provided or required for each lot to contain residential uses. A **condition** of approval is included in the Notice of Decision stating that prior to approval of the final subdivision plat by the Planning Commission, the location of the water supply for each parcel shall be identified on the face of the plat. Location of these water sources, type, and any distribution lines shall also be illustrated on the face of the plat. A statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian shall also be provided regarding the approval of each lot or parcel to be sold for installation of septic tank facilities. With that condition, staff finds the request complies with Section 21.200.B.1-23.

C. Development Phasing:

i. A preliminary subdivision plan may provide for platting in as many as three (3) phases. The preliminary plan must show each phase and be accompanied by proposed time limitations for approval of the final plat for each phase.

ii. Time limitations for the various phases must meet the following requirements:

a. Phase 1 final plat shall be approved within twelve (12) months of preliminary approval.

b. Phase 2 final plat shall be approved within twenty four (24) months of preliminary approval.

c. Phase 3 final plat shall be approved within thirty six (36) months of preliminary approval.

FINDING: The applicant has not proposed phasing the development of the subdivision, therefore the timeline criterion in Subsection E below will apply, and Section 21.200.C is not applicable to the request.

D. Criteria for Approval of Preliminary Subdivision Plan:

1. A decision on the preliminary subdivision plan application shall be made by the Approving Authority as provided in Chapter 2 of this Ordinance.

2. The preliminary subdivision plan shall be approved if the Approving Authority finds the following:

a. The information required by this Chapter has been provided;

b. The design and development standards of Section 21.030 of this Chapter have been met; and

c. If the preliminary plan provides for development in more than one phase, the Approving Authority makes findings and conclusions that such phasing is necessary due to the nature of the development, and that the applicant will be able to comply with the proposed time limitations.

FINDING: As identified in Chapter 2, the decision on the preliminary subdivision plan will be determined by the Planning Commission. The Planning Commission hearing will be held on June 1, 2021. Staff has recommended approval of the preliminary subdivision plan since the information required by Chapter 21 was provided, and the proposal was found to comply with the development standards of Section 21.030. The development of the subdivision will not be phased. Staff finds the request complies with Section 21.200.D.

E. Duration of Preliminary Subdivision Plan Approval:

1. Approval of a preliminary subdivision plan shall be valid for twenty-four (24) months from the date of approval of the preliminary plan, provided that if the approved preliminary plan provides for phased development, the approval shall be valid for the time specified for each phase, subject to the limitations of Section 21.200 C 2 of this Ordinance.

2. If any time limitation is exceeded, approval of the preliminary subdivision plan, and any subsequent phases, shall be void. Any subsequent proposal by the applicant for division of the property shall require a new development request.

F. Granting of Extensions: Extensions of time may be allowed as outlined in Section 2.125 B.

FINDING: Following approval from the planning commission, the preliminary subdivision plan will be valid for a 24-month period, with no phasing proposed in accordance with Section 21.200C.2. To ensure compliance, a **condition** of approval has been included in the Notice of Decision stating that approval of the preliminary subdivision plan is valid for 24 months from the date of final approval, which is the end of the 12-day appeal period following the final decision from the Planning Commission. A final subdivision plat must be submitted for review by the Planning Commission prior to the expiration of the 24 month period of validity. If that time limitation is exceeded, approval of the preliminary subdivision plan shall be void. Any subsequent proposal by the applicant for a division of the property shall require a new development request. An extension of time may be granted, if it is applied for in accordance with

Section 2.125.B of the Wasco County Land Use and Development Ordinance. With that condition, staff finds the request complies with Section 21.200.E & F.

ATTACHMENT E – LIGHTING STANDARDS

Good Neighbor OUTDOOR LIGHTING

PRESENTED BY THE NEW ENGLAND LIGHT POLLUTION ADVISORY GROUP (NELPAG) AND SKY PUBLISHING CORP.

What is good lighting?

Good outdoor lights improve visibility, safety, and a sense of security, while minimizing energy use, operating costs, and ugly, dazzling glare.

Why should we be concerned?

Many outdoor lights are poorly designed or improperly aimed. Such lights are costly, wasteful, and distractingly glary. They harm the nighttime environment and neighbors' property values.

Glare Here's the basic rule of thumb: If you can see the bright bulb from a distance, it's a bad light. With a good light, you see lit ground instead of the dazzling bulb. "Glare" is light that beams directly from a bulb into your eye. It hampers the vision of pedestrians, cyclists, and drivers.

Light Trespass Poor outdoor lighting shines onto neighbors' properties and into bedroom windows, reducing privacy, hindering sleep, and giving the area an unattractive, trashy look.

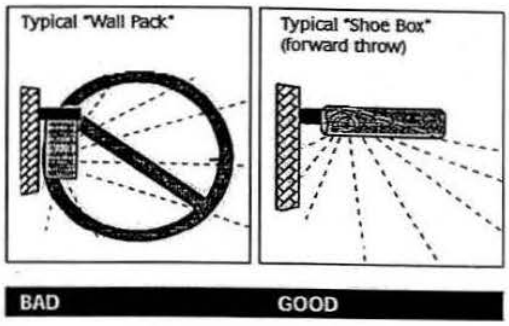
Energy Waste Many outdoor lights waste energy by spilling much of their light where it is not needed, such as up into the sky. This waste results in high operating costs. We waste over a billion dollars a year in the United States needlessly lighting the night sky.

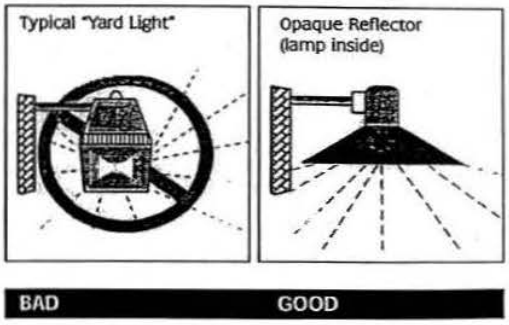
Sky Glow Rays that beam uselessly above the horizon create murky skyglow – the "light pollution" that washes out our view of the stars.

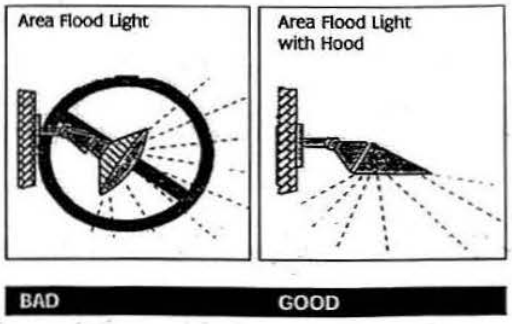
How do I switch to good lighting?

1 Provide only enough light for the task at hand; don't over-light, and don't spill light off your property. Specifying enough light for a job is sometimes hard to do on paper. Remember that a full Moon can make an area quite bright. Some lighting systems illuminate areas 100 times more brightly than the

Some Good and Bad Light Fixtures







full Moon! More importantly, by choosing properly shielded lights, you can meet your needs without bothering neighbors or polluting the sky.

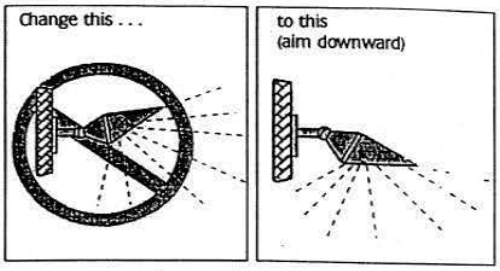
2. Aim lights down. Choose "full-cutoff shielded" fixtures that keep light from going uselessly up or sideways. Such fixtures produce minimum glare. They create a pleasant-looking environment. They increase safety because you see illuminated people, cars, and terrain, not dazzling bulbs.
3. Install fixtures carefully to maximize their effectiveness on the targeted area and minimize their impact elsewhere. Proper aiming of fixtures is crucial. Most are aimed too high. Try to install them at night, when you can see where all the rays actually go.

   Properly aimed and shielded lights may cost more initially, but they save you far more in the long run. They can illuminate your target with a low-wattage bulb just as brightly as a wasteful light does with a high-wattage bulb.
4. Choose energy-efficient low-pressure sodium (LPS) or high-pressure sodium (HPS) lamps wherever yellowish light will do the job. Use less efficient white lights only where ideal color rendition is important.
5. Where feasible, put lights on timers to turn them off each night after they are no longer needed. Put home security lights on a motion-detector switch, which turns them on only when someone enters the area; this provides a great deterrent effect!

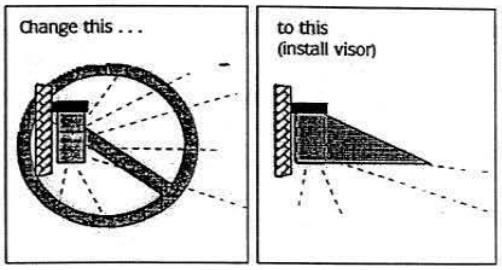
Replace bad lights with good lights.

You'll save energy and money. You'll be a good neighbor. And you'll help preserve our view of the stars.

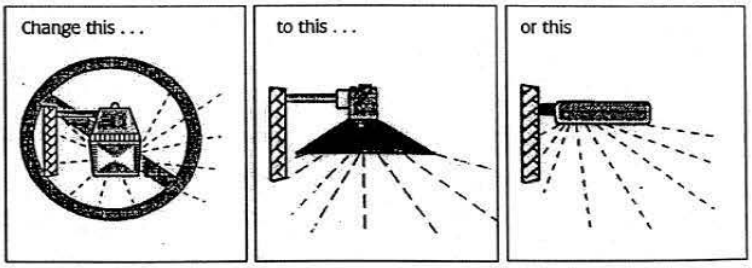
What You Can Do To Modify Existing Fixtures



FLOOD LIGHT



WALL PACK



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ATTACHMENT F – CHAPTER 21 – LAND DIVISIONS

SECTION 21.100.C, Final Land Partition Plat Requirements

1. Conformance to Preliminary plan. The plat shall substantially conform to the preliminary plan as approved.

2. Preparation of the Plat.

a. A plat shall be prepared on 4 mill (minimum) double matte polyester film, approved by the County Surveyor, on a standard 18" x 24" sheet, with archival permanent black ink, in a format available at the Wasco County Surveyors Office.

b. All signatures on the original must be in archival quality black ink.

c. The lettering shall be a size or type to be clearly legible when copies are made.

d. A face sheet and index must be included for a plat with 3 or more sheets.

3. Compliance with ORS 209.250. A plat shall comply with all requirements of ORS 209.250 including:

a. Narrative

b. Location of the survey by one-fourth section, Township and Range.

c. Date of the survey.

d. Scale and North Arrow. The plat shall be drawn to a standard engineering scale sufficient to depict the change, approved by the County Surveyor.

e. The distance and course of all lines traces or established, giving the basis of bearing.

f. Measured bearings and distances used as a basis for establishing or reestablishing lines or monuments separately indicated from those of record.

g. Monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and all monuments set shall be separately indicated from those found.

h. The surveyor's seal and original signature.

i. The surveyor's business name and address.

4. Compliance with 92.050. A person shall not submit a plat of a partition for record until all the requirements of ORS 209.250 and the plat requirements of the partition have been met.

a. The survey for the plat shall be done in a manner to achieve sufficient accuracy that measurements may be taken between monuments within one-tenth of a foot or one ten-thousandth of the distance shown on the plat, whichever is greater.

b. The plat shall be made by professional land surveyor.

c. The plat shall be of sufficient scale and lettering size, approved by the County Surveyor, so that:

(1) The survey and mathematical information and all other details are clearly and legibly shown on the plat.

(2) Each lot or parcel is numbered consecutively.

(3) The lengths and courses of the boundaries of each lot or parcel are shown on the plat.

(4) Each street is named and shown on the plat.

d. The locations and descriptions of all monuments found or set must be carefully recorded upon the plat and the proper courses and distances of all boundary lines, conforming to the Surveyor's Certificate, must be show.

e. The location, dimensions and purpose of all recorded and proposed public and private easements must be shown on the plat along with the County Clerk's recording reference if the easement has been recorded with the County Clerk. Private easements become effective upon the recording of the plat.

f. The area of each lot or parcel must be shown on the plat, to the nearest one-hundredth of an acre.

g. In addition to showing bearings in degrees, minutes and seconds, and distances in feet and hundredths of a foot, the following curve information must be shown on the plat:

(1) Arc length

(2) Chord length

(3) Chord bearing

(4) Radius

(5) Central Angle

h. The final plat may not be required to show any information or requirement that is or may be subject to administrative change or variance by the county, or any other information unless authorized by the County Surveyor. Examples of authorized information include:

(1) Parcels located in an "A-1", "F-1" or "F-2" zone shall contain the following statement" "No investigation has been made of the suitability of any given parcel by an authorized representative of the Department of Environmental Quality, and no warranty is made that any given parcel will be used for subsurface sewage disposal. If subsurface sewage disposal evaluations have been completed, a copy shall be filed with the Wasco County Planning Department.

(2) Parcels located in any other zone shall contain the following statement: "The parcels have been approved for subsurface sewage disposal by an authorized representative of the Oregon Department of Environmental Quality."

(3) Planning Department File Number

(4) Tax lot Information

(5) Zoning classification and Comprehensive Plan Designation

(6) Table indicating the acreages of all existing and newly created parcels.

(7) Assessor Account Number for each existing property.

J. Monuments.

a. The Initial Point of a plat must be on the exterior boundary of the plat and must be marked with a monument meeting the specifications of ORS 92.060(1). The location of the monument shall be with reference by survey to a known corner, per ORS 92.060 and shown on the plat.

b. The exterior boundary and all parcel corners must be monumented per ORS 92.060.

c. For partitions involving land in a flood plain, the provisions of Section 21.210(5) shall apply.

6. Surveyor's Certificate. The plat must include a Surveyor's Certificate, together with the seal and signature of the surveyor of record, to the effect that the surveyor has correctly surveyed and marked with proper monument the lands represented, including the initial point of the plat and its location, and accurately describing by metes and bounds, or other description as approved by the County Surveyor, the tract of land upon which the parcels are laid out.

7. Declaration.

a. The plat shall include a declaration, taken before a notary public, stating that the declarant has caused the plat to be prepared in accordance with the provisions of ORS 92.

b. Any dedication of land to public purposes or any public or private easements create, or any other restrictions made, shall be included in the Declaration.

c. If the declarant is not the fee owner of the property, the fee owner and the vendor under any instrument of sale shall also execute the Declaration for the purpose of consenting to the property being partitioned.

d. If the plat contains any dedication or donation of land to public purposes, the holder of any mortgage or trust deed shall also execute the Declaration

e. Notwithstanding the provisions of subsection a. to d., the fee owner, vendor or the mortgage trust deed holder may record an affidavit consenting to the declaration, pursuant to ORS 92.075(4).

8. General Information. No plat shall be approved unless:

a. Streets or Road for public use are dedicated without reservation or restriction other than reversionary rights upon vacation.

b. All easements provided for public services, utilities, or access are shown on the face of the plat along with the legal description and any limitations of the easements. If it is a pre-existing easement or if the easement has been filed with the County Clerk prior to the final approval of the land partition, then the Recorders number shall appear on the face of the plat.

c. Names and addresses of the partitioner, owner, mortgagee, if any, and the person preparing the plat are shown.

d. The names of any streets intersecting or within the parcels are shown.

e. All easements provided for public services, utilities, or access must be shown on the face of the map along with the legal description and any limitations of the easements. If it is a pre-existing easement or if the easement has been filed with the County Clerk prior to the final approval of the land partition, then the Recorder's number shall appear on the face of the map.

f. Zoning classification and Comprehensive Plan Designation

g. Space for date and signatures of the following officials is made:

(1) Planning Director or designee

(2) County Surveyor

(3) County Assessor

(4) County Tax Collector

h. Any additional information made a condition of approval of the tentative plan is shown.

ATTACHMENT G – COMMENTS

Daniel Dougherty <danield@co.wasco.or.us>

Pine Ridge Subdivision Appeal [File No. 921-21-000009-PLNG] Request for Comment/Information

Arthur Smith <arthurs@co.wasco.or.us> Thu, Jul 22, 2021 at 10:32 AM
To: Daniel Dougherty <danield@co.wasco.or.us>

Daniel

The estimated ADT is based on projected trips generated per household or potential households (lot). I tend to be very conservative with this number and use around 4 trips per day for our rural areas. This number is less than half of the Statewide trip rate of 8.9 - see the link for the 2019 study prepared for the Oregon Dept of Transportation: www.oregon.gov/ODOT/Planning/Documents/OHAS-Daily-Travel-In-Oregon-Report.pdf

If a lot can be divided into multiple lots, then I would estimate the potential ADT for the full build out. This has been part of the problem in Wasco County with over 105 miles of Public Roads of Local Access that were never constructed to standard. The initial build was minimal and then later lots were divided, more homes were built, more ADT generated, but the road was never improved. Unfortunately, Emigrant Street is a great example of this.

For our standards, the roadway width is driven by ADT. A road that is projected to have 25-250 ADT needs to be constructed to a greater width than a road projected to serve less than 25 ADT.

Hope this helps.

Arthur

[Quoted text hidden]

--

Arthur Smith | *Director*
PUBLIC WORKS
arthurs@co.wasco.or.us | www.co.wasco.or.us
541-506-2645 | Fax 541-506-2641
2705 East 2nd Street | The Dalles, OR 97058





PERSONAL TRAVEL IN OREGON: A SNAPSHOT OF DAILY HOUSEHOLD TRAVEL PATTERNS

FINAL REPORT

PREPARED FOR
Oregon Department of Transportation

PREPARED BY
Stacey G. Bricka, Ph.D.

August 2019

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INTRODUCTION

Introduction

The Oregon Household Activity Survey (OHAS) is a comprehensive study of the demographic and travel behavior characteristics of Oregon residents. The survey results document demographic and travel behavior characteristics associated with typical weekday personal travel across the state. The resulting data has supported the update and development of several regional and statewide travel demand models as well as informed policy-related questions.

The survey was conducted from 2009-2011. Operationally, the state was divided into ten survey regions that were surveyed on a rolling basis (determined by funding availability). Households within each region were randomly sampled and invited to participate in the study through a combination of mail and telephone. Households that agreed to participate were asked to have all household members keep a diary of all travel-related activities for an assigned 24-hour period. Travel periods were evenly distributed throughout the weeks when school was in session for that region. Completed logs were collected by mail and telephone and results were compiled into a statewide database.

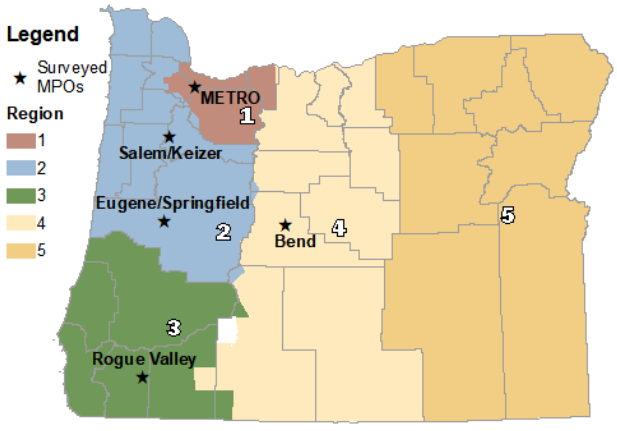
The survey documented daily weekday household travel patterns of 17,941 households randomly sampled from among the 1.5 million Oregon households. Table I-1 lists sample size and when the survey was conducted by region. Figure I-1 shows the survey regions in a map format.

Table I-1: Survey Regions

Survey Region	Surveys	Survey Seasons
ODOT Region 2*	3,577	Spring and Fall 2009
ODOT Region 3**	1,951	Spring 2009
ODOT Region 4	1,210	Spring 2009
ODOT Region 5	1,220	Spring 2010
ODOT Region 1/ Portland Metro***	4,516	Spring and Fall 2011
Central Lane	1,786	Fall 2009
Salem/Keizer	1,821	Spring 2010
Medford/Rogue Valley	1,061	Fall 2011
Bend	799	Spring 2011
Statewide Total	17,941	

*Includes Albany and Corvallis metropolitan areas; **Includes Grants Pass; ***Defined as Clackamas, Multnomah, and Washington counties.

Figure I-1: Survey Regions



INTRODUCTION

KEY TERMS AND REPORT STRUCTURE

The purpose of this report is to tell the story of "typical" daily weekday travel by Oregon residents through the lens of the OHAS data. This includes a summary of daily weekday travel patterns by different demographic and geographic characteristics and an exploration of the demand for transportation based on activities reported by participating households. The goal is to provide a snapshot of who travels when, where, why, and how, beyond what can be gleaned through annual traffic volume counts or reports on vehicle miles traveled. In order to tell that story, the report will use specific terms as defined in Table I-2.

Table I-2: Key Terms

Term	Survey Definition
Household	Persons living at the same residential address who share meals and have some type of relationship.
Trip	Travel between two addresses for the purposes of carrying out one or more activities (e.g., a trip from home to work or family trip from home to the beach).
Tour	A series of trips that are combined. A tour ends when the traveler(s) return home (e.g., a trip from home to the beach and then from the beach to home with a stop on the way home for ice cream).
Activity	Reason for travel.
Worker	Worker status is as self-reported by each respondent age 16+. Full-time employment is considered as 35+ hours per week, while part-time employment is considered as less than 35 hours a week. The survey included questions to distinguish between those who reported they work for pay vs. those who volunteer.
Travel Mode	The vehicle(s) (or by foot) that a person uses to travel from one place to another.
Trip Length	The length of the trip in miles between the reported trip origin and destination. For vehicle trips, this is an approximate route distance (e.g., the most likely route a respondent may have taken to get to the beach). Due to survey limitations, walk and bike trip lengths reflect a straight-line or "crow flies" distance.
Trip Duration	The length of the trip in minutes, as reported by the respondent.
Place Type	A derived variable used to convey the population density, built form, and number of amenity options available at a specific destination or home location.

Following this introduction, daily travel in Oregon is explored across eight chapters.

- Chapter 1 presents a summary of general travel trends for a typical weekday – the overall number of trips, miles traveled, and reported travel times.
- Chapter 2 explores who is traveling through a presentation of travel at the person level, focusing on specific demographic groups.
- Chapter 3 looks at the reasons for travel by summarizing how daily activities shape the system usage.
- Chapter 4 answers the question of "how we travel" through an exploration of the survey results by travel mode.

- Chapter 5 introduces the concept of when travel takes place (time of day and day of week).
- Chapter 6 provides insights into how travel varies based on characteristics of the built environment in which it takes place.
- Chapter 7 summarizes these different aspects of travel in profiles statewide and for each Survey Region.
- Chapter 8 concludes the report by evaluating the results of the OHAS effort in light of emerging survey methods and technologies.

SURVEY CAVETS AND LOOKING AHEAD

The 2009-2011 OHAS was a comprehensive effort that provided significant details about how Oregon's transportation infrastructure is used. The survey methods, sampling, and post-processing of the data conformed to industry standards. These included the use of state-of-the-practice methods and technologies as well as stringent quality control checklists. While these all help to ensure that the survey results as discussed in this report are an accurate portrayal of daily travel, there are certain limitations that should be noted:

1. Participating households were randomly sampled from a list of residential addresses and contacted by mail and phone (where a phone number was available). As a result, daily travel by those Oregon residents living in group quarters (such as military personnel living on a base, students living in dormitories, and those in assisted living homes) is not captured in this survey.
2. The sample design focused on achieving specific goals with respect to geography, household size, and the number of household workers. Census data was used to create statistical weights to balance on other important demographic characteristics but lower participation rates by minorities and young adults, as well as small geographic areas, limit the extent to which their travel can be discussed in this report.
3. By design, the survey focused on documenting typical weekday travel when school is in session. This means that weekend, summer, and holiday travel details are missing from this report. In addition, since each survey region was studied for a specific time period and the households were assigned to specific days of week to record travel, it is not possible to understand seasonal or daily (weekday) differences in travel.
4. While the bulk of the travel patterns in this report remain stable today, smaller pockets of travel have emerged since the survey was conducted in 2009-2011 such as ride-hailing and bike- and car-sharing services.

More sophisticated survey technologies and methods are now available to help remedy these shortcomings. In particular, agencies today are migrating to a continuous survey design that can provide seasonal and weekend data (if desired) as well as collect data in "real time" as travel trends are emerging. These and other considerations for future surveys are described in more detail in Chapter 8 of this report.

CHAPTER 1

Daily Weekday Travel in Oregon

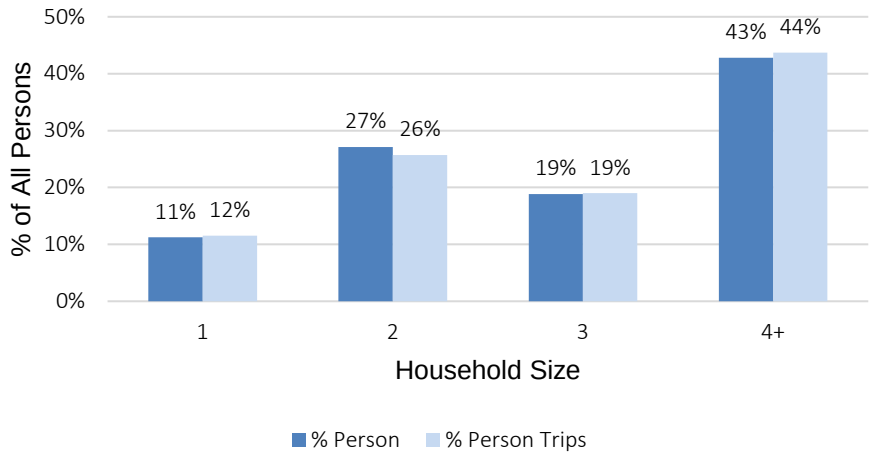
As the ninth largest state in the U.S. by area, Oregon's 98 million square miles of land area are supported by a transportation network comprised of 74 thousand roadway miles. When the survey results are weighted and expanded to represent the population, Oregonians are reported to make almost 14 million trips along those roadways, spending 4 million hours traveling 86 million miles to fulfill daily activities such as work, school, shopping, and recreational activities on a typical weekday in 2011. These trips vary based on demographic characteristics, the reasons for travel, and travel modes used. This chapter explores the general travel trends and variation in average daily weekday household travel in Oregon.

WHO IS TRAVELING

In 2011, Oregon's population was comprised of 1.5 million households and 3.7 million people. When combined across all household members, households reported making 8.9 daily weekday trips on average, spending a combined 3 hours a day (or 12% of their day) traveling a total of 61 miles across all household members. On a per capita basis, this equates to 3.7 person trips on a typical weekday, with each person traveling an average of 75 minutes and 26 miles across the entire day. Travel at the household level varies based on household size and the number of household workers, household vehicles, and children in the household. In addition, travel patterns vary based on household income. At the person level, travel varies based on gender, age, and worker status.

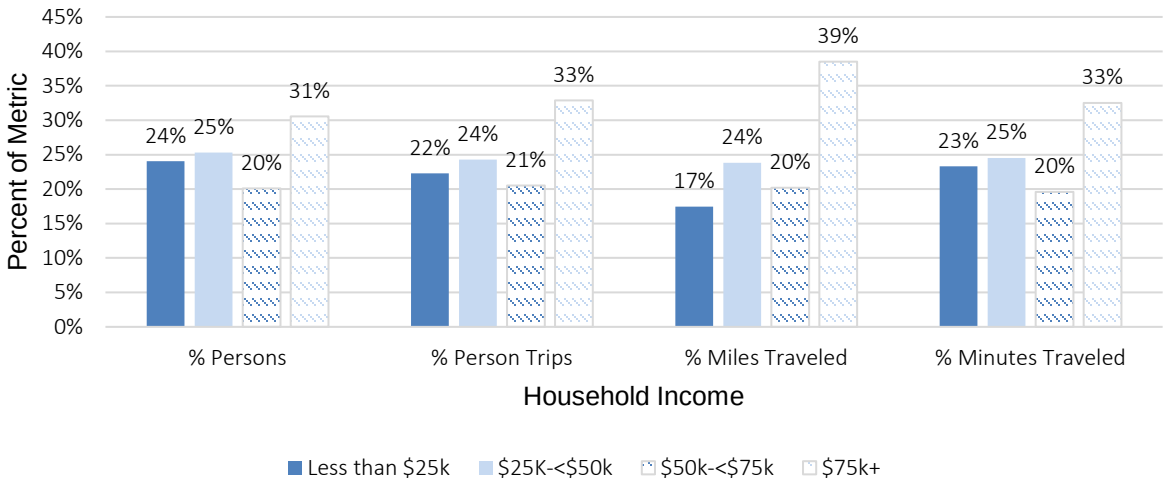
As to be expected, the average number of trips varies by household size, with persons living in 1-person households comprising the smallest proportion of the population and generating the lowest proportion of travel. As shown in Figure 1-1, large households (4 or more members) comprise 43% of the Oregon population and generate 44% of trips on a typical average weekday. Along the same lines, households with more workers, more children and more income also generate more travel.

Figure 1-1: Persons and Trips by Household Size



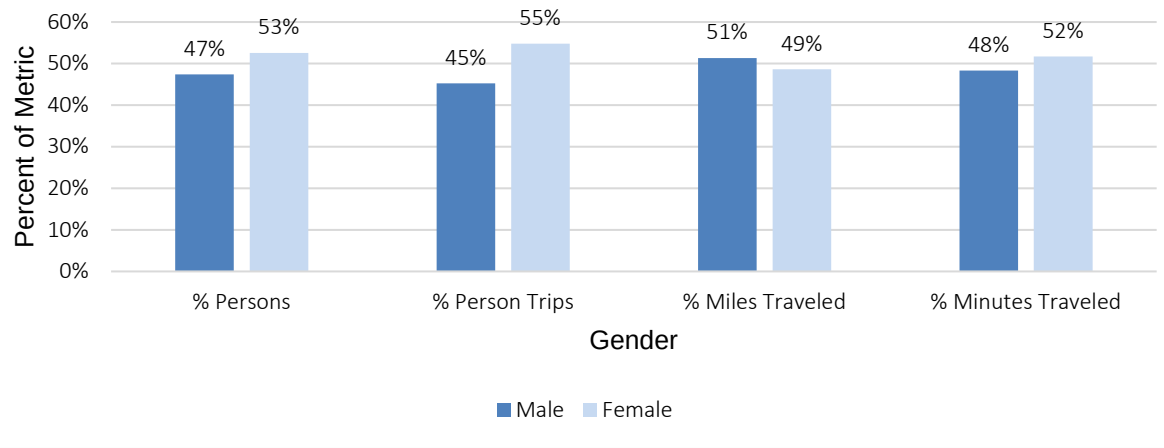
The per capita differences in travel based on household income are illustrated in Figure 1-2. If all persons, regardless of household income, travel the same then the proportions of persons, person trips, miles and minutes traveled per capita would generally show the same proportions. While the four measures show a similar pattern, the range is greater in the miles traveled. Specifically, persons living in households reporting an income of less than $25,000 report shorter-than-expected trips while those in households reporting incomes of $75,000 or greater reported traveling longer distances than expected.

Figure 1-2: Person Travel by Household Income



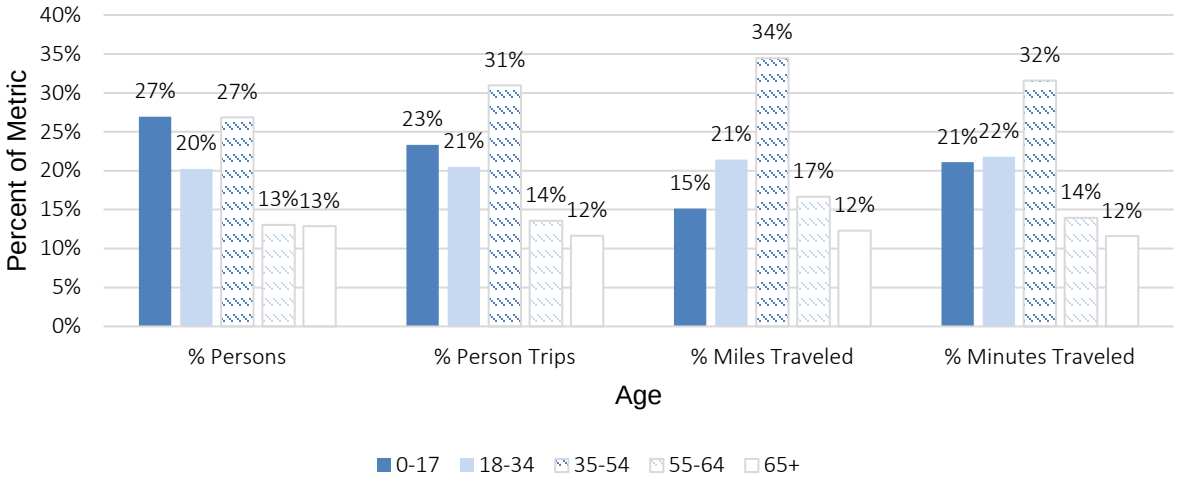
A large part of the differences among the households with respect to travel patterns can be explained by the gender, age and worker status of the household members. As illustrated in Figure 1-3, females comprise a slightly higher portion of the population and contribute more to overall number of trips and time spent traveling. However, males reported traveling more miles on an average daily weekday.

Figure 1-3: Person Travel by Gender



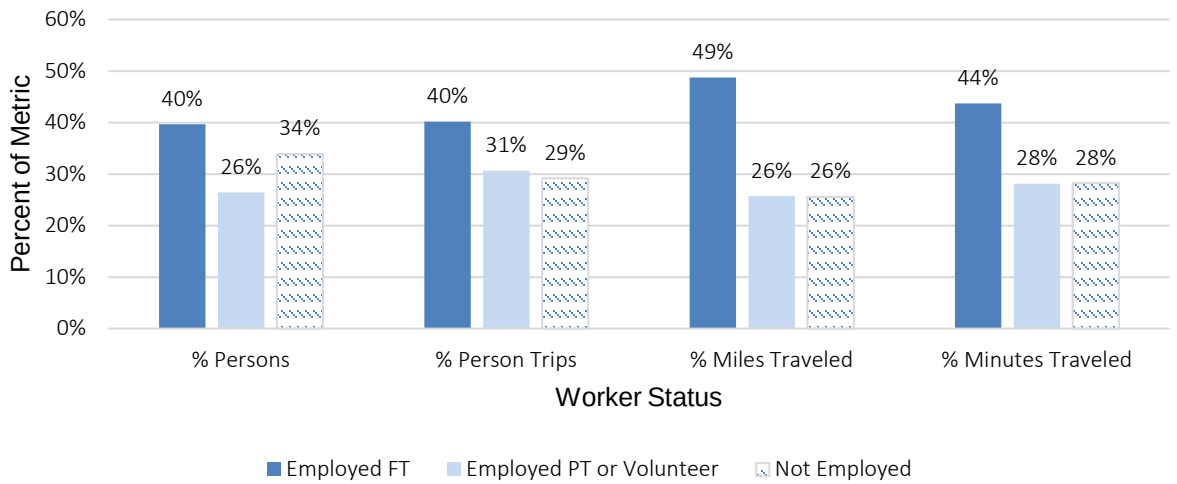
Oregonians ages 35 to 54 are the largest contributors to the volume of travel across the state, comprising 27% of the population but generating about one-third of the trips, miles and time spent traveling.

Figure 1-4: Person Travel by Age



Full-time workers report the largest travel footprint among those ages 16+. Not only do workers comprise the largest proportion of those ages 16+, full-time workers also report the most and longest trips in terms of both miles and minutes traveled.

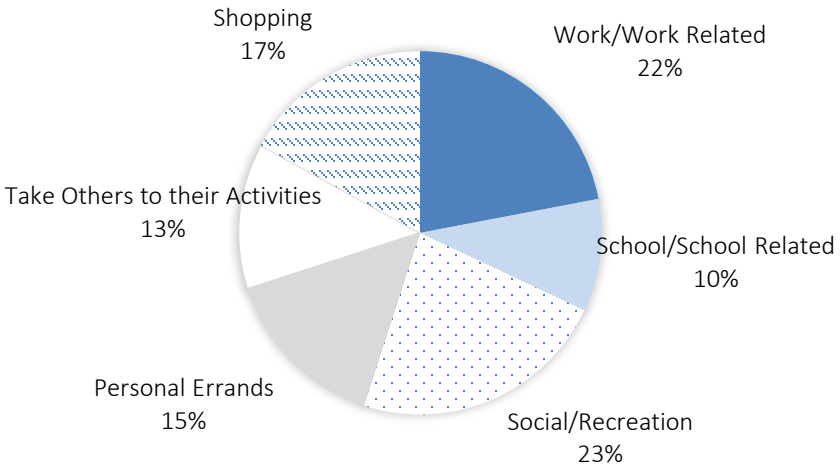
Figure 1-5: Person Travel by Worker Status



WHY WE TRAVEL

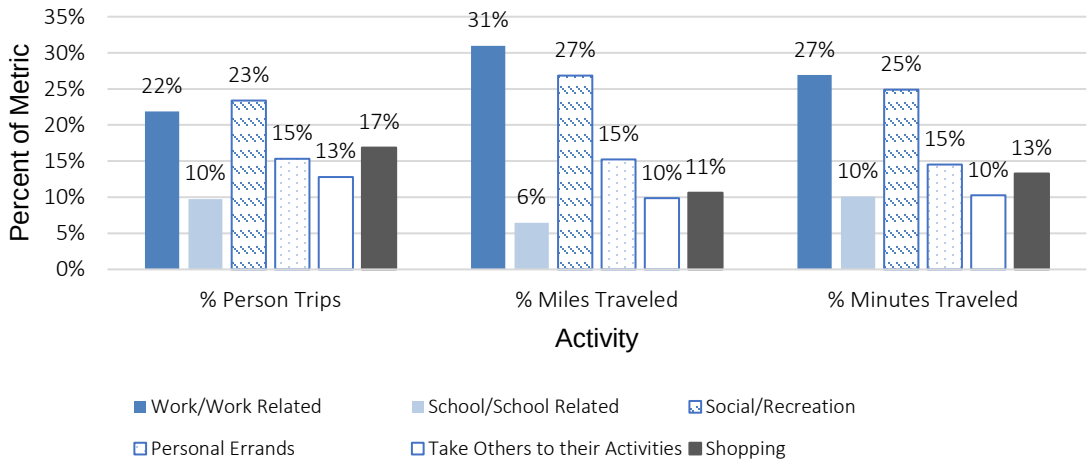
Work and recreational trips represent a large number of the daily trips made, with work and work-related activities comprising 22% of all trips made, as shown in Figure 1-6. An additional 10% of trips are for school or school-related activities. The remaining trips are made for social/ recreational activities (23%), personal errands (15%), transport others to their activities (13%) and shopping (17%).

Figure 1-6: Reasons Why We Travel



The length of trip, both in terms of distance and duration, varied based on the activity or reason for travel. As shown in Figure 1-7, Oregonians travel further for work and recreational activities than they do for all other purposes.

Figure 1-7: Travel Metrics by Activity



CHAPTER 1

HOW WE TRAVEL

Regardless of the reason for the travel, the majority of trips are made by auto. Of the 14 million trips made on a typical weekday in Oregon, 82% are auto trips. An additional 10% of trips are walk trips, 3% each are by bike and school bus and the remainder (2%) by transit. As to be expected, auto trips are the longest, comprising 94% of the 86 million miles traveled daily and 78% of the reported 4 million hours spent traveling.

Table 1-1: Travel Details by Travel Mode

Travel Mode	% Person Trips	% Miles Traveled	% Minutes Travel
Auto	82%	94%	78%
Walk	10%	1%	7%
Bike	3%	<1%	3%
Transit	2%	3%	7%
School Bus	3%	2%	5%

WHEN WE TRAVEL

At any given hour on the Oregon transportation network, residents are traveling for a variety of reasons. As shown in Figure 1-8 (next page), work and school trips patterns are the most easily discernable – peaking at 7 am. Trips for personal errands and shopping begin late morning and continue through early evening with shopping trips taking place later in the day (reflecting stops on the way home from work). Trips for social/recreation activities exhibit a strong evening peak. Trips to take others to their activities show morning and evening peaks.

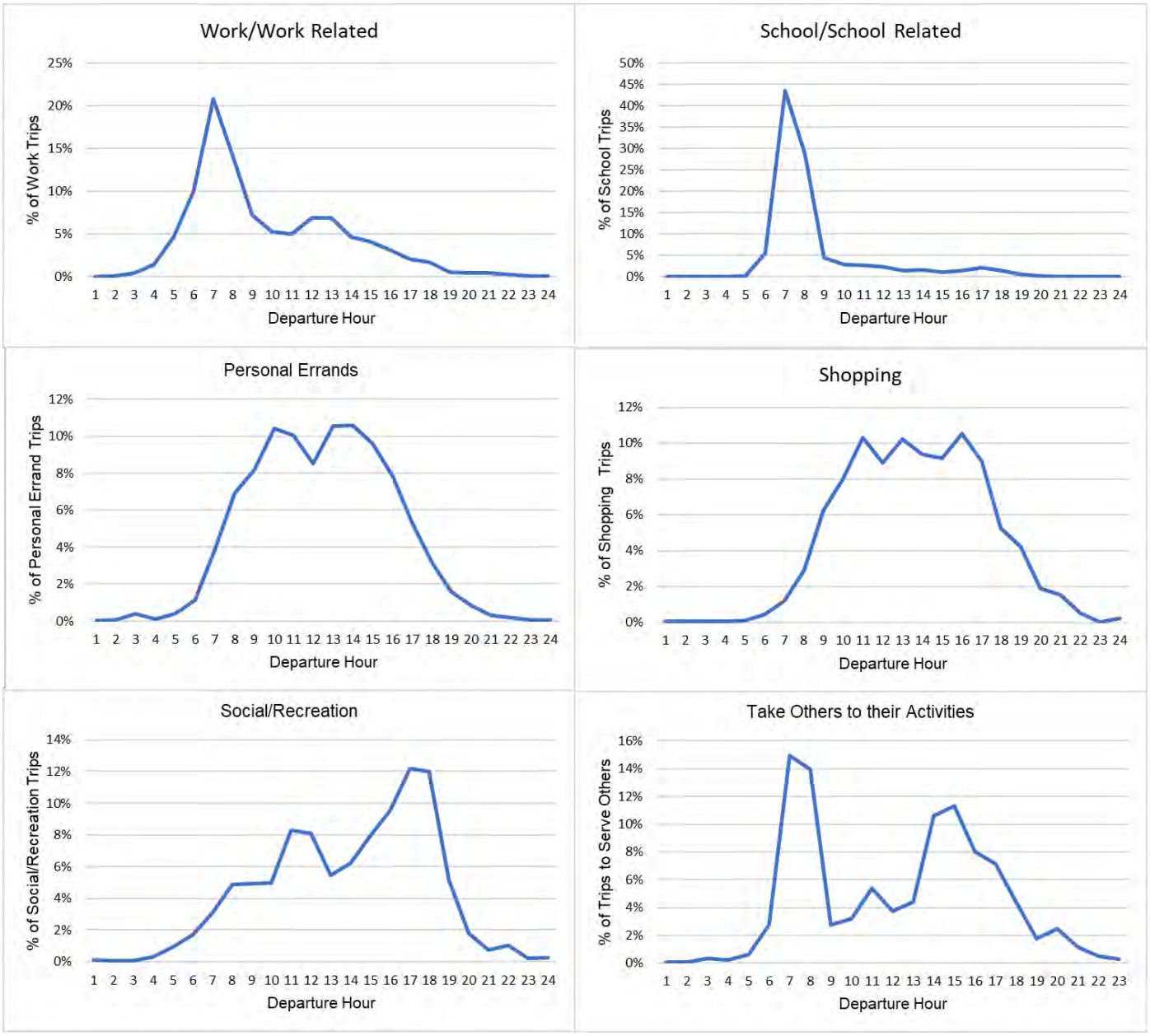
WHERE WE TRAVEL

"Place type" is a land-use descriptor developed by the Department of Land Use and Conservation (DLCD) and Oregon Department of Transportation (ODOT) to capture the neighborhood characteristics that influence transportation choices. Defined by a combination of both area type and development type, place types are data-driven descriptors of the travel environment, specifically residential and employment densities and transportation options (i.e., multi-modal and pedestrian-oriented facilities and transit service availability).[1]

This report uses nine place type categories, which are defined and explained in Chapter 6. Travel by place type varies significantly, with trip rates ranging from a low of 3.4 trips reported by those living in rural areas near major activity centers to a high of 4.1 trips reported by residents of the MPO Transit-Oriented Development (TOD) place type. With respect to daily trip miles, the range is from a low of 17 miles reported by residents of the MPO TOD place type to a high of 44 miles reported by those living in the rural place type.

[1] For details regarding the construction of the place type variable used throughout this report, see https://www.oregon.gov/ODOT/Planning/PTVSV/PlaceType_Flyer.pdf

Figure 1-8: Time of Day of Travel by Activity



CHAPTER 1

GENERAL CONCLUSIONS

On a typical weekday in 2010, Oregonians make almost 14 million trips, spending 4 million hours traveling 86 million miles to participate in a variety of activities. The characteristics of these trips vary based on who is traveling (with workers contributing the most to the daily weekday travel volumes). Work commute trips and trips for social/recreation activities tend to be longer than those all other purposes. The majority of trips are made by auto and vary by time of day and trip purpose and based on the density and activity opportunities in various place types across the state. In the next chapter, these core aspects of daily travel are further explored to provide a better understanding of how travel varies based on demographic characteristics.

CHAPTER 2

Who is traveling?

The average Oregon household surveyed[2] is comprised of 2.4 persons and owns 1.8 vehicles and 1.5 bicycles. These same households report an average of 8.9 average weekday trips covering 61 miles and taking 168 minutes to complete. This equates to 3.7 trips per person, averaging 26 miles per day and each person spending 75 minutes per day traveling to various activities.

Reminder: Time spent traveling was self-reported and respondents often "rounded up."

The actual travel patterns vary based on where the household is located. As shown in Table 2-1, households in the Salem/Keizer survey region report the highest level of trip making at 9.5 trips per day while those in ODOT Region 3 and Central Lane reported the lowest rate of 8.6 trips per day. With respect to distance traveled and the amount of time spent traveling on a typical weekday, the lowest levels of travel is by households in the Medford survey region who report traveling an average of 41 miles over 128 minutes on a typical weekday. The highest levels of miles traveled are reported by households in ODOT Region 4, while households in ODOT Region 2 and the Salem/Keizer survey region report the longest trip durations. As a reminder, a survey region map is included in the Introduction to this report.

Table 2-1: Household Trip Rates by Survey Region

Survey Region	Household Trips		Daily Trip Miles	Daily Travel Time (minutes)
	Sum (000)	Mean	Mean	Mean
ODOT Region 2	283	9.0	73	178
ODOT Region 3*	132	8.6	75	166
ODOT Region 4	91	9.3	77	168
ODOT Region 5	68	9.2	62	151
ODOT Region 1/ Portland***	642	8.8	56	175
Central Lane	105	8.6	44	143
Salem/Keizer	89	9.5	58	178
Medford/Rogue Valley	68	9.1	41	128
Bend	40	9.3	48	149
Statewide Total	1,519	8.9	61	168

See Introduction for a map of Survey Regions. *Corvallis and Albany metropolitan areas included in ODOT Region 2. **Grants Pass included in ODOT Region 3. ***Defined as Clackamas, Multnomah, and Washington counties.

[2] All demographic characteristics summarized in this report reflect those of survey respondents across the 2009-2011 survey time period. These characteristics may differ from other publicly available descriptions of Oregon residents.

CHAPTER 2

HOUSEHOLDS

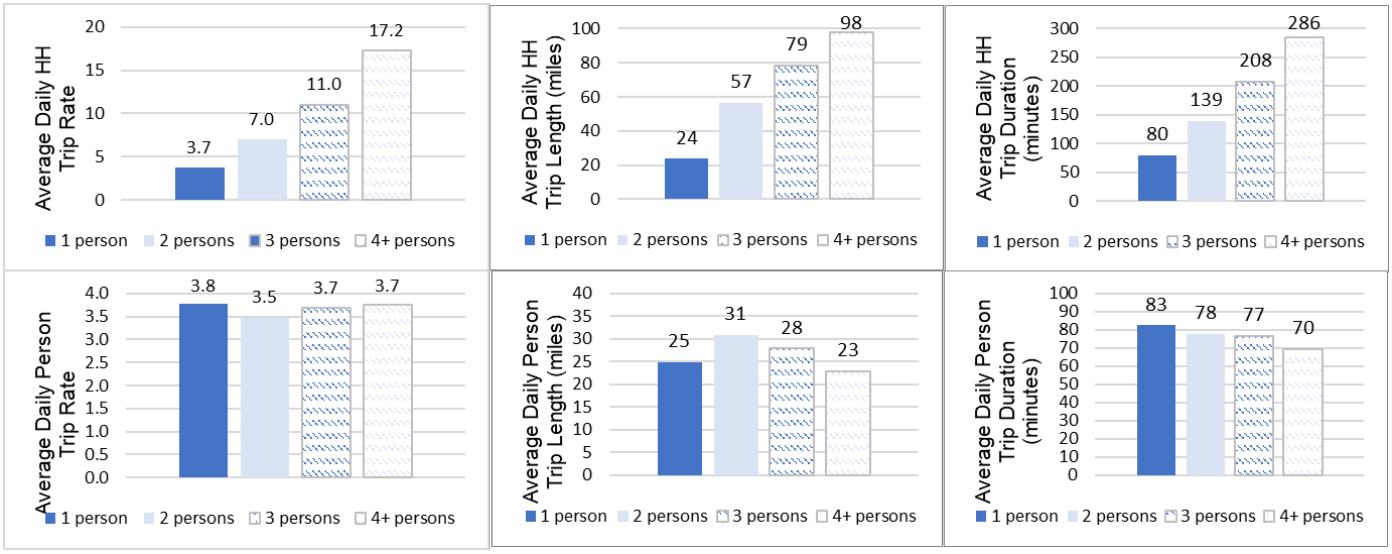
The average daily number of weekday trips increases as household size increases (which is to be expected). 1-person households report 3.7 daily trips, while 4+ person households report 17.3 trips. Similarly, the distance and time spent traveling increases as the household size increases. As indicated in Figure 2-1, the average daily weekday trip distances and time spent traveling doubles between 1- and 2-person households (24 miles and 57 miles, and 80 and 139 minutes traveled, respectively), but then reflects a more moderate increase for 3- and 4+ person households.

Residential Sample

The Oregon Household Activity Survey was based on a sample of residential addresses. As such, daily travel by those Oregon residents living in group quarters (such as military personnel living on a base, students living in dormitories, and those in assisted living homes) is not captured in this survey.

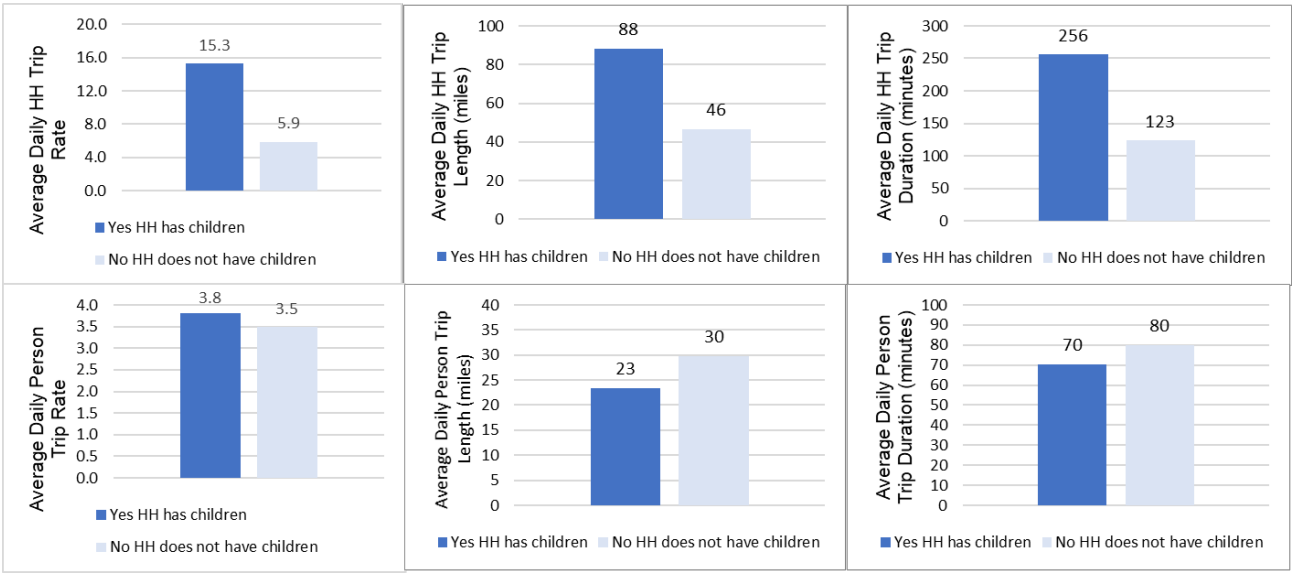
On a per person basis, the average daily person trip rate does not vary that much across the different household size categories: persons living in a 1-person household report 3.8 trips per day as compared to 3.5 trips for those living in 2-person households and 3.7 trips for those living in households with 3 or more members. However, the per person length of the trip does vary by both distance and duration, with those living in 2-person households reporting traveling the longest distances in a day and those living 4+ person households reporting the shortest trips in terms of both distance and time.

Figure 2-1: Travel Metrics by HH Size



Average daily weekday travel patterns vary based on the type of household traveling. Households with children tend to make three times the number of trips on average as compared to households without children, with the former spending twice as long traveling in terms of both distance and time (see Figure 2-2). At a per person level, the differences are not as dramatic: persons living in households with children have a slightly higher person trip rate and report shorter daily travel in terms of both time and distance.

Figure 2-2: Travel Metrics by Presence of Children



Most of the survey participants (55%) report owning their home and most (71%) report living in a single-family dwelling. As indicated in Table 2-2, respondents living in single-family dwellings and those who own their home report similar travel patterns. Those who rent and/or live in non-single-family dwellings report slightly lower person trip rates and trip lengths. Those living in non-single-family dwellings report spending the most time traveling at 77 minutes daily, despite having the lowest trip miles.

Table 2-2: Travel Metrics by Home Ownership and Residence Type

		Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Home Ownership Status	Owns Home	3.8	29	74
	Does Not Own Home	3.5	22	75
Residence Type	Single Family Dwelling	3.7	28	73
	Other Type of Residence	3.5	21	77

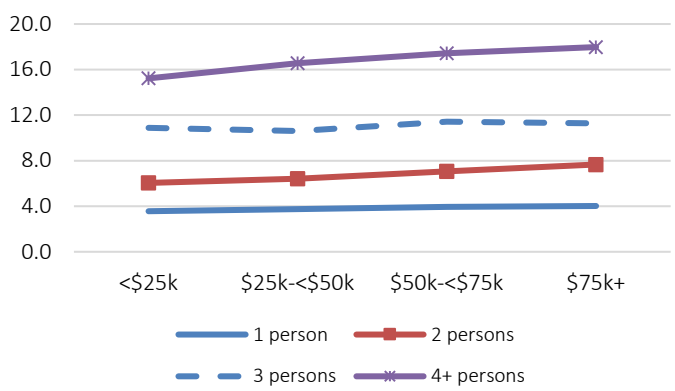
Household income is a key explanatory variable for understanding travel patterns. As shown in Table 2-3, persons in households with incomes over $75,000 generate one-half trip more than those living in households under $25,000 (3.9 and 3.4, respectively). Trip miles traveled increases as income increases, but daily trip duration remains fairly constant – all households face the same daily 24-hour time budgets.

Table 2-3: Travel Metrics by Household Income

Household income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.4	20	76
$25k-<$50k	3.5	25	73
$50k-<$75k	3.7	26	72
$75k+	3.9	31	76

Overall, at the household level, when considering both household size and reported income, the average daily weekday household trip rate remains fairly steady. As shown in Figure 2-3, the greatest variation in travel by income groups is with large 4+ person households, where rates ranged from 15.2 to 18.0 daily trips.

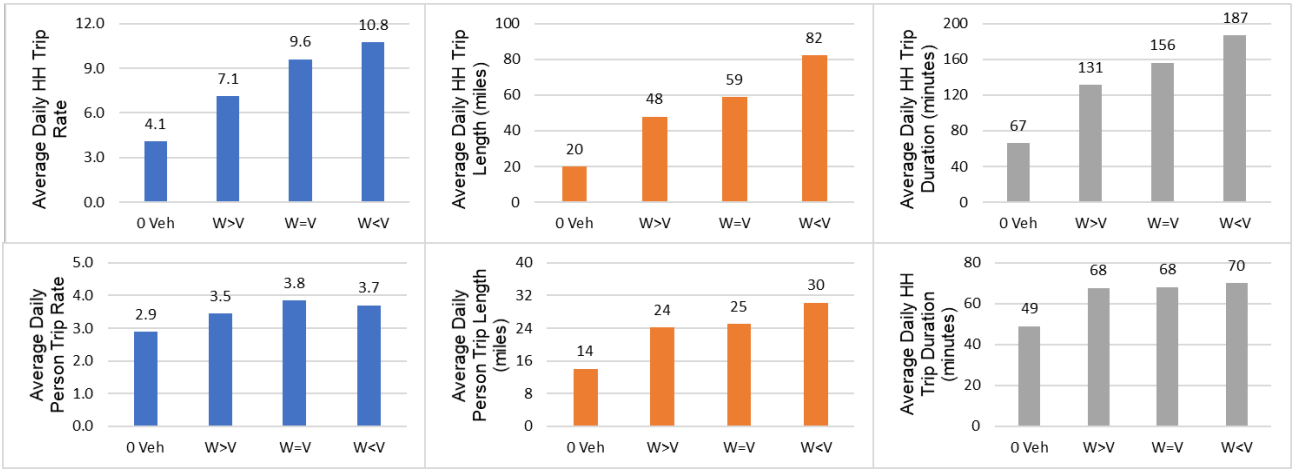
Figure 2-3: HH Trips by Size and Income



Another measure of household status considers the ratio of household vehicles to household workers. Households where each worker has access to at least one vehicle report different travel patterns than those households with a ratio of less than one vehicle per worker. Note that this metric does not differentiate between those households who own fewer autos by choice vs. circumstances.

Travel metrics for four categories of vehicle availability are shown in Figure 2-4, at both the household and person levels. Vehicle availability is presented in four categories: (1) households reporting zero vehicles ("0 Veh"), (2) more workers than vehicles ("W>V"), (3) equal number of workers and vehicles ("W=V"), and (4) fewer workers than vehicles ("W<V"). As indicated in Figure 2-4, mobility levels are lowest for zero-vehicle households, and when travel takes place, the travel is shorter in terms of both distance and duration. For households with vehicles, the trip rates for households reporting more workers than vehicles ("W>V") are lower than those reporting equal or lower ratios of workers to vehicles (W=V" and "W<V"). Daily trip length and duration were highest for households with were fewer workers than vehicles.

Figure 2-4: Travel Metrics by Vehicle Availability



CHAPTER 2

HOUSEHOLD MEMBERS

The average household member reports 3.7 trips on a typical weekday, traveling 26 miles and spending 75 minutes doing so. Men report fewer trips on average (3.5 trips) but travel more miles daily and spend more time doing so (28 miles and 76 minutes).

Table 2-4: Travel Metrics by Gender

Gender	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Male	3.5	28	76
Female	3.8	24	73
Overall Avg	3.7	26	75

Children (ages 0-17) report the lowest levels of average weekday travel, while those ages 35 to 54 report the most trips and the longest trip durations, as indicated in Table 2-5. Those ages 18-34 report an average of 3.7 daily weekday trips traveling 28 miles across 79 minutes on a typical weekday. This compares to the elderly (ages 65+) who report an average of 3.3 trips, traveling 28 miles as well but across 77 minutes.

Table 2-5: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.2	14	57
18-34	3.7	28	79
35-54	4.2	32	85
55-64	3.8	33	80
65+	3.3	28	77
Overall Avg	3.7	26	75

Workers

Forty percent of household members age 16+ report that they work full-time (35 hours or more), while 26% report they are employed part-time or volunteer on a regular basis. The remaining respondents in this age group indicate they are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (56%), as compared to 43% of those ages 55-64 and 9% of those ages 65-74.

The proportion of workers in the OHAS data approximates the 2011 Oregon Labor Participation Rate

Table 2-6: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	42%	56%	43%	9%	2%	40%
Employed PT or Volunteer	20%	30%	24%	26%	32%	23%	26%
Not Employed	80%	28%	20%	31%	58%	75%	34%
Total	100%	100%	100%	100%	100%	100%	100%

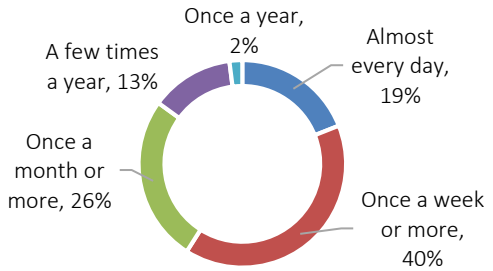
As part of the survey, workers were asked for details about their jobs. Full-time workers (defined in this report as working 35+ hours per week) report working an average of 43.6 hours over a 5-day work-

week while part-time/volunteer workers spend an average of 20.5 hours working over a 3-day work-week. The average number of jobs held is 1.1 across both worker categories. A majority of workers who participated in the survey work in the service industry (49% of those employed full-time and 66% of those working part-time or in volunteer positions).

Respondents were asked the extent to which they had flexibility in terms of their work start time. Most workers report having full (27%) or some (43%) flexibility in their work schedule. Only 30% of respondents report having no flexibility in their work schedule. In addition, one in four (26%) of all workers indicate that their job requires them to have a personal vehicle available. These two aspects (flexibility in work schedule and required to have vehicle available) help to explain the extent to which workers can adjust what time they leave for work and how they travel to work and are important metrics to monitor with respect to goals for reduced vehicle miles traveled. Two related metrics in terms of commute mode choice are the proportion of workers who state that their employers provide free parking (82%) and free transit passes (7%). It is important to note that this is what the employee reports and may not reflect where an employer has a related program that the employee does not know about.

Thirteen percent of workers report their employers permit teleworking, where teleworking is defined as working from home in lieu of a commute (not working from home then going into the office on the same day). As shown in Figure 2-5, of those workers eligible to telework, 40% do so at least once a week, 26% do so at least once a month, 19% report teleworking almost every day and the remaining 15% report only teleworking a few times a year at most.

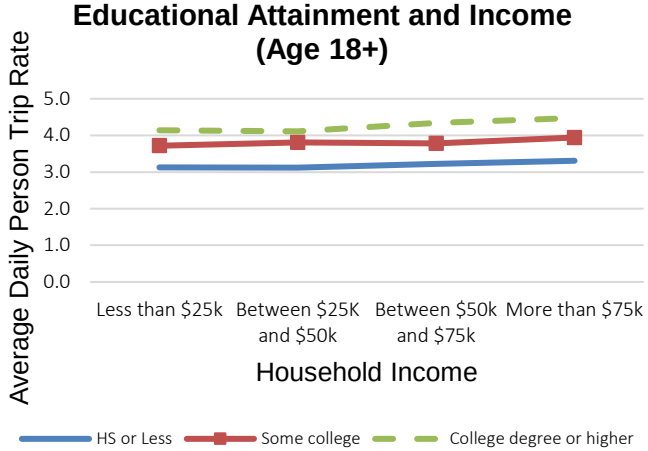
Figure 2-5: Frequency of Telework in Lieu of Commute



Educational Attainment

One-fourth of adult survey participants report having a high school education or less (27%), while 31% reported having some college. The remaining 42% of respondents report having a college degree or higher. As indicated in Figure 2-6, the level of trip-making increases as the level of education increases, with those having a high school diploma or less reporting the lowest levels of trip making. Within educational group, those with a high school degree or lower remain fairly stable across income groups, while trip rates show slight increases across income with each of the other education groups.

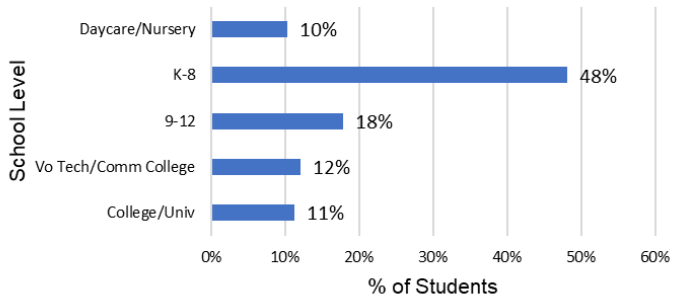
Figure 2-6: Average Daily Travel by Educational Attainment and Income (Age 18+)



Current students

One-fourth of surveyed persons (28%) are currently students. Most (82%) report they are full-time students. The distribution of students by current level of school attended is shown in Figure 2-7. Most of the current students are in K-8 (48%) or 9-12 grades (18%).

Figure 2-7: School Level of Current Students



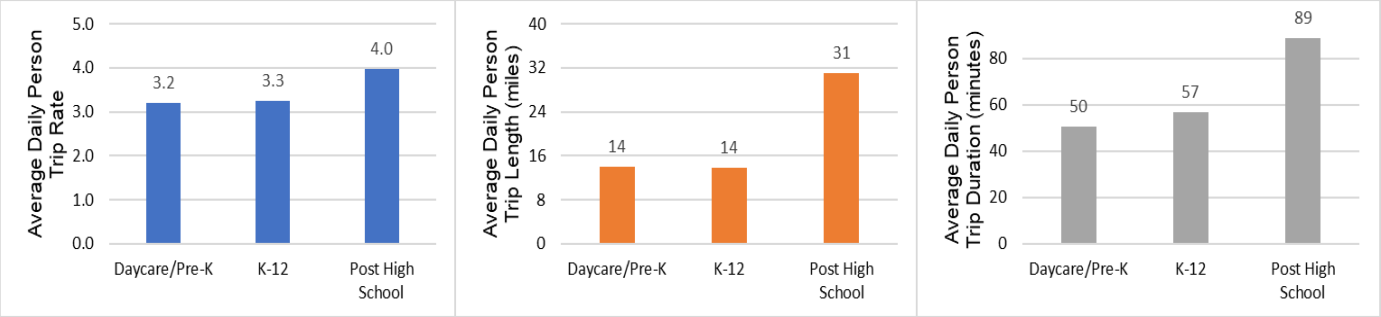
The typical mode to school varies based on the type of school attended. The majority of children in daycare travel to school by auto. Students in grades K-8 report almost equal levels of traveling to school by auto-passenger and school bus, with one in five walking to school. Similar mode usage was reported by those attending 9-12 grades. Students attending vocational or community college report the highest levels of auto-driver (72%), while those attending college report a greater variety of mode usage.

Table 2-7: Typical Mode to School by Student Status

	Daycare/ Nursery	K-8	9-12	VoTech/Comm College	College/Univ
School Bus	10%	35%	28%	0%	0%
Transit	1%	1%	8%	10%	18%
Walk	7%	19%	20%	3%	13%
Bike	1%	3%	4%	3%	12%
Auto-Drive	0%	0%	14%	72%	36%
Auto-Passenger	79%	36%	24%	6%	1%
Home-schooled	2%	6%	3%	6%	20%
Total	100%	100%	100%	100%	100%

Children in daycare and Pre-K report the same level of trip-making as those attending K-12. Students attending any type of college or trade school report more trips that are longer in terms of both length and duration.

Figure 2-8: Travel Metrics by Student Type



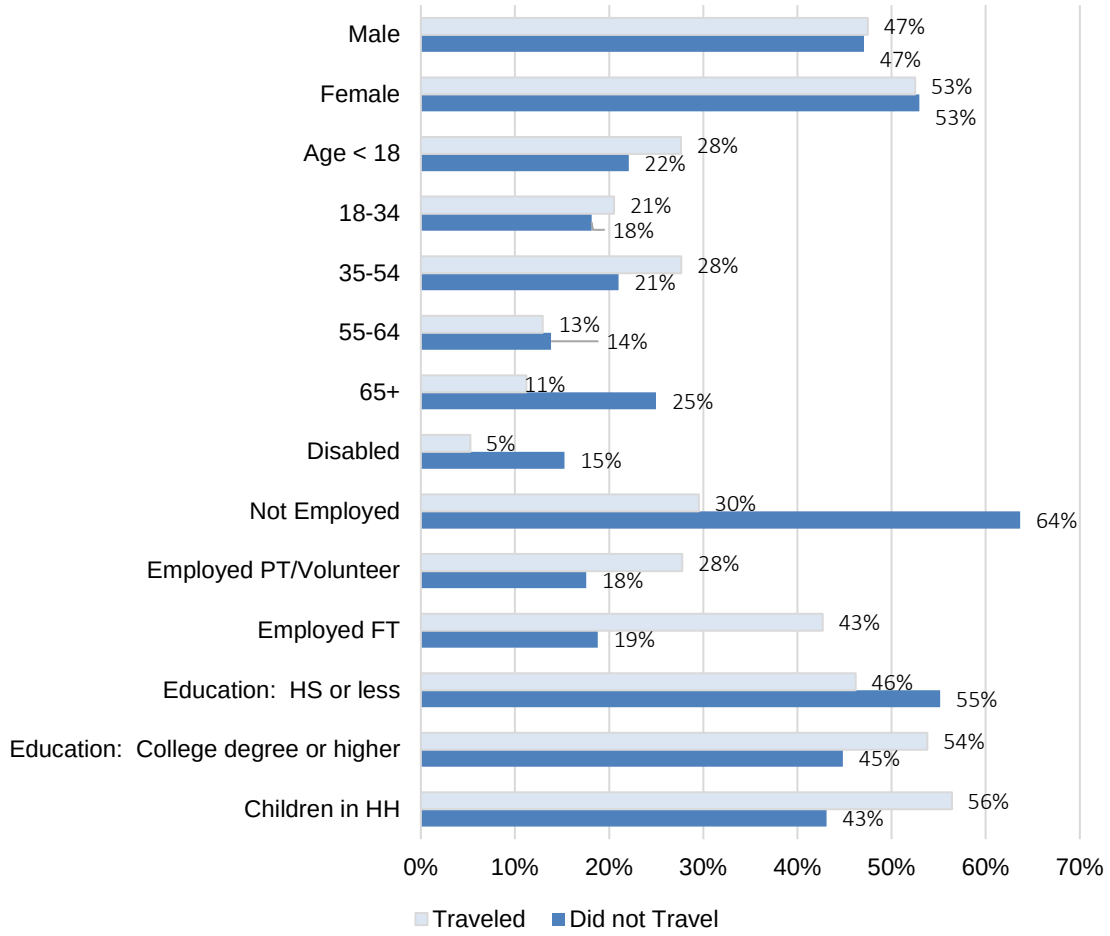
People who do not travel

Whether the non-travel occurred by choice or due to circumstances, it is important to remember that not everyone travels on a typical weekday. The survey results show that on any given weekday, about 12% of Oregon residents report no travel. Reasons for non-travel include: telecommuting/day off (33%); sick or taking care of others who were sick (21%); homebound due to old age or disability (12%); and being out-of-state on the assigned travel day (4%) The remaining 30% of non-travelers did not report a specific reason for their non-travel.

The differences between Travelers and Non-Travelers is shown in Figure 2-9. The main differences include:

- Non-travelers are more likely to be elderly (age 65+), disabled or not employed.
- Travelers are more likely to be employed, with a college level education (or higher) and have children in the household.

Figure 2-9: Characteristics by Travel Status



CHAPTER 3

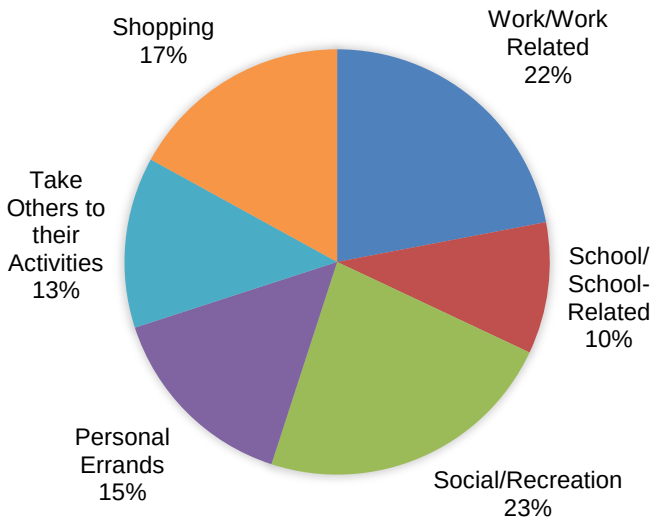
Why do we travel?

With very few exceptions, travel is simply a mechanism that allows us to participate in daily activities. Some of our daily activities are structured in that we are required to be at certain places at set times (like work or school). Other activities are flexible in nature and can be scheduled, rescheduled, or take place on the spur of a moment, such as going out to eat or getting together with friends. Some trips are scheduled to avoid traffic, others take place because we take children to their events or because we need groceries. The factors that influence where and how we structure our activities (and thus our travel) on a typical weekday vary based on where we live geographically, who we are demographically, and what resources we have available to us.

Ultimately, policy decisions regarding transportation investments influence daily travel patterns as well. The decisions to modify bus routes or adjust signal timing to ease peak period traffic combined with employer decisions to offer parking, flexible work shifts, or telework options impact how we organize our daily activities, which then shapes our travel patterns. An understanding of activities taking place on a typical weekday can help guide planners and decision makers in setting priorities and related policies. To link why we travel with how we travel, the Oregon Household Activity Survey asked participating households to have all members record all activities and related travel for an assigned 24-hour period. Respondents used travel logs to detail their activities, where those activities took place, and the time spent at each location. The reporting of activities was organized into six categories, illustrated in Figure 3-1, for purposes of reporting and discussion here:

1. Work/Work-related[3]
2. School/School-related[4]
3. Social and Recreational
4. Personal Errands (personal business, chores, medical appointments, etc.)
5. Taking Others to their Activities, and
6. Shopping.

Figure 3-1: Reasons for Travel



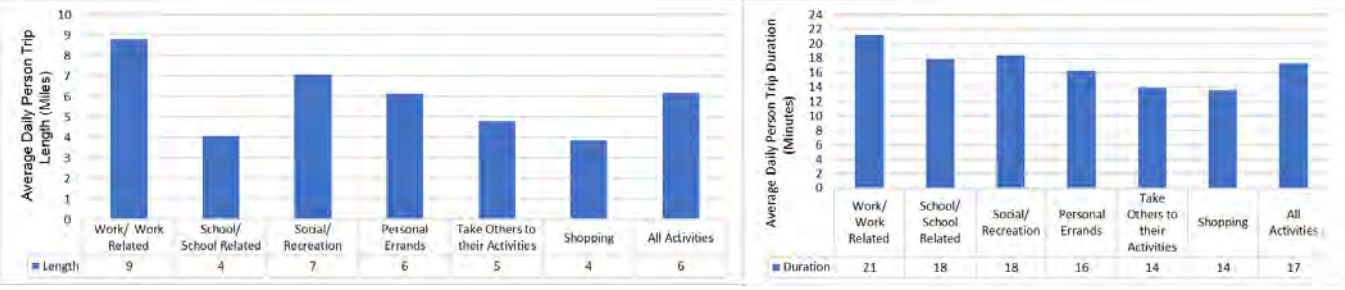
Average trip distance and duration for each activity are shown in Figure 3-2. As indicated therein, trips for work tend to be the longest in terms of both distance (9 miles) and duration

[3] Work/Work-related travel includes travel to go to work (the typical morning commute) as well as travel made during the day where the person returned to work after lunch or after other activities such as meetings or personal errands.

[4] School/School Related includes travel to go to school as well as school-related travel such as field trips, school-sponsored sporting events, etc.

(21 minutes). The shortest trips in length are for school and shopping, while the shortest trips in duration are for taking others to their activities and for shopping.

Figure 3-2: Travel Metrics by Activity



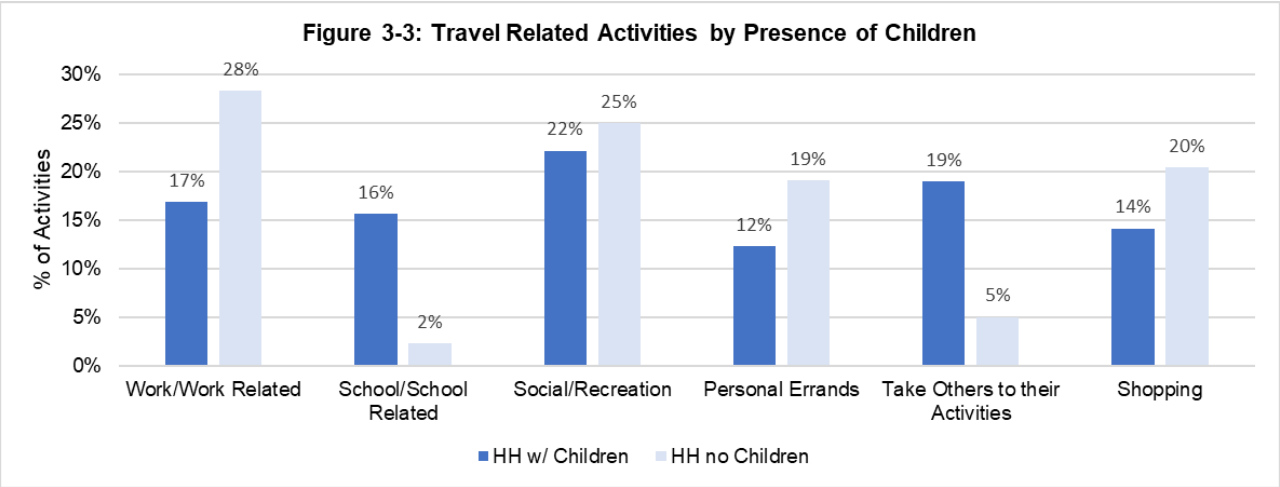
The distribution of daily activities is fairly consistent across the state. As indicated in Table 3-1, residents in the non-metropolitan ODOT Regions (which tend to be smaller cities and more rural in nature) report a higher level of personal errands and shopping on a typical weekday as compared to those living in more metropolitan areas.

Table 3-1: Travel Related Activities by Survey Region

	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Take Others to their Activities	Shopping	Total
ODOT Region 2*	21%	10%	22%	17%	11%	19%	100%
ODOT Region 3**	21%	6%	22%	18%	11%	22%	100%
ODOT Region 4	20%	8%	23%	19%	12%	19%	100%
ODOT Region 5	23%	10%	20%	21%	12%	15%	100%
ODOT Region 1/Portland	23%	10%	26%	13%	13%	15%	100%
Central Lane	21%	11%	19%	14%	17%	18%	100%
Salem/Keizer	22%	11%	20%	13%	17%	17%	100%
Medford	21%	9%	23%	16%	12%	19%	100%
Bend	22%	10%	24%	15%	14%	15%	100%
Statewide	22%	10%	23%	15%	13%	17%	100%

See Introduction for a map of Survey Regions. *Corvallis and Albany metropolitan areas included in ODOT Region 2. **Grants Pass included in ODOT Region 3. ***Defined as Clackamas, Multnomah, and Washington counties.

As to be expected, travel related-activities vary based on whether children are in the household. Figure 3-3 illustrates the differences in daily weekday activities for people living in households with and without children. Those living in households with children report more school trips (16% as compared to 2% respectively) and fewer work trips (17% as compared to 28% respectively). This group also reports fewer trips for shopping or personal errands but almost four times as many trips for taking others to their activities.



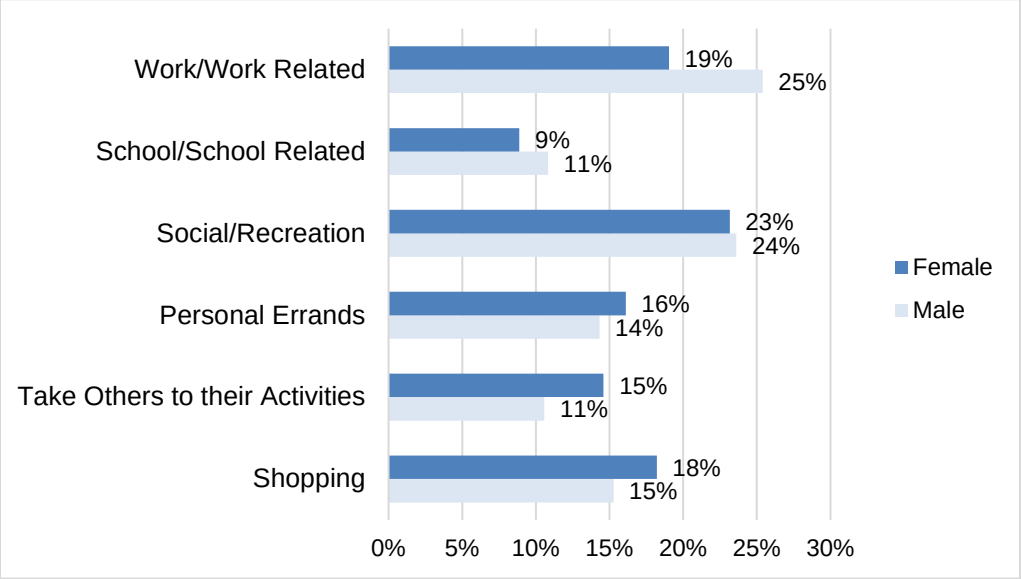
Travel patterns also vary based on the level of vehicle-availability for the workers in the household. As indicated in Table 3-2, respondents living in zero-vehicle households report a similar proportion of activities as those with more workers than vehicles, with the exception of trips to take others to their activities (4% vs. 11%). Respondents where there is an equal or greater ratio of workers to vehicles exhibit similar trends in the proportions of activities reported.

Table 3-2: Travel Related Activities by Auto Availability

	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Take Others to their Activities	Shopping	Total
Zero Vehicle HH	19%	8%	27%	17%	4%	25%	100%
Workers>Vehicles	14%	7%	26%	20%	11%	21%	100%
Workers=Vehicles	25%	11%	22%	13%	14%	16%	100%
Workers < Vehicles	23%	10%	23%	16%	14%	15%	100%

Figure 3-4 illustrates travel-related activities vary based on gender, with males reporting a higher proportion of work-related travel and females reporting more trips to take others to their activities. While males and females spend about the same amount of time traveling (18 minutes on average), men's trips to work take about 24 minutes as compared to women's trips at 19 minutes.

Figure 3-4: Travel Related Activities by Gender



As expected, travel for those ages 0-17 centers around school and social/recreational activities (see Table 3-3). School related activities decline for each successive age group, while the proportion of trips for personal errands and shopping increases with age.

Table 3-3: Travel Related Activities by Age Group

Age	Activity						Total
	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Others to their Activities	Shopping	
0-17	0%	37%	27%	11%	13%	12%	100%
18-34	29%	7%	22%	13%	14%	15%	100%
35-54	32%	1%	20%	14%	17%	16%	100%
55-64	30%	0%	23%	19%	7%	21%	100%
65-74	15%	0%	28%	24%	6%	27%	100%
75+	9%	0%	29%	30%	5%	27%	100%

The proportions of weekday activities vary based on worker status (Table 3-4). Half of all typical weekday trips reported by full-time workers are work-related, as compared to 26% of trips for part-time workers. Conversely, discretionary trips for social/recreation, personal business, and shopping increase as the hours worked decreases. Interestingly, travel to take others to their activities remained at about the same level regardless of worker status, ranging from 11% to 14% of travel across each worker category.

Table 3-4: Travel-Related Activities by Worker Status

Worker Status	Activity						
	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Take Others to their Activities	Shopping	Total
Employed FT	47%	1%	19%	11%	11%	12%	100%
Employed PT or Volunteer	26%	4%	22%	16%	14%	18%	100%
Not Employed	0%	8%	28%	25%	12%	27%	100%

The reasons for travel vary based on a person's disability status, as reported in Table 3-5. For survey respondents who report a disability, most trips (28%) are for personal errands (which includes medical appointments), with an additional 25% of trips each for social/recreational and shopping purposes. Those respondents not reporting a disability have higher levels of travel for work and school activities, as well as to take others to their activities.

Table 3-5: Travel-Related Activities by Disability Status

Disabled	Activity						
	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Others to their Activities	Shopping	Total
Yes	11%	3%	25%	28%	8%	25%	100%
No	23%	10%	23%	15%	13%	16%	100%

CHAPTER 4

How do we travel?

Of the 14 million person trips made on a typical weekday in Oregon, 82% are auto trips. An additional 10% of trips are walk trips and 3% of trips each are by transit and school bus with the remaining 2% made by bicycle. As to be expected, auto trips are the longest, comprising 94% of the 86 million miles traveled daily and 78% of the reported 4 million hours spent traveling (Table 4-1).

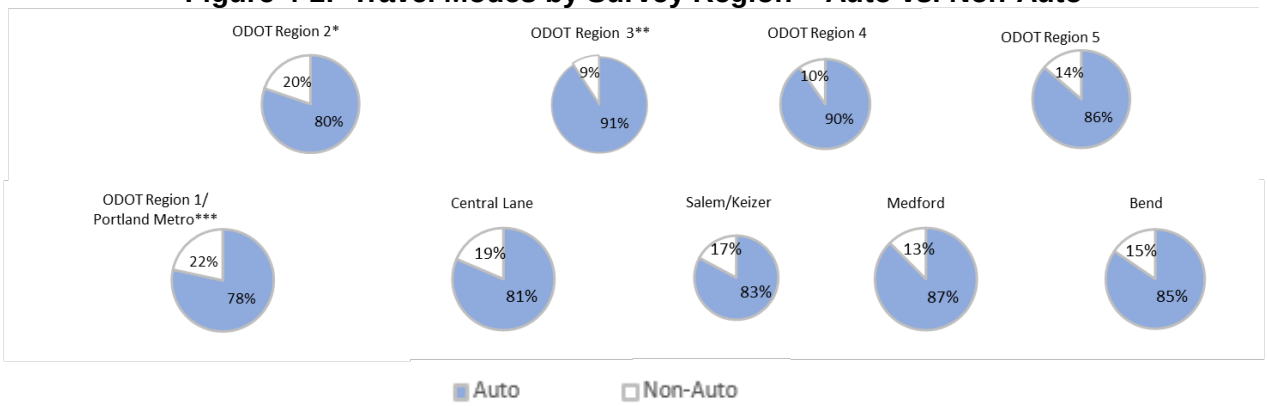
Table 4-1: Travel Metrics by Travel Mode

Travel Mode	% Person Trips	% Miles Traveled	% Minutes Traveled
Walk	10%	1%	7%
Bike	2%	<1%	3%
Auto	82%	94%	78%
Transit	3%	3%	7%
School Bus	3%	2%	5%

Two-thirds of all adult travelers report that there are no alternative modes to make their trip – this proportion is higher for those traveling by auto and transit than those traveling by all other modes.

While auto travel is the dominant mode across the state, residents report more non-auto travel (particularly walk, bike, and transit) in the higher-density metropolitan areas (Figure 4-1).

Figure 4-1: Travel Modes by Survey Region – Auto vs. Non-Auto



See Introduction for a map of Survey Regions. *Corvallis and Albany metropolitan areas included in ODOT Region 2. **Grants Pass included in ODOT Region 3. ***Defined as Clackamas, Multnomah, and Washington counties.

In a region where most travel takes place by auto, a common question is "what about people who do not own a car?" Table 4-2 reveals adult travelers living in 0-vehicle households report a significantly different way of getting around as compared to adults in 1+-vehicle households:

- Adults in 0-vehicle households report traveling primarily by walk, transit or as an auto-passenger.
- Less than one in ten trips made by adults in 0-vehicle households (9%) are as auto-drivers, with those trips made in borrowed or company-owned vehicles.

A second group that also shows different travel patterns are adults that live in households with more workers than vehicles. These adults tend to report a lower level of auto-driver trips and higher auto-passenger trips compared to households with more equal ratios of workers to household vehicles.

Table 4-2: Travel Mode by Auto Availability for Adults

Auto Availability	Travel Mode					Total
	Auto-Driver	Auto-Passenger	Walk	Bike	Transit	
Zero Vehicle Households	9%	26%	34%	5%	25%	100%
Workers>Vehicles	64%	19%	9%	4%	3%	100%
Workers=Vehicles	77%	10%	8%	3%	2%	100%
Workers<Vehicles	83%	10%	5%	1%	1%	100%
All Adult Travelers	73%	13%	8%	3%	3%	100%

As to be expected, most children travel as auto-passengers (65%), walk (15%), or take the school bus (14%). Young adults (ages 18 to 34) report making majority of their trips (66%) trips by driving, as auto passengers (15%), or by walking (12%). The survey results also reflect a shift in travel mode for the elderly, with a slight decline in driving and an increase in auto-passenger trips after age 65 (Table 4-3).

Table 4-3: Travel Mode by Age

Age Groups	Travel Mode						Total
	Auto-Driver	Auto-Passenger	Walk	Bike	School Bus	Transit	
0-17	3%	65%	15%	2%	14%	2%	100%
18-34	66%	15%	12%	3%	0%	4%	100%
35-54	77%	9%	8%	3%	0%	3%	100%
55-64	79%	11%	6%	2%	0%	2%	100%
65+	73%	17%	6%	1%	0%	2%	100%

Adults who work, either full-time or part-time, report a higher level of auto-driver trips than those who are not employed (79%, 73%, and 63% respectively). Conversely, those who are not employed report more walk (11%) and transit (4%) trips (Table 4-4).

Table 4-4: Travel Mode by Worker Status

Worker Status	Travel Mode					Total
	Auto-Driver	Auto-Passenger	Walk	Bike	Transit	
Employed FT	79%	8%	7%	3%	3%	100%
Employed PT or Volunteer	73%	12%	9%	3%	3%	100%
Not Employed	63%	20%	11%	2%	4%	100%

CHAPTER 4

Work and work-related travel is largely by auto (85%). However, 11% of trips are by walk and bike combined and 4% of trips are by transit. School and social recreation travel have the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (12%). The travel modes shown in Table 4-5 for school travel vary by age: children are more likely to travel to school as auto passengers or by school bus/walking, while adults travel to school as auto drivers or by transit/walking.

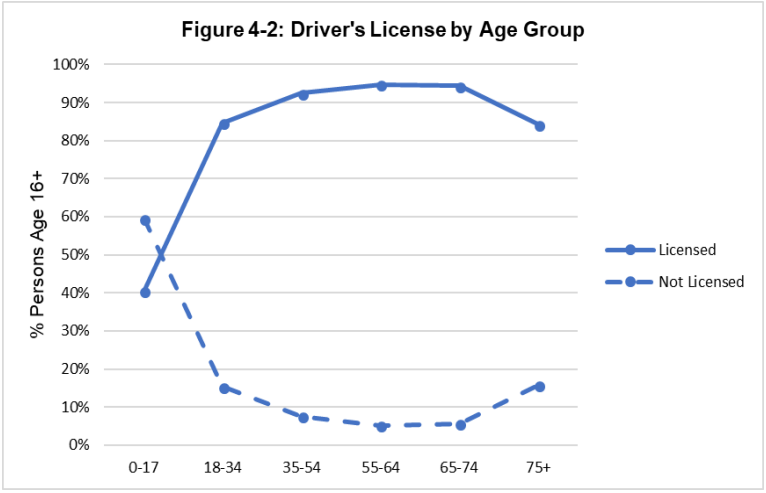
Table 4-5: Travel Modes by Activities

Activity	Travel Mode						Total
	Auto-Driver	Auto-Passenger	Walk	Bike	School Bus	Transit	
Work/Work Related	78%	7%	8%	3%	0%	4%	100%
School/Related (Age<18)	4%	47%	16%	2%	29%	1%	100%
Schoo/Related (Age 18+)	52%	16%	12%	4%	3%	12%	100%
Social/Recreation	50%	32%	13%	2%	1%	2%	100%
Personal Errands	69%	25%	5%	1%	1%	0%	100%
Take Others to Activities	69%	25%	5%	1%	1%	0%	100%
Shopping	59%	26%	10%	2%	0%	4%	100%

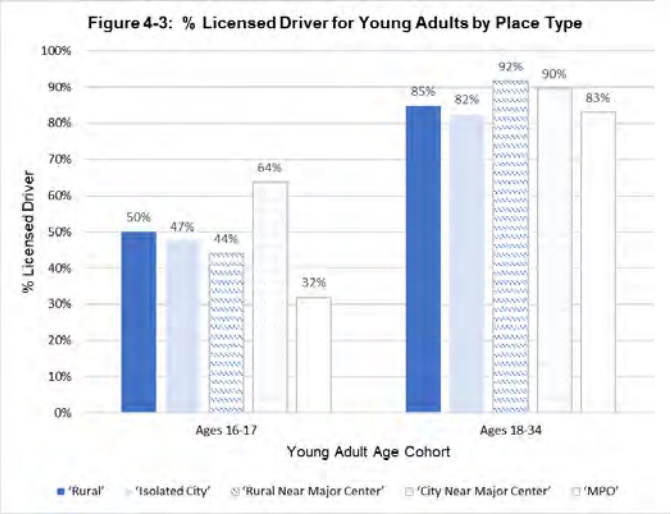
Travel by Auto

11 million of the 14 million average daily weekday trips (82%) are made by auto, which is also the dominant mode for all trip purposes except school/school related travel for those under the age of 18. As noted in Figure 4-2, reported licensure rate vary by age. Only 40% of survey respondents age 16-17 reported they were a licensed driver. The reported licensure rate more than doubled for those ages 18 to 74, then declined for those age 75+.

Figure 4-2: Driver's License by Age Group

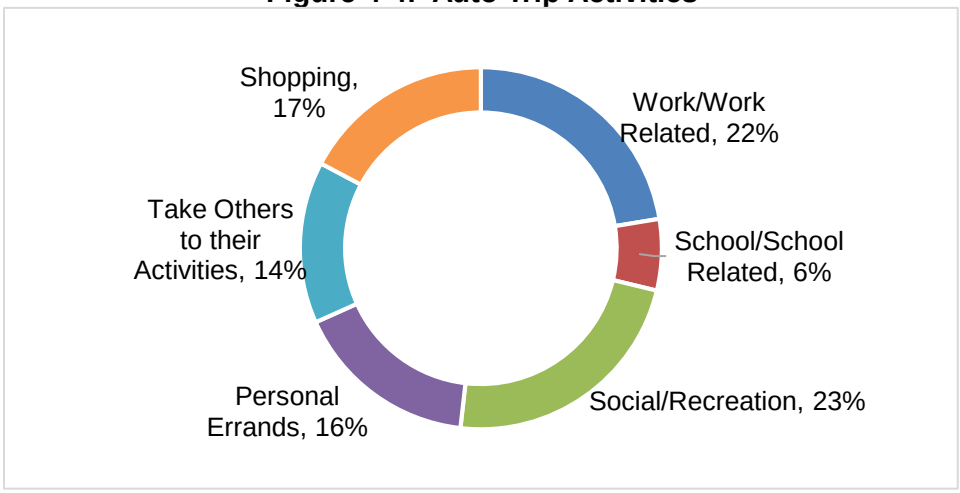


The licensure rates for young adults varies based on how close they live to major activity centers[5]. As shown in Figure 4-3, the licensure rates for 18-34-year-olds are relatively the same, with slightly higher rates closer to the major centers. There is a much greater variation in licensure rates for those ages 16-17 where two-thirds of all young adults ages 16-17 who live in cities near major centers are licensed to drive, as compared to only one-third of those living in a metropolitan region.



As illustrated in Figure 4-4, almost one-fourth (22%) of all auto trips are for work (work or work related) and an equal amount (23%) are for social/recreational activities. Personal errands and shopping trips by auto account for one-third of all auto trips and taking others to their activities account for 14% of all auto trips. School-related auto travel comprises the remaining 6% of auto trips.

Figure 4-4: Auto Trip Activities



As illustrated in Table 4-6, one-way auto person trips for work tend to be the longest, averaging 20 minutes for auto-drivers and 24 minutes for auto-passengers, while trips for shopping average 13 minutes for both auto-drivers and auto-passengers. In terms of trip length, work related trips are the longest (9 and 11 miles, respectively), while those for shopping shortest (4 and 5 miles, respectively).

[5] Cities near major centers are defined as those cities within 15 miles of metropolitan areas and tend to lack transportation options and major activity destinations.

Table 4-6: Weekday Person Trip Metrics: Auto Mode by Activity

Activity	Auto-Driver		Auto-Passenger	
	Time Spent Traveling (minutes)	Trip Length (miles)	Time Spent Traveling (minutes)	Trip Length (miles)
Work/ Related	20	9	24	11
School/ Related	20	9	12	4
Social/Recreation	18	8	19	8
Personal Errands	15	6	17	8
Take Others to their Activities	14	5	15	5
Shopping	13	4	13	5
All Activities	17	7	16	6

Virtually all auto drivers (97%) indicate they park for free on-site at their destination. Most (80%) park in a lot or parking garage.

The OHAS database includes details about the household vehicles used to make these trips.

- Most of the auto trips are made in a car or sedan style vehicle (52%), with an additional 21% of trips made in an SUV. Thirteen percent of trips are made using a pickup truck and 14% of trips are made by van. A small proportion of trips (0.3%) are made by other types of vehicles such as motorcycles and recreational vehicles.
- In terms of vehicle age, 11% of the auto trips are made in a vehicle newer than three years, while 19% of auto trips are made in a vehicle that was four to six years old. One-third of trips (34%) are made in vehicles seven to ten years old. An additional 21% of auto trips are made in vehicles that are between 10 and 14 years old, and the remaining trips are made using vehicles that are at least 15 years old. Seventy percent of all trips are made in vehicles older than seven years.

Travel by Transit

Across the state, travelers report using transit for 2% of all trips. At the time of the survey, regular transit service was available in all metropolitan regions of the state. The majority of reported transit trips (89%) are on local bus service. The remaining transit trips are equally divided across light rail (available only in Portland) and bus rapid transit (available in Eugene/Springfield). A little more than half of the transit riders report paying fares by cash (56%), while the remainder report they paid using a bus pass. Among those employed full or part-time, 7% report that their employer provides free transit passes.

Transit riders are more likely to live in a household with no children (62%) and report an annual household income of less than $25k (42%) or $25k-$50k (25%).

One-third of all transit trips (33%) are made by travelers who live in zero-vehicle households. As shown in Figure 4-5, transit trips are also more likely to be made by those who live in households with more workers than vehicles (24%) or an equal number of workers-to-vehicles (36%). Only 7% of transit trips reported in the survey are made by travelers living in households with more vehicles than workers.

As shown in Figure 4-6, one-third of all transit trips are for work or work-related travel (32%). An additional 25% of transit trips are for shopping. The remaining transit trips are made for social/ recreation (17%), school (13%), or personal errands (12%). Only 1% of transit trips are taken for the purpose of escorting others to their activities.

Figure 4-5: Auto Availability Levels for Transit Riders

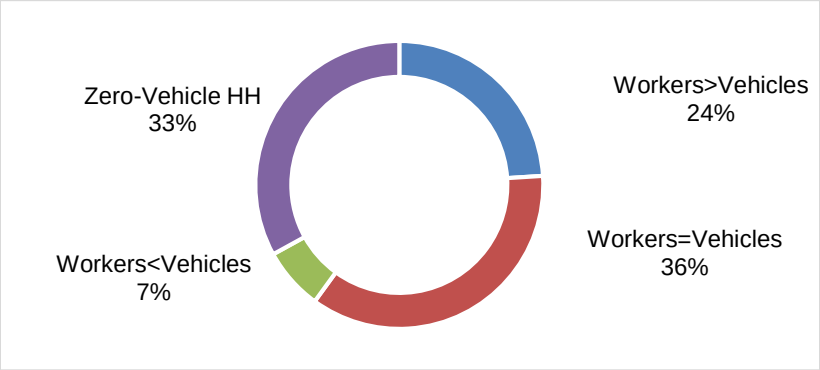
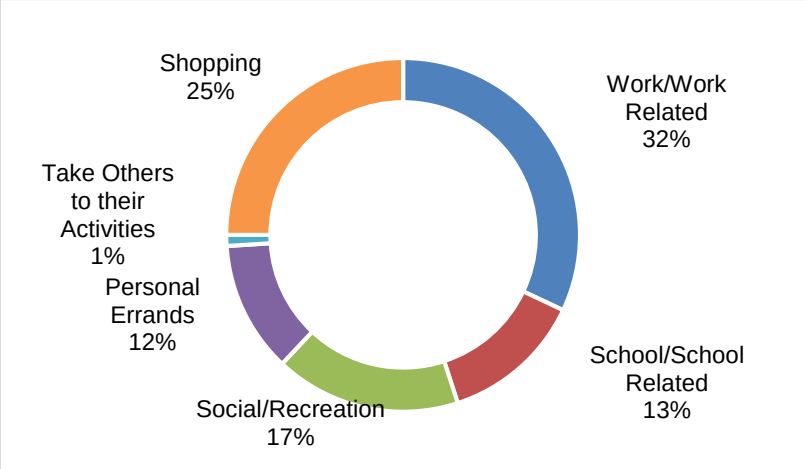


Figure 4-6: Transit Trip Activities



Transit trips reported by survey respondents average 6 miles in length and take 45 minutes on average (Table 4-7). Trips for work purposes tend to be the longest (51 minutes) while those for shopping and to take others to their activities are the shortest (36 minutes). Trip length ranges from 4 miles for shopping trips to 9 miles for work trips.

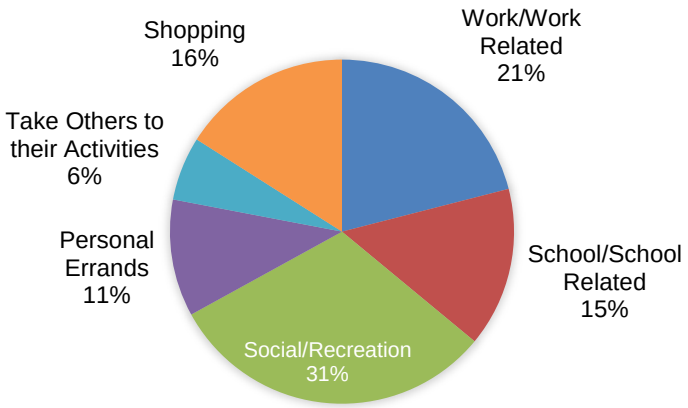
Table 4-7: Weekday Person Trip Metrics: Transit Mode by Activity

Activity	Time Spent Traveling (minutes)	Trip Length (miles)
Work/Work Related	51	9
School/School Related	42	6
Social/Recreation	49	8
Personal Errands	46	6
Take Others to their Activities	36	5
Shopping	36	4
All Activities	45	6

Travel by Walking and Bicycling – Active Travel

Ten percent of all reported trips are made by walking, and an additional 2% of trips are made by bicycle. Of these, most are made for social or recreational activities (31%), work (21%), or shopping (16%) (see Figure 4-7).

Figure 4-7: Walk and Bike Trip Activities



The average walk trip is 0.4 miles in length and takes 11.8 minutes to traverse. For bicycle trips, the average trip length is 1.6 miles and takes 18.1 minutes. There was some variation in trip duration and length by trip purpose, as shown in Table 4-8. The majority of walk and bicycle trips are reported by respondents who live in the metropolitan areas of the state.

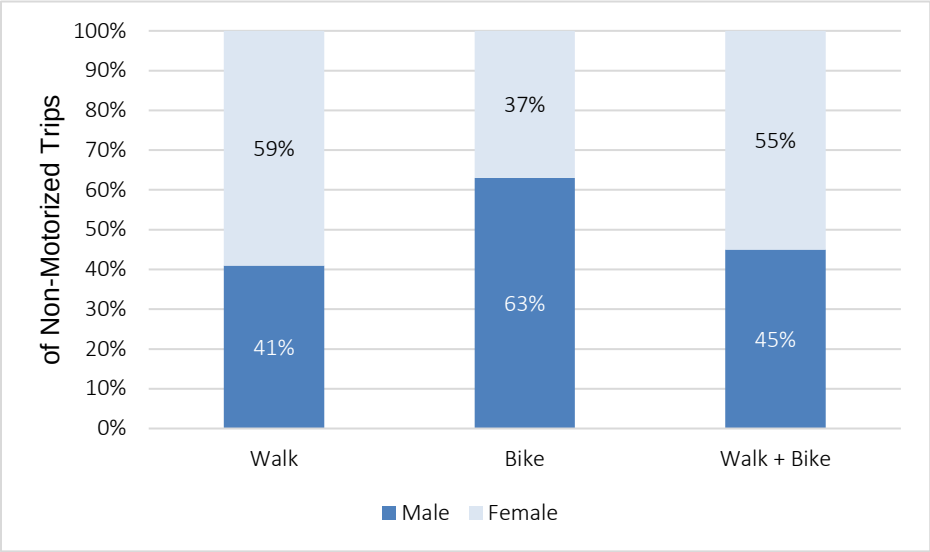
Table 4-8: Non-Motorized Trip Metrics by Trip Purpose

Activity	Walk		Bike	
	Time Spent Traveling (minutes)	Trip Length (miles)	Time Spent Traveling (minutes)	Trip Length (miles)
Work/Work Related	9.8	0.4	22.3	2.2
School/School Related	12.7	0.5	14.9	1.3
Social/Recreation	13.6	0.4	20.1	1.5
Personal Errands	10.0	0.4	14.0	1.2
Take Others to their Activities	9.1	0.3	10.7	0.9
Shopping	11.9	0.3	12.4	1.0
All Activities	11.8	0.4	18.1	1.6

More than half of all non-motorized trips (walk and bicycle combined) are made by female travelers (55%). Similarly, 59% of all walk trips are made by females. However, 63% of all bicycle trips are reported by male travelers as indicated in Figure 4-8.

62% of all walk trips are made by people living in households with children, as compared to 53% of all bicycle trips

Figure 4-8: Non-Motorized Trips by Gender



There are differences in non-motorized travel based on the age of the traveler as well. As shown in Table 4-9, more than one-third (35%) of all walk trips are made by travelers under the age of 18. An additional 49% of walk trips are made by travelers between the ages of 18 and 54. The remaining walk trips are made by those age 55+, with that proportion decreasing as the traveler's age increases. The age of those traveling by bicycle shows a much different pattern: 42% of all bicycle trips are made by those age 35-54, with an additional 28% reported among 18-34-year olds and 17% reported by those under the age of 18.

Table 4-9: Non-Motorized Trips by Age

Age Group	Walk	Bike
0-17	35%	17%
18-34	24%	28%
35-54	25%	42%
55-64	8%	11%
65-74	5%	2%
75+	2%	0.4%
Total	100%	100%

CHAPTER 5

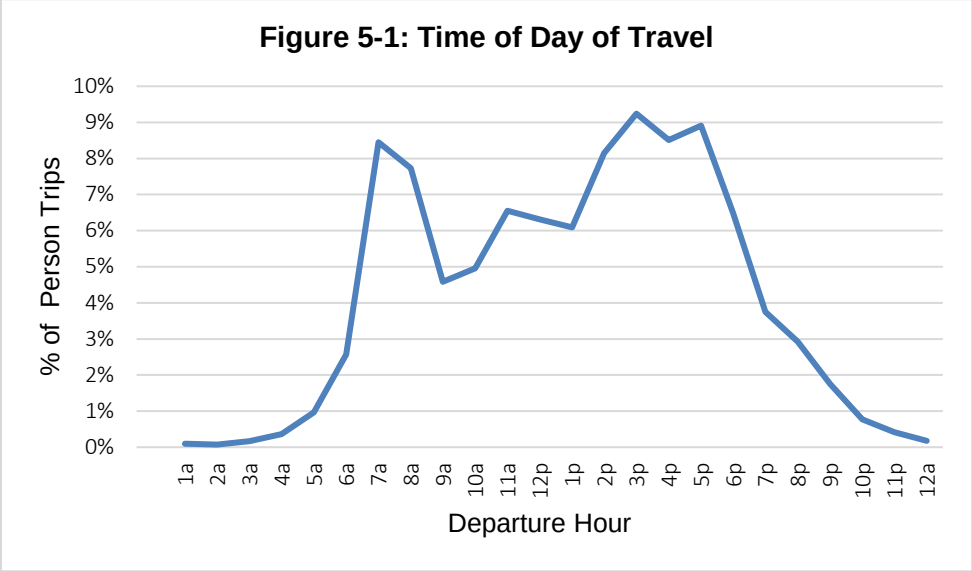
When do we travel?

The Oregon Household Activity Survey asked respondents to record all trips made by all household members during a specific 24-hour period. The survey was designed to achieve an equal distribution of travel by day of week for weekdays (Monday through Friday) and cover only months when school was in session. As a result, this report does not address weekend travel or summer travel. In this chapter, we explore statewide differences in travel by time of day and day of week.

TIME OF DAY

The Oregon weekday travel patterns captured in the survey reflect the reality of most US residents: clearly defined morning and afternoon peaks, with increased activity during the lunch hour (as shown in Figure 5-1).

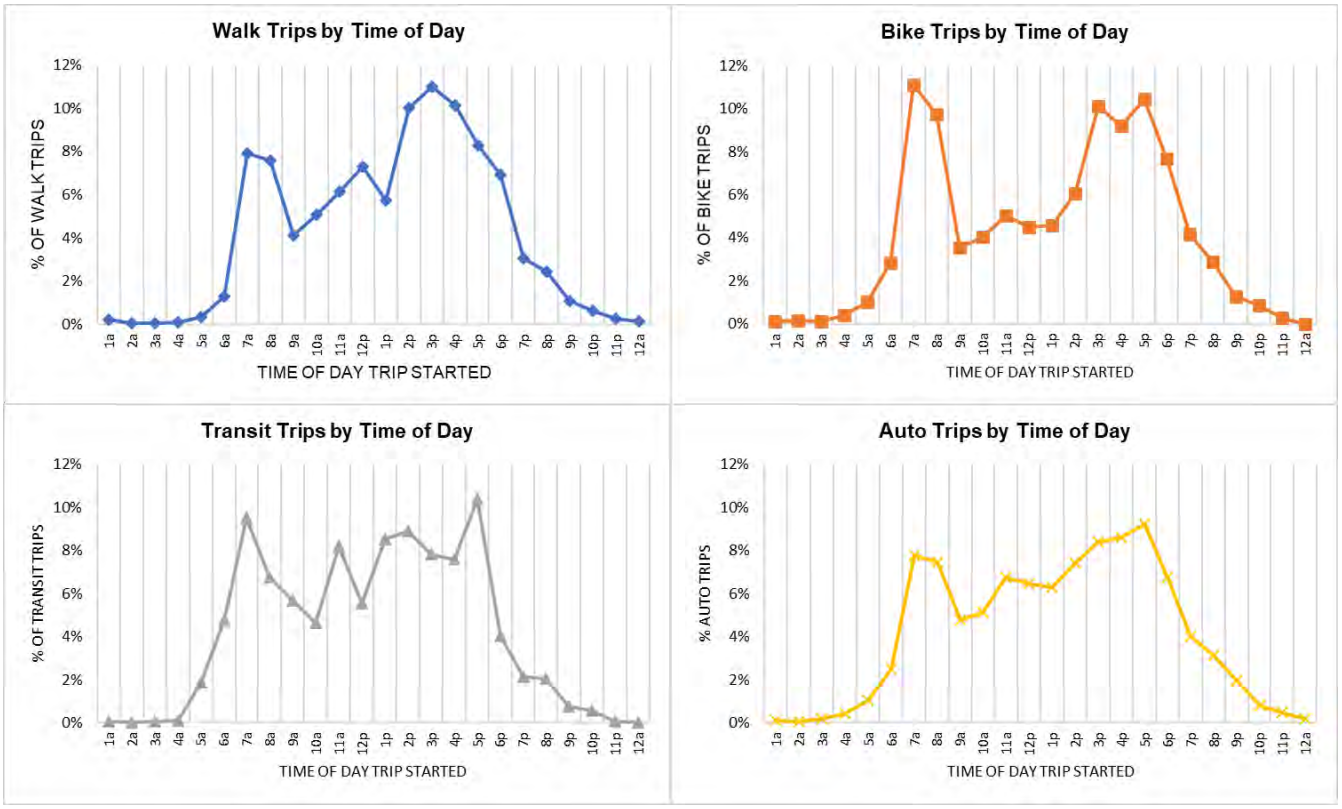
Figure 5-1: Time of Day of Travel



The peaks in the distribution of trips and average trip duration by time of day can be explained with details regarding mode usage and trip purpose patterns by time of day, as shown in Figure 5-2.

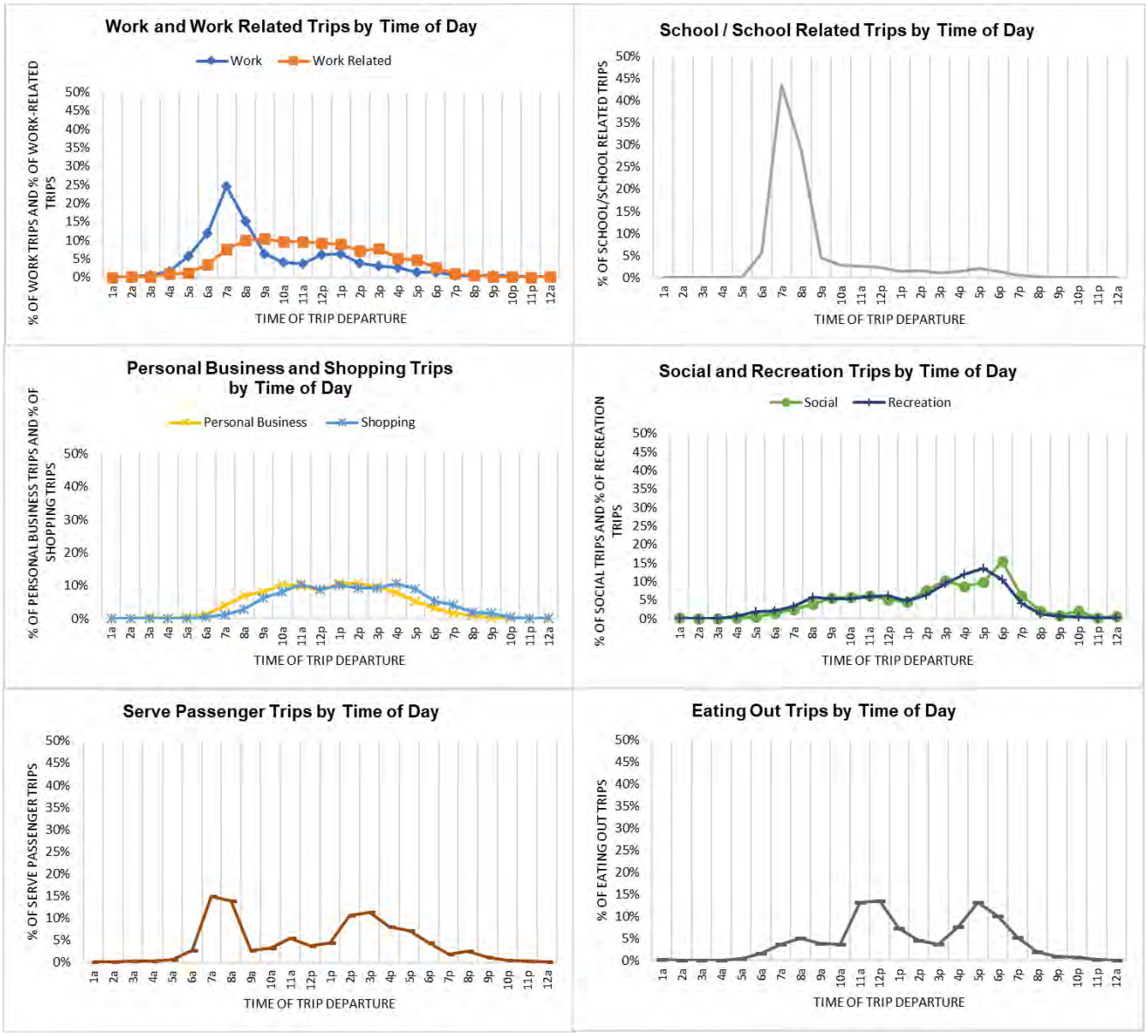
- Walk trips show a morning peak between 7 and 8 am, then an afternoon peak between 2 and 4 pm, with a semi-peak during the noon lunch-hour.
- Similarly, bike trips peak between 7 and 8 am, with an evening peak of 3 to 5 pm, but with little peaking in the mid-day period.
- Transit trips peak in the morning at 7 am, at noon, at 2 pm and again at 5 pm.
- Auto trips peak at the same time in the morning but peak slightly later at 6 pm in the evening.
- The overall afternoon peak at 3 pm (showing in Figure 5-1) is a combination of strong walk, bike, and auto trips.

Figure 5-2: Mode Usage by Time of Day



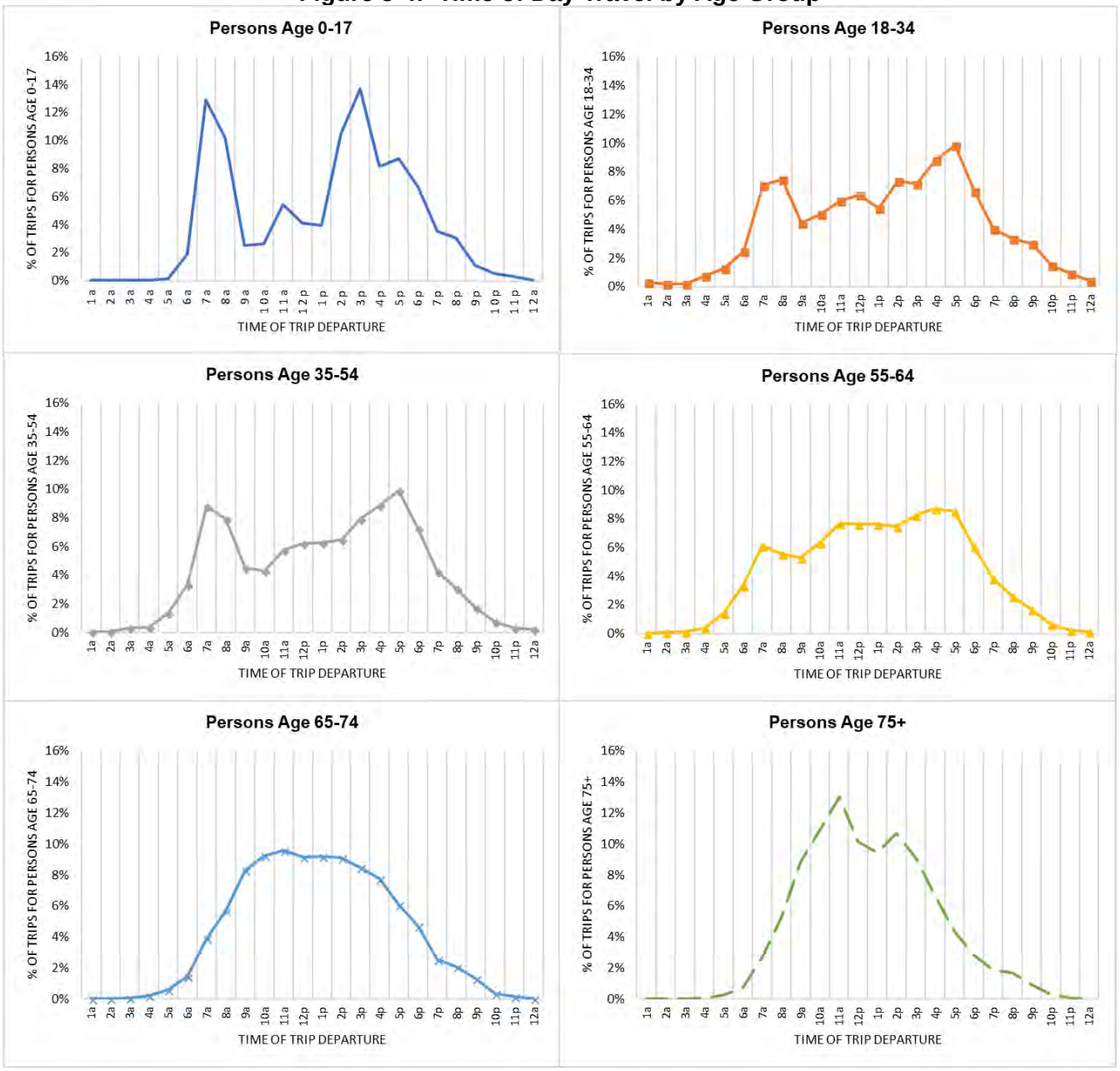
Most assume that the morning and afternoon peaks are related to work and school schedules and related activities (business meetings). Figure 5-3 shows the time of day of travel for the different activities and confirms this assumption for the morning peak: work and school/school-related travel have the most clearly defined morning peaks, with the school morning peak being the strongest. Since parents drop kids off at school, their morning peak is typically reflected by a combination of work trips and trips to take others to their activities (labeled as “serve passenger” trips in Figure 5-3). Trips in the afternoon are largely comprised of non-work and non-school trip purposes, particularly personal business, shopping, and serve passenger trips. The evening peak is smaller and comprised of social, recreational and eating out trips.

Figure 5-3: Activities by Time of Day



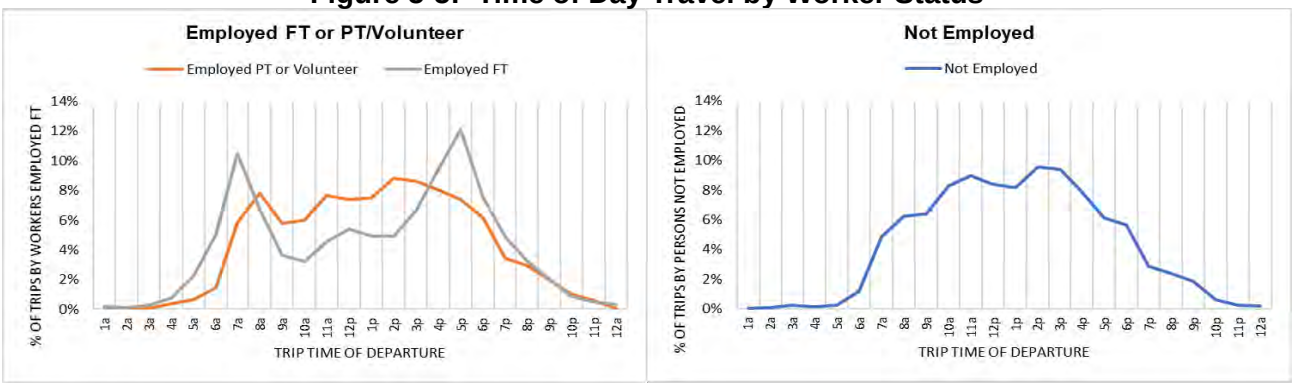
Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel are the personal characteristics of age and worker status. While children travel has the most pronounced morning and afternoon peaks, the elderly travel shows the most pronounced mid-day peaks, particularly those travelers age 75 and older as indicated in Figure 5-4.

Figure 5-4: Time of Day Travel by Age Group



With respect to worker status, the full-time workers report travel consistent with expectations of fully-defined morning and afternoon peaks (see Figure 5-5). Workers employed part-time or who volunteer have a defined morning peak, show mid-day activity and then peak around 2 pm each weekday afternoon. Comparatively, non-workers show activity peaking mid-morning to mid-afternoon.

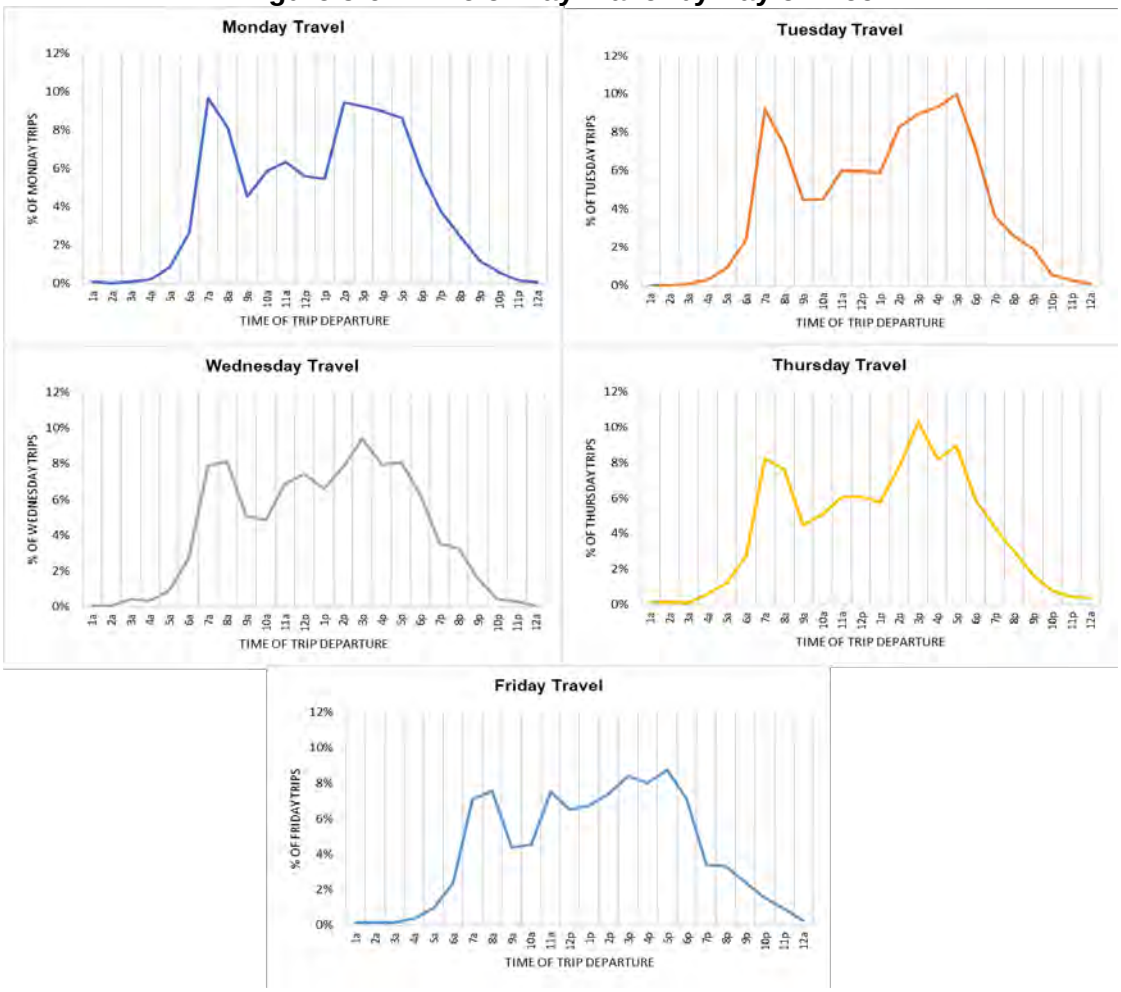
Figure 5-5: Time of Day Travel by Worker Status



DAY OF WEEK

The overall travel patterns by time of day show some variation by day of week. As shown in Figure 5-6, Friday travel exhibits a longer afternoon peak as compared to other days. In addition, Wednesdays and Fridays show higher levels of mid-day travel as compared to Mondays, Tuesdays, and Thursdays.

Figure 5-6: Time of Day Travel by Day of Week



CHAPTER 6

How does built form influence travel?

The focus of previous chapters was on describing travel patterns based on characteristics of the traveler. In addition to who the traveler is, travel patterns are also influenced by the environment in which travel takes place, which includes a broad spectrum of land use and transportation infrastructure elements. “Place type” is a land use descriptor developed jointly by the Department of Land Conservation and Development and the Oregon Department of Transportation (ODOT) to capture the neighborhood built form characteristics that influence transportation choices. Place types are data-driven attributes of the travel environment, specifically residential and employment densities and diversities, transportation options (i.e., multi-modal and pedestrian-oriented facilities and transit service availability), and overall employment accessibility that classify areas into a combination of both area type and development type.[6]

The purpose of this chapter is to explore travel patterns as they relate to the built environment where the travelers live and travel to (their destinations) in order to better understand the connections between place type and travel behavior. To that end, nine place type categories are used in this chapter, reflecting the diversity of communities across the state. The distribution of OHAS households by place type is shown in Table 6-1.

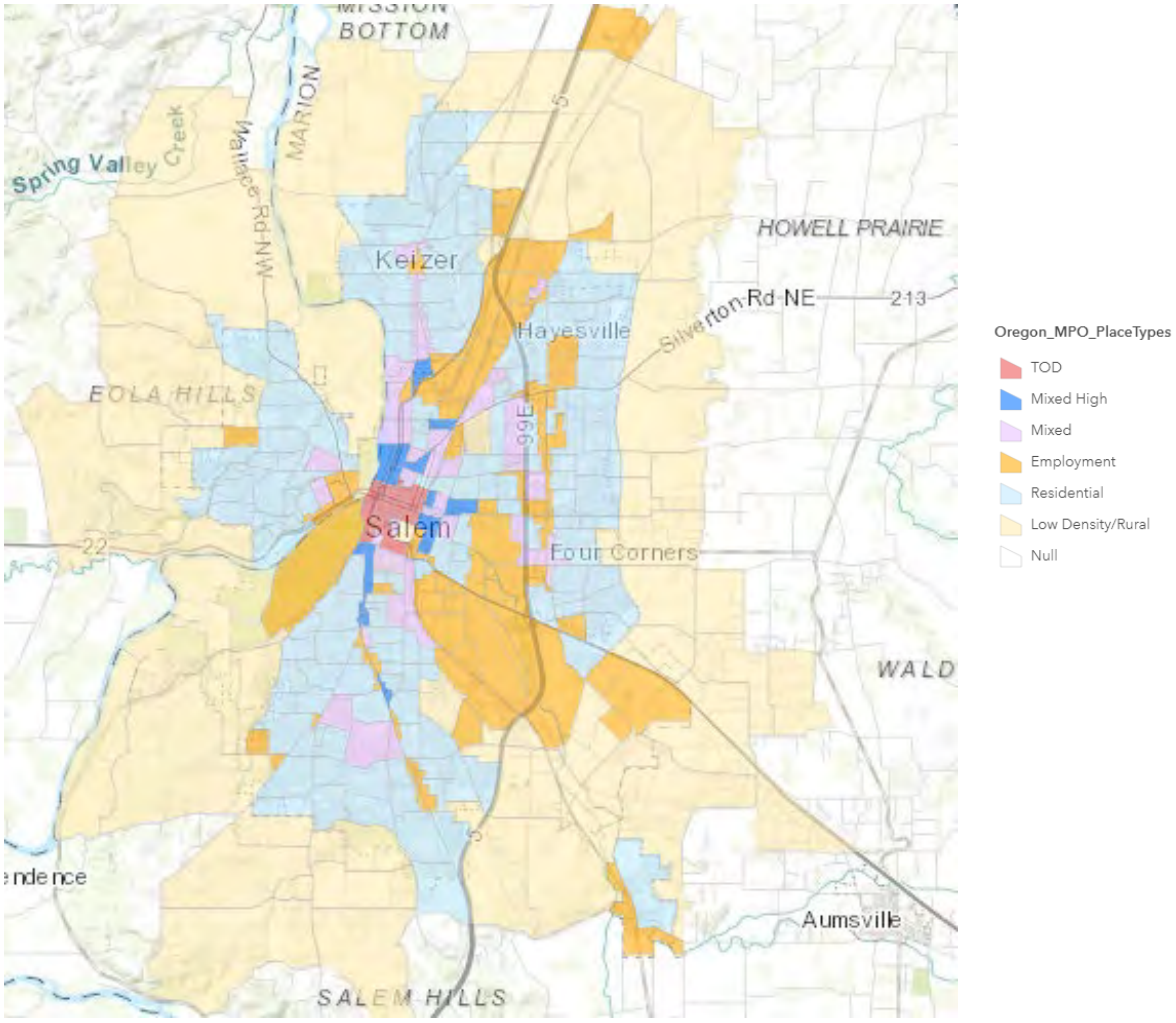
Table 6-1: Distribution of Surveyed Households by Place Type

Place Type	Surveyed Households	%
Rural	109,246	7.2
Isolated City	134,279	8.8
Rural Near Major Center	148,374	9.8
City Near Major Center	154,592	10.2
MPO Low Density	67,623	4.5
MPO Residential	549,952	36.2
MPO Employment	64,132	4.2
MPO Mixed Use	220,257	14.5
MPO TOD	70,469	4.6
Statewide	1,518,924	100

[6] For details regarding the definition and construction of the MPO place type (development type) variable used throughout this chapter, see https://www.oregon.gov/ODOT/Planning/PTVSV/PlaceType_Flyer.pdf. Non-MPO place types are based on accessibility, measured as the distances needed to reach 2,500 and 50,000 people, respectively. **City Near Major Center**: Less than 1 and greater than 15 miles. **Isolated City**: Less than 2 and greater than 15 miles; **Rural Near Major Center**: Greater than 1 and less than 15 miles; **Rural**: Greater than 2 and greater than 15 miles.

Figure 6-1 provides an example of the variation in place type patterns within a metropolitan area. Here, higher density Transit Oriented Development (TOD) occurs in the downtown area (red) where there is a diversity of households and employment, walkable design, and higher transit service. This is surrounded by mixed use areas (blue and pink) that extend along corridors with a slightly lower level of transit and density. Adjacent areas of medium density (gold and light blue) contain more homogenous land uses, either residential or employment, in character. The edge of the MPO is characterized by auto-dependent low density/rural land use (light yellow).

Figure 6-1: Regional Example of Variations in Place Types



Source: Place Types Tool - https://www.oregon.gov/lcd/CL/Pages/Place-Types.aspx

CHAPTER 6

As part of OHAS, respondents recorded all places visited during an assigned 24-hour weekday period. The home location and all reported destinations were geocoded as part of the survey process. After the survey was completed, ODOT staff assigned a place type for all home locations and all reported places visited (destinations). For presentation purposes, the discussion in this chapter includes a detailed look at differences according to the nine place types shown in Table 6-1 as well as grouping of the place types into: (1) MPO/non-MPO, (2) Density level (low, medium, high, or aggregations thereof), or (3) according to a Hub/Spoke concept (rural areas feed into higher density centers). Table 6-2 shows how each grouping relates to the nine underlying place type categories.

The low, medium, and high density place type groupings reflect the level of density as well as population, activity and employment opportunities in each area.

Table 6-2: Place Type Groupings Used in This Report

Place Type	MPO/ Non-MPO	Low/Medium/ High Density	High/ All Others	Hub/ Spoke
Rural	Non-MPO	Low	Other	Spoke
Isolated City	Non-MPO	Medium	Other	Hub
Rural Near Major Center	Non-MPO	Low	Other	Spoke
City Near Major Center	Non-MPO	Medium	Other	Hub
MPO Low Density	MPO	Low	Other	Spoke
MPO Residential	MPO	Medium	Other	Hybrid
MPO Employment	MPO	Medium	Other	Hybrid
MPO Mixed Use	MPO	High	High	Hub
MPO TOD	MPO	High	High	Hub

The analysis presented in this chapter provides a statewide perspective on travel behavior by place type as there is insufficient sample to support a more detailed analysis within each survey region. The one exception to this statewide perspective is the MPO TOD category. This place type exists in several MPO regions but TODs are most mature in terms of scale and scope in the Portland region. As such, any results pertaining to TODs most closely portray Portland TODs and should therefore be interpreted with care in any other regions of the state.

There are four parts to this chapter:

(1) A summary of travel metrics (number of trips, trip duration and length, modes, and activities) that explores how travel varies across residents' home place type;
(2) A demographic summary of who lives in each place type and factors that may influence where different types of households locate, based on responses to the OHAS questions;
(3) A presentation of the differences in travel by home place type using demographic profiles of key groups of household types; and
(4) A review of travel flows between where the traveler lives and where their travel destinations are located.

Travel Metrics by Place Type

Statewide, Oregonians report an average of 3.7 weekday trips per person, traveling 26 miles each day and spending 75 minutes to do so. As illustrated in Table 6-3, the person trip rates are fairly constant across place types, ranging from a low of 3.4 trips reported by those living in the rural near major center place type to a high of 4.1 trips reported by residents of the MPO TOD place type. Daily trip miles vary more: the range is from a low of 17 miles (9 miles below the state average) reported by residents of the MPO TOD place type to a high of 44 miles (18 miles above the state average) reported by those living in the rural place type. Low density areas within MPOs have roughly half the vehicle miles of rural place types. Time spent traveling ranges from 65 minutes for respondents in isolated cities to 87 minutes for residents in the rural place type. Isolated City breaks the trend, closer approximating that of the larger urban areas in trip rates and daily miles; perhaps lacking congestion and dominated by faster auto modes, the daily travel time is the lowest of all areas.

Table 6-3: Average Travel Metrics by Household Place Type

Household Place Type	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Statewide	3.7	26	75
Rural	3.5	44	87
Isolated City	3.7	24	65
Rural Near Major Center	3.4	39	82
City Near Major Center	3.6	26	73
MPO Low Density	3.7	25	71
MPO Residential	3.7	24	73
MPO Employment	3.4	23	74
MPO Mixed Use	3.7	20	74
MPO TOD	4.1	17	80

When grouped into broader categories, the following observations about personal travel in Oregon are noted:

- Trip rates increase as density/accessibility increases. Trip rates for those living in the Non-MPO, Low Density, and Spoke place types are the lowest.
- At the same time, daily miles traveled and the daily travel time in minutes are highest for households living in the Non-MPO, Low Density, and Spoke place types.
- Combined, this confirms the generally accepted understanding that people in the rural areas travel longer distances and travel times to fulfill daily activities.

Table 6-4: Average Travel Metrics by Household Place Type Groupings

Household Place Type Groupings	Households (weighted)	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Statewide	100%	3.7	26	75
Non-MPO	36%	3.6	32	76
MPO	64%	3.7	23	74
Low Density	21%	3.5	37	81
Medium Density	59%	3.7	24	72
High Density	19%	3.8	20	75
Spoke	21%	3.5	37	81
Hybrid	40%	3.7	24	73
Hub	38%	3.7	22	72

Weekday travel in Oregon is characterized as largely auto-dominant, with 82% of all trips made by auto. An additional 10% of trips are walk trips and 3% of trips each are by transit and school bus with the remaining 2% of trips made by bicycle. The proportion of non-auto trips is more than double in higher density MPO-TOD and Mixed Use place types, with 6% of trips by transit, 5% of trips by bike, and 18% of trips by walk, as shown in Table 6-5. School bus trips primarily occur outside MPO areas.

Table 6-5: Mode Usage by Household Place Type

Travel Mode	High Density	All Other Place Types	Statewide
Auto	70%	84%	82%
Transit	6%	2%	3%
Bike	5%	2%	2%
Walk	18%	8%	10%
School Bus	1%	4%	3%
Total	100%	100%	100%

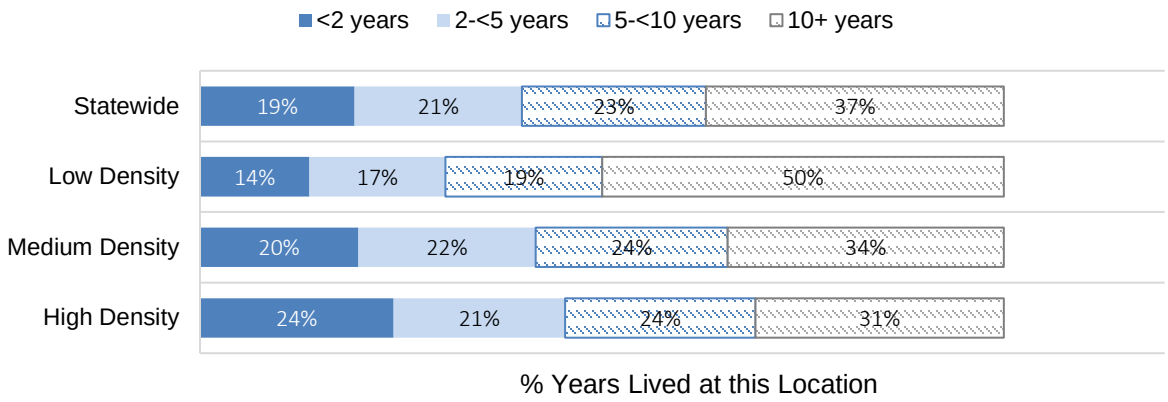
Note: sampling limitations restrict analysis to only two place types: high density (MPO TOD and MPO Mixed Use) and all other place types.

Demographic Characteristics by Place Type

As part of the OHAS survey, households were asked for the length of time lived at their current location. As shown in Figure 6-2, 37% of households statewide report a tenure at their current location of at least 10 years, while 23% report a tenure of 5-10 years, and 21% at 2-5 years. One in five respondents (19%) report they moved to their current location in the past two years.

By place type, half of households living in the lower density place types (50%) report a tenure of at least 10 years, as compared to 34% in medium-density place types and 31% in the higher density place types. Conversely, the more recent movers are more likely found in the high density place types (24% reporting tenure of less than 2 years as compared to 20% in medium and 14% in low density locations).

Figure 6-2: Tenure by Place Type

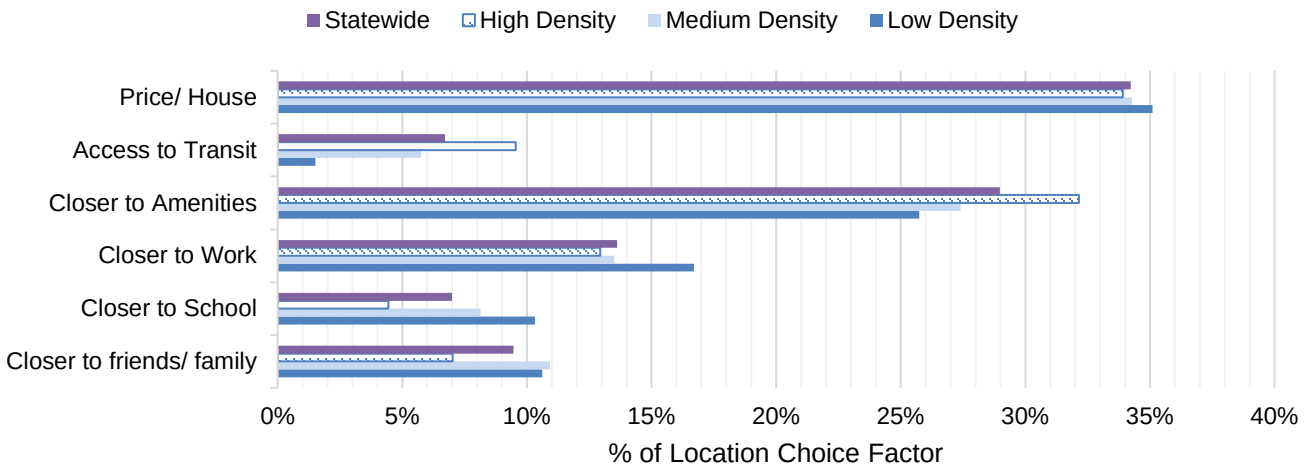


Households that reported living at their current location for less than two years were asked for the main reasons they selected that particular residence.[7] The differences in which factors are most important to responding households (based on frequency of response) across density (low, medium, high and statewide) are shown in Figure 6-3:

- The price and "other characteristics about the house" (presented to the respondent in those general terms) explained one-third of the reasons a home location is selected. This is consistent across all households, regardless of place type of the current residence.
- Access to amenities (including: shopping, entertainment, restaurants; social, religious, civic, cultural or recreational facilities; desirable neighborhood views or other natural amenities) was the second most preferred location attribute, particularly for those recently locating to a higher density area.
- The importance of the remaining attributes is split, with households relocating to higher density areas reporting a greater importance on access to transit while those relocating to low and medium density areas reporting a higher importance on access to work, school, and friends/families.

[7] Respondents chose one or more of the following relocation factors: (1) housing or rental price, (2) closer to a job site, (3) closer to a desirable school district, (4) closer to shopping, entertainment, restaurants, (5) closer to social, religious, civic, cultural, or recreational facilities, (6) access to transit, (7) closeness to friends or relatives, (8) desirable neighborhood views or other natural amenities, (9) other characteristics of the house, or (10) other.

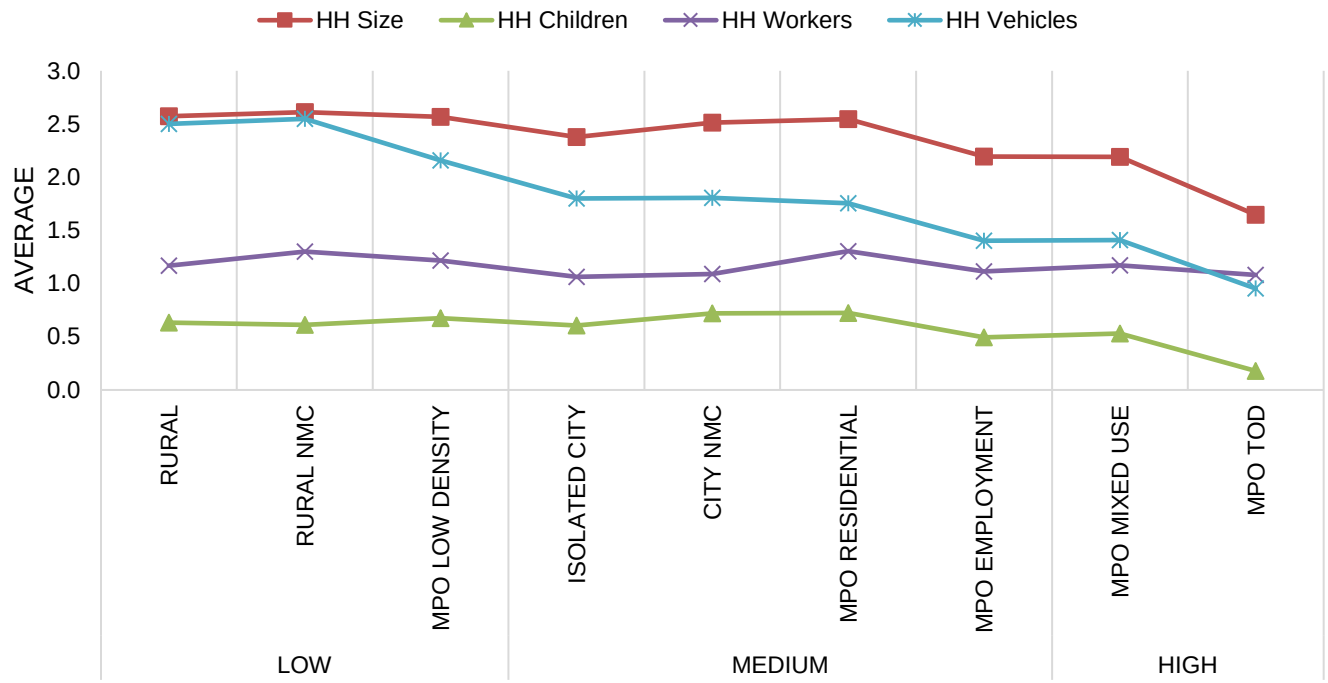
Figure 6-3: Location Choice by Household Place Type



Household demographic variation by place type may also contribute to the choice of home location. Figure 6-4 summarizes the differences in average household size, vehicle ownership, workers, and children by household place type, grouped by density (low, medium, or high). The low values in the MPO TOD category may be biased towards Portland area high density place types.

- Household size: average household sizes are largest in the low density place types. As density increases, average household size decreases.
- Household vehicles: Vehicle ownership is highest in the rural areas and decreases as density increases, with the lowest in TOD place types.
- Household workers: the average number of household workers is fairly consistent by place type.
- Household children: the average number of children per household is fairly consistent across the low and medium density place types, with fewer kids reported by those living in the TOD place types.

Figure 6-4: Household Characteristics by Place Type



Vehicle ownership varies based on household means/ability to own a vehicle and choice to own a vehicle. Vehicle availability in the form of a ratio of household workers-to-vehicles is used here to illustrate differences in auto availability. As shown in Table 6-6:

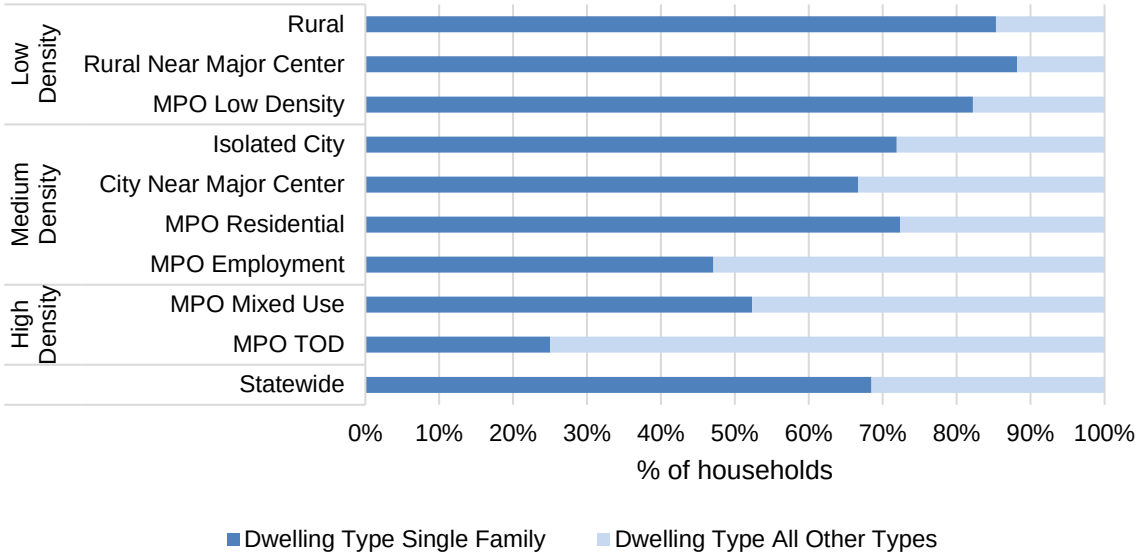
- The majority of households (98-99%) in the low density place types own at least one vehicle and almost half of these households report owning more vehicles than there are workers present in the household.
- For households living in the medium-density areas, there are higher reports of 0-vehicle households (6-10%), slightly higher proportions of households with more workers than vehicles but the majority of medium-density households report owning the same number or more vehicles as compared to household workers.
- Households living in the high density place types report the highest proportion of 0-vehicle households (13-28%), with the lowest worker-to-vehicle ratios.
- Households in the denser areas ("High Density" and higher "Medium density") tend to have only as many vehicles as workers, likely due to storage limitations and costs.

Table 6-6: Vehicle Availability by Household Place Type

Household Place Type		Workers > Vehicles	Workers = Vehicles	Workers < Vehicles	0-Vehicle Household	Total
Low Density	Rural	26%	26%	46%	2%	100%
	Rural Near Major Center	24%	25%	51%	1%	100%
	MPO Low Density	23%	34%	40%	2%	100%
Medium Density	Isolated City	28%	31%	31%	10%	100%
	City Near Major Center	28%	35%	29%	8%	100%
	MPO Residential	22%	46%	26%	6%	100%
	MPO Employment	24%	43%	19%	14%	100%
High Density	MPO Mixed Use	23%	44%	20%	13%	100%
	MPO TOD	21%	43%	8%	28%	100%
Statewide		24%	39%	29%	8%	100%

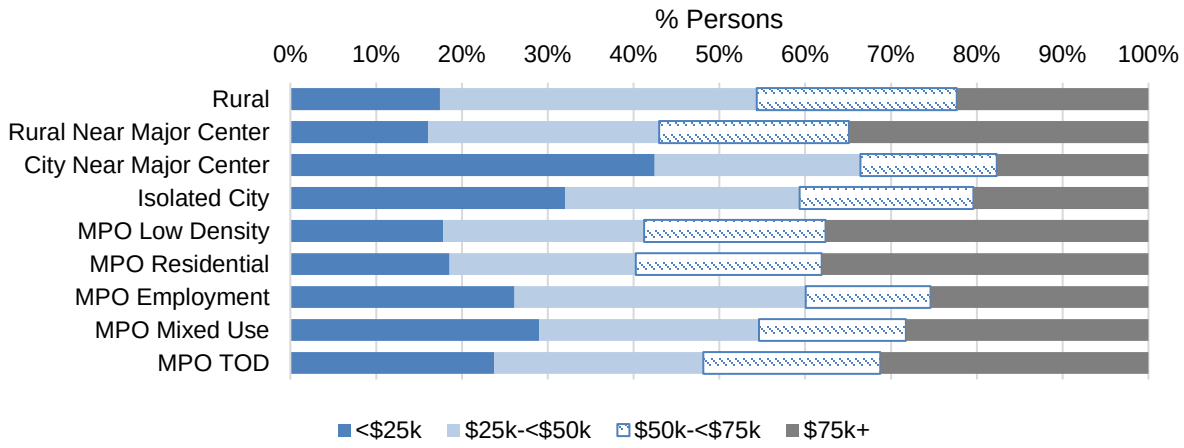
As to be expected, the proportion of households living in single-family dwellings decreases as density increases. Multifamily dwellings are more common as density increases.

Figure 6-5: Dwelling Type by Household Place Type



As indicated in Figure 6-6, the areas with the largest low income and smallest high income shares in the state are those characteristics as non-MPO medium density place types. The high density place types show high shares of both high and low income, while the lower density place types reflect more shares of higher income (and fewer shares of low income). However, this pattern may be changing due to economic conditions. According to a recent report from Portland Metro, "*Communities where it is easy to walk, bike and take transit saw the greatest price increases, so people of color and low-income households – who are the most likely to rely on these options because they are more affordable than driving – are being displaced to areas that lack good transit service and safe bicycling and walking facilities*."[8]

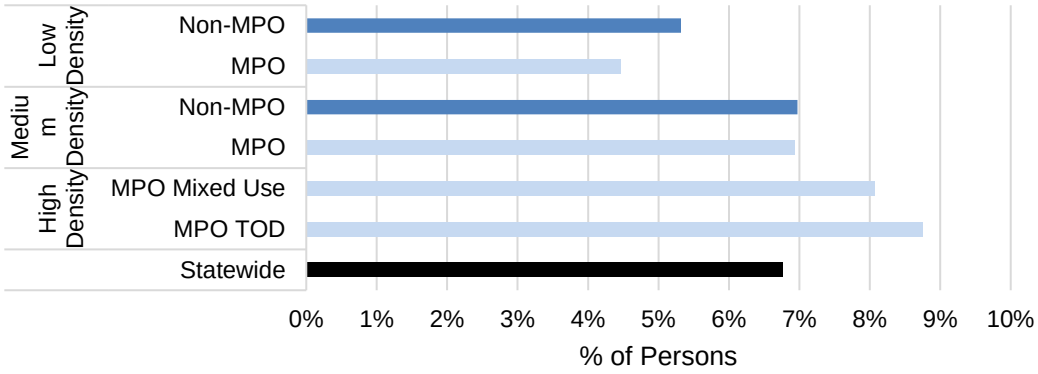
Figure 6-6: Per Capita Household Income by Household Place Type



Persons with disabilities are most likely to report living in the higher density place types, which tend to offer easier access to services (see Figure 6-7). The highest proportion (9%) is reported by those living in the MPO TOD place type and the lowest proportion (4%) is reported by those living in the MPO low density place type.

[8] Portland Metro. "Emerging Technology Strategy." https://www.oregonmetro.gov/sites/default/files/2018/07/02/Metro-Emerging-Tech-Strategy-06-2018-Public-Review-Draft.pdf

Figure 6-7: % Disabled by Household Place Type



The distribution of household members by age across the household place types are shown in Table 6-7 and reveals the following patterns:

- Children ages 0-17 are most likely to live in the medium or low density areas. Within the high density place types, children are twice as likely to live in the MPO mixed use place type as compared to the MPO TOD place type. This distribution is consistent with where single family dwellings are found.
- Young adults ages 18-34 are most likely to live in the high density or non-MPO medium-density place types (isolated city or city near major center).
- Senior citizens (ages 65+) are distributed almost uniformly across all household place types, with the highest proportion living in the MPO TOD place type (consistent with the easier access to services) or the low density place types (associated with a lower cost of living or potentially aging in place).

Table 6-7: Age by Household Place Type

Household Place Type		0-17	18-34	35-54	55-64	65+	Total
Low Density	Non-MPO	25%	17%	27%	16%	15%	100%
	MPO	27%	16%	27%	14%	15%	100%
Medium Density	Non-MPO	30%	23%	23%	11%	13%	100%
	MPO	28%	19%	28%	13%	12%	100%
High Density	MPO Mixed Use	25%	22%	28%	12%	12%	100%
	MPO TOD	11%	30%	30%	14%	15%	100%
Statewide		27%	20%	27%	13%	13%	100%

CHAPTER 6

An important aspect of understanding daily weekday travel patterns is evaluating the trip purpose or activities to be undertaken given the characteristics of the household and where they live. For example, Table 6-8 illustrates place types attractive to households with children have a higher proportion of school/school-related travel and travel to serve passenger needs. On the contrary, the MPO TOD place type, characterized by smaller households and fewer children, have lower reports of school travel or travel to serve passenger needs and with higher proportions of social/recreation and shopping trips to take advantage of nearby amenities. The results otherwise do not show large differences indicating the need for a variety of trip purposes by all population groups.

Table 6-8: Weekday Travel Activity by Household Place Type

Household Place Type		Work/ Related	School/ Related	Social/ Rec	Personal Errands	Serve Passenger	Shopping	Total
Low Density	Rural	20%	7%	20%	19%	13%	20%	100%
	Rural Near Major Center	23%	9%	21%	18%	11%	17%	100%
	MPO Low Density	21%	9%	25%	15%	12%	17%	100%
Medium Density	Isolated City	24%	8%	23%	18%	11%	16%	100%
	City Near Major Center	19%	11%	23%	16%	11%	20%	100%
	MPO Residential	22%	11%	23%	13%	14%	16%	100%
	MPO Employment	20%	11%	26%	15%	12%	17%	100%
High Density	MPO Mixed Use	22%	10%	24%	15%	15%	15%	100%
	MPO TOD	25%	6%	28%	13%	6%	21%	100%
Statewide		22%	10%	23%	15%	13%	17%	100%

Travel Profiles by Place Type

To better understand how travel differs based on the place type in which a household locates, the OHAS households were classified into five types:[9]

1. HHKIDS: Households with children (defined as all households where at least one member was age 0 to 17) – 32% of households
2. HHYOUNG: Young adult households (defined as households without children, where at least one member was age 18-34) – 14% of households
3. HHSENIOR: Senior households (defined as households without children or young adults where at least one member reported age 65+) – 24% of households
4. HHOTHER: All other households (defined as households with members ages 35-64 with no children and not retired) often characterized by dual workers and/or empty nesters – 30% of households.

[9] The first four groupings reflect mutually exclusive categories into which households were assigned. The assignment was made based on a hierarchy: if a household included members ages 0-17, 18-34, and 65+, the presence of children is dominant, followed by those ages 18-34, then those ages 65+. If no conditions exist, then the household was assigned to the "other" category. The "ALL HH" group includes all households regardless of composition as a comparison point.

5. ALL HH: All households (provided as a comparison group and reflects the statewide average) – 100% of households

As shown in Table 6-9, regardless of type, the majority of households are located in the MPO residential place type. This is particularly true for households with children, where 42% of this type of household are located. The second highest concentration of households (regardless of type) are located in the MPO mixed use place type. Higher than average shares of seniors, young adults, and households with children are found in small cities, MPO TOD, and MPO residential place types, respectively.

Table 6-9: Household Type by Household Place Type

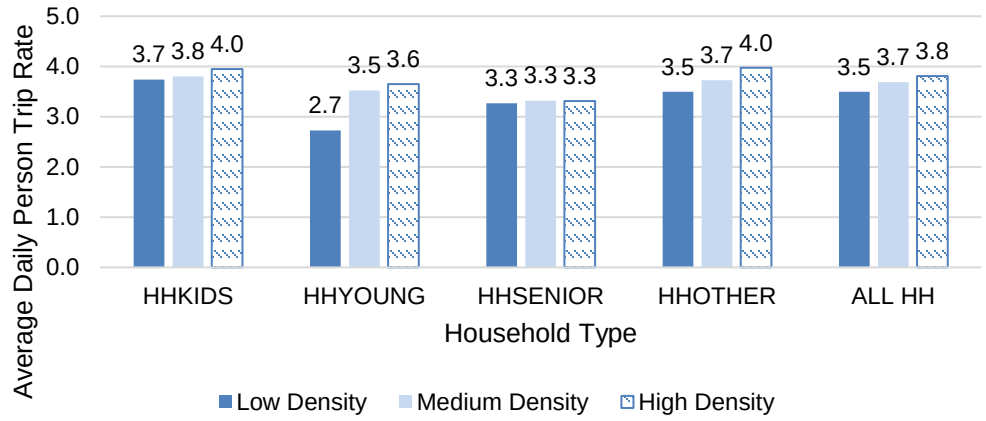
Household Place Type		HHKIDS	HHYOUNG	HHSENIOR	HHOTHER	All HH
Low Density	Rural	7%	5%	7%	8%	7%
	Rural Near Major Center	9%	9%	10%	10%	10%
	MPO Low Density	5%	3%	5%	4%	4%
Medium Density	Isolated City	8%	7%	12%	9%	9%
	City Near Major Center	10%	10%	12%	9%	10%
	MPO Residential	42%	37%	31%	34%	36%
	MPO Employment	3%	5%	4%	5%	4%
High Density	MPO Mixed Use	14%	16%	14%	15%	15%
	MPO TOD	2%	9%	4%	6%	5%
Total		100%	100%	100%	100%	100%

The following summarizes the differences in travel by type of household across place types based on travel metrics, trip purpose, and travel mode. For ease of presentation and discussion, the household place types are grouped according to density levels: low, medium, and high.

Travel Metrics

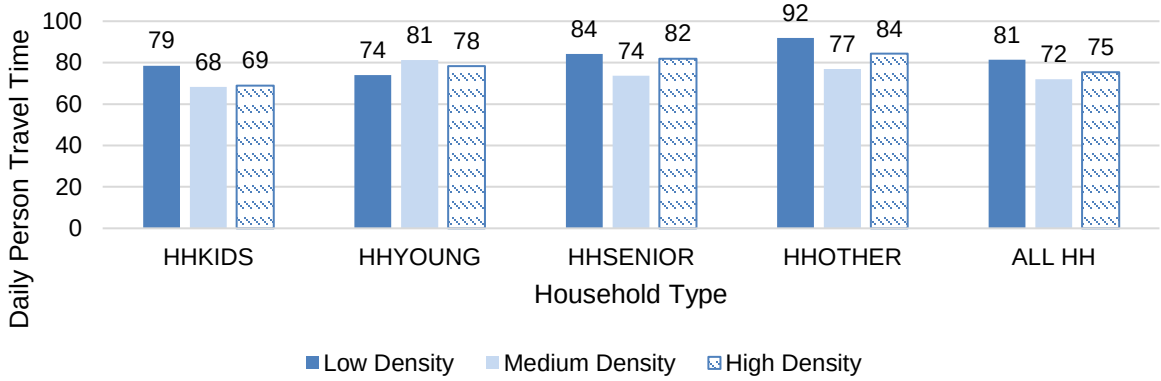
Person trips for those living in households with children (HHKIDS) and households with seniors (HHSENIOR) remain relatively stable across place type. However, person trips for those living in households with young adults (HHYOUNG) and other households (HHOTHER) increase as the density level increases, as shown in Figure 6-8. Senior households generally report the fewest trips, except for young adult households in low density areas. These results are consistent with research, which shows that proximity is associated with higher numbers of often shorter trips.

Figure 6-8: Person Trips by HH Type by HH Place Type



The amount of time spent traveling on a typical weekday varies based on both household type and place type, illustrated in Figure 6-9. HHKIDS report more time traveling (10 minutes on average) if they live in the low density place types than if they live in the medium or high density place types. On the other hand, HHYOUNG report more time spent traveling if they live in the medium or high density place types than those living in the low density place types. HHSENIORS report traveling 10 minutes less (on average) if they live in medium-density place types. HHOTHER reported traveling more per day than all other household types living in most place types, despite having the statewide average number of trips. The HHOTHER group is comprised of households with no children, ages 35-64 and not retired. This group's high amount of travel, especially in low density areas is notable because they make up 30 percent of all households.

Figure 6-9: Daily Person Travel Time by HH Type by HH Place Type



The total daily person trip miles reported, illustrated in Figure 6-10, varies by place type by nearly a factor of two. Daily travel miles are lowest for those living in the high density place types (around 20 miles on average) and increased as the density levels decrease. The daily person trip miles for those living in the high density place types is relatively stable (lowest for those in young households). For medium and low density level place types, the distance traveled for those living in

households with children is lower than for other household types. Finally, the low density level place type's daily trip miles vary the most across household type. As with time spent travelling, HHOTHER reports the highest daily distance traveled, especially for those in low density areas.

Figure 6-10: Daily Person Trip Miles by HH Type by HH Place Type

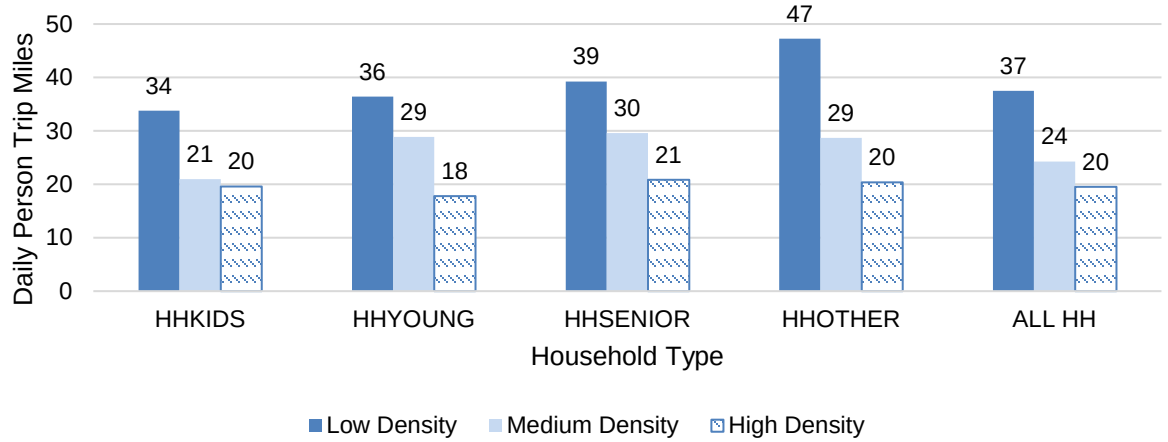
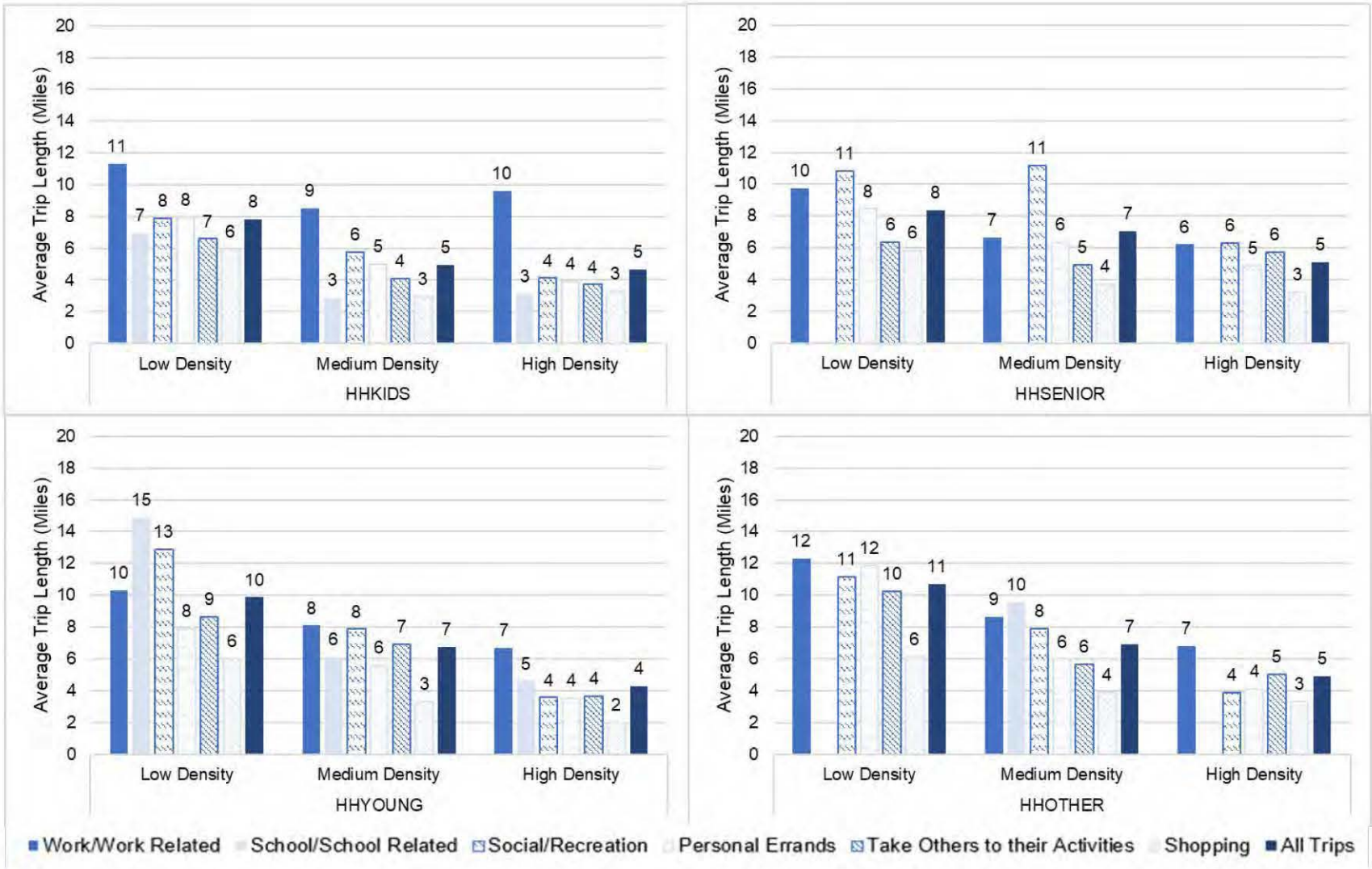


Figure 6-11 reveals for those living in households with kids, work trips are the longest (regardless of density). Social/recreation trips are the longest for those living in households with young adults along with school trips by those living in the low density areas. For households with seniors, the social/recreation trips are the longest for those living in the low and medium densities. For those living in the "other" household type, trip lengths decrease with density across all trip purposes and are consistently the longest trip length for all purposes in low density areas . The trips of all types were consistently around 4-5 miles in the high density areas, and more variable for households in other densities.

Figure 6-11: Average Trip Length (Miles) by Household Type by Household Place Type by Trip Purpose



*Insufficient sample for HHSENIOR school trips (all densities) and HHOTHER school trips (low and high density)

Travel Mode

The reported travel mode varies dramatically based on mode availability by density, but also by household type. Figure 6-12 summarizes this three-dimensional comparison. Overall, the use of non-auto modes increases as density increases, regardless of household type; Travel by school bus is reported by persons in households with children, particularly those living in the lower density place types. Otherwise, travel by transit, walk and bike increases as density levels increase.

- High density – Lowest auto mode share and bulk of the transit and bicycle trips.
    - Residents of households with children (HHKIDS) report 74% of trips by auto, and 26% of trips by non-auto, including 17% of trips by walk. Transit, bike, and school bus each comprise 3% of trips for this group.
    - Those living in households with young adults (HHYOUNG) report the lowest level of auto trips (63% of trips) and the highest proportion of walk trips (20%). Nine percent of their trips are by transit.
    - HHSENIOR household members report the highest level of auto trips (75%) and a strong level of walk (15%) and transit (8%) of trips. Virtually no trips are made by bike.
    - HHOTHER residents report 65% of trips by auto, 19% by walk, and 10% by transit.
- Medium density – Mid-level mode split, but closer to low density mix.
    - HHKIDS residents report 78% of trips by auto, 11% of trips by walking and 6% of trips by school bus. Transit and bike trips each comprise 2% of trips, respectively.
    - HHYOUNG household members living in medium-density place types report 82% of trips by auto, 10% of trips by walk and 4% of trips by transit.
    - HHSENIOR household members again report the highest level of auto trips (93%). Of the remaining trips, 5% are by walk and 1% each are by transit and bike.
    - HHOTHER residents report 88% of trips by auto, 6% by walk, 3% by transit, and 2% by bike.
- Low density –Highest auto mode share, particularly if exclude school bus. Significant walking, but very few, if any, transit and bike isolated to non-senior households.
    - HHKIDS residents report 87% of trips by auto, 7% of trips by school bus, 5% of trips by walk and 1% of trips by bike.
    - HHYOUNG household report 93% of trips by auto, 5% of trips by walk and 1% of trips by bike.
    - HHSENIOR household members report 98% of trips by auto. Of the remaining trips, 2% are by walk.
    - HHOTHER residents in low density areas are second only to HHSENIORS in auto-reliance, reporting 96% of trips by auto, 3% by walk, and 1% by bike.

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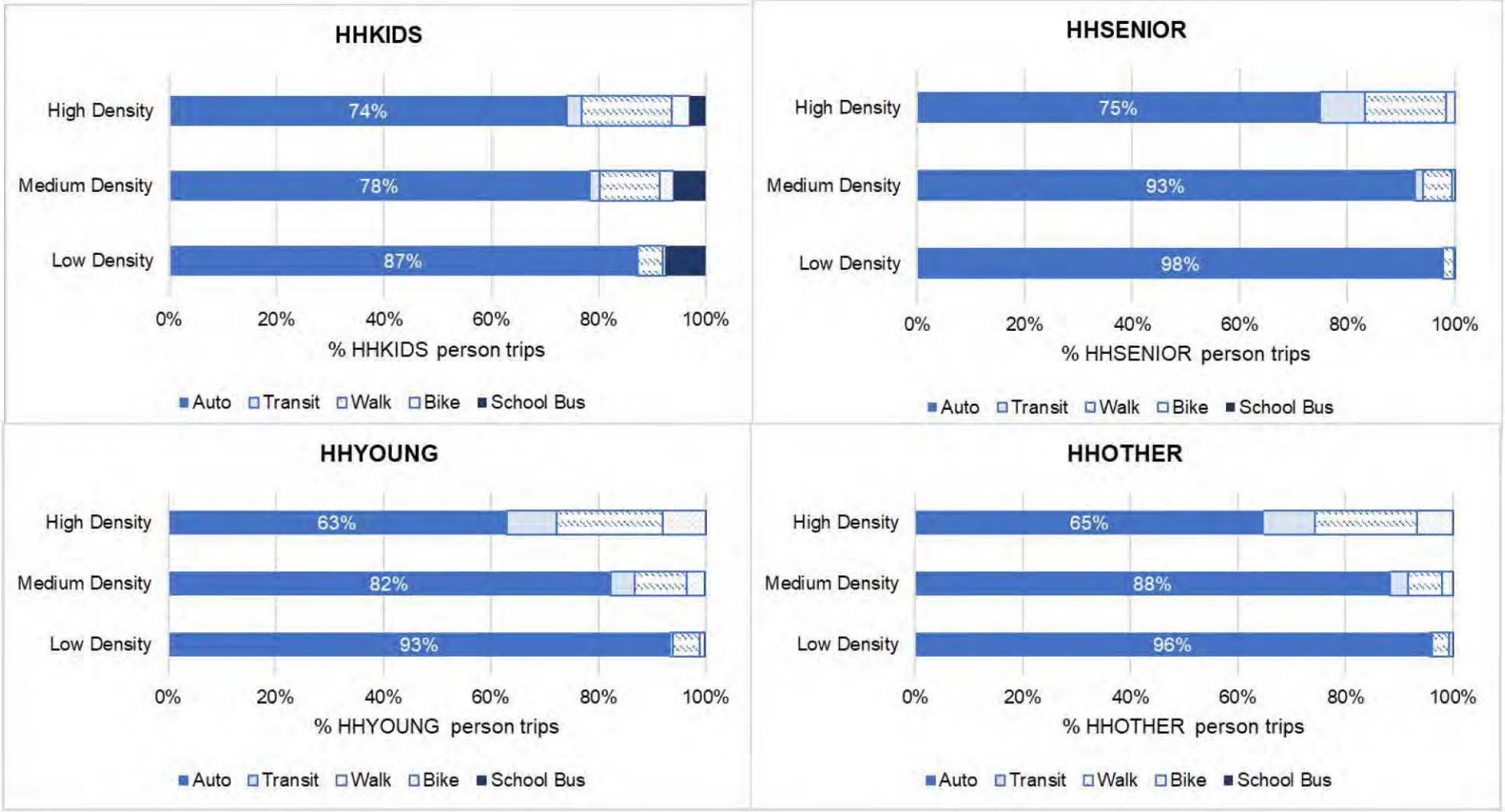
Figure 6-12: Travel Mode by HH Type by HH Place Type Density



Travel Flows

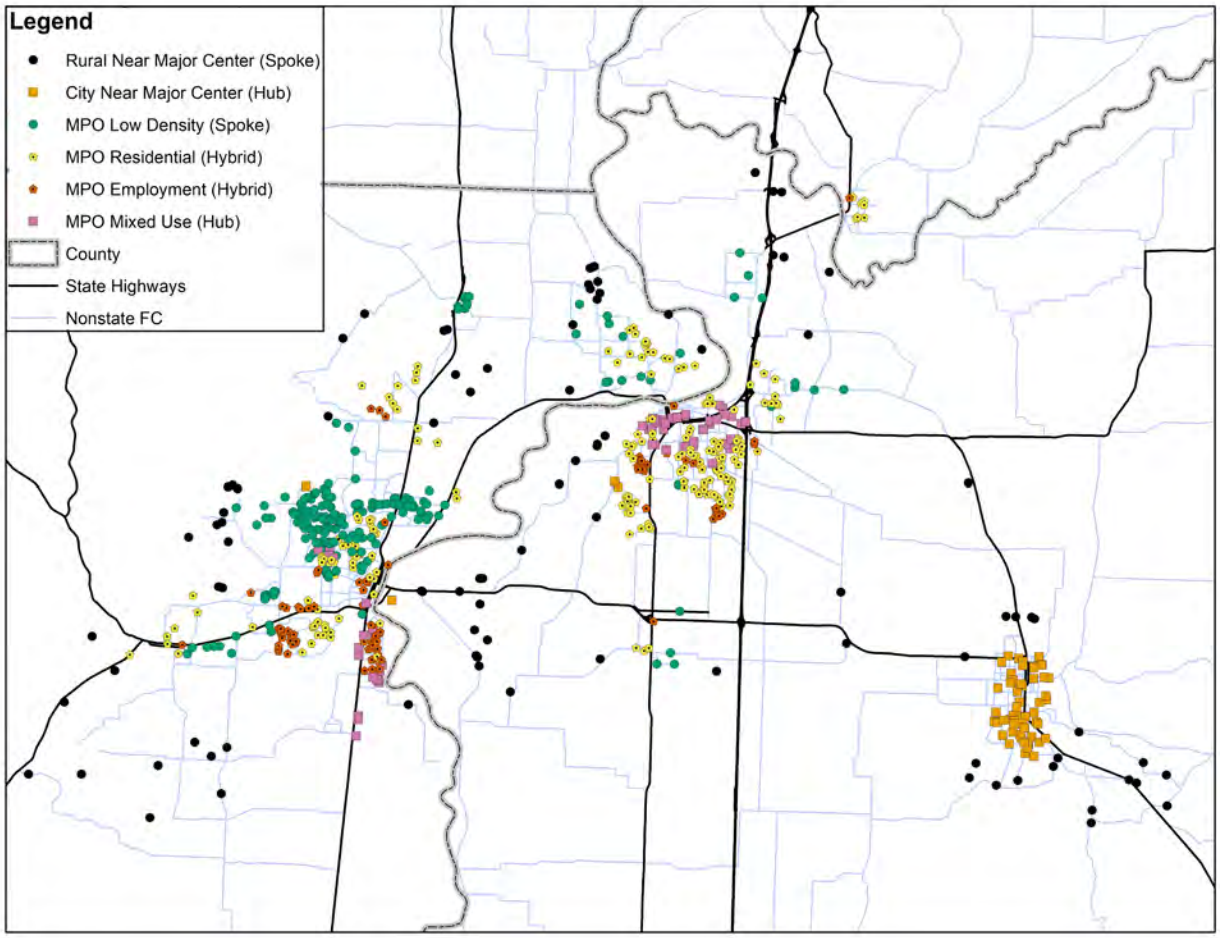
In addition to understanding travel based on home location and demographic characteristics, the travel flows between origins and destinations provide an additional layer of detail and insight regarding the factors that influence travel. Specifically, the trip characteristics (length, duration, time of day, travel mode, etc.) summarized in the first three sections of this chapter are a direct reflection of how far residents travel in order to access work, shopping, medical and recreational opportunities. This final section of the chapter shows how trip characteristics are influenced based on the extent to which destination opportunities exist within the same place type classification as the home location.

This analysis uses the place type grouping of hub, spoke, and hybrid categories. Like hub-and-spoke concepts in airline or computer networks, dispersed, lower density spoke sites are connected like spokes of a wheel to each other via more concentrated central Hub sites. The “hub and spoke” grouping acknowledges regions with higher density levels offer more destination choices for the traveler. Whether it is work, shopping, medical facilities, or recreation, the traveler’s destination choices increase as the density levels increase. Thus, people living in rural and lower density place types (rural, rural near major center, and MPO low density) travel further to access viable destinations as compared to those who live in the higher density place types. The definitions of each group based on their underlying place types include:

- The “hub” group includes the isolated city, city near major center, MPO mixed use, and MPO TOD place types, which are considered “self-sufficient” in the sense that the job opportunities as well as shopping, medical, and recreation options should cover most of the needs of the residents of those place types. Across all survey participants, 38% live in hub place types.
- The “spoke” group, which includes the rural, rural near major city, and MPO low density place types, generally have much fewer destinations nearby. As a result, spoke residents typically travel to the higher density place types in order to fulfill household and personal needs. One out of every five participating households (21%) reported living in a spoke place type.
- The “hybrid” group, which contains all remaining place types, was so named to reflect that fact that the development patterns have some viable destinations to fulfill some but not all needs. As a result, they have a mix of travel to destinations nearby as well as to the higher density place types in the “hub” group. Two out of every five participating households (40%) lived in a hybrid place type.

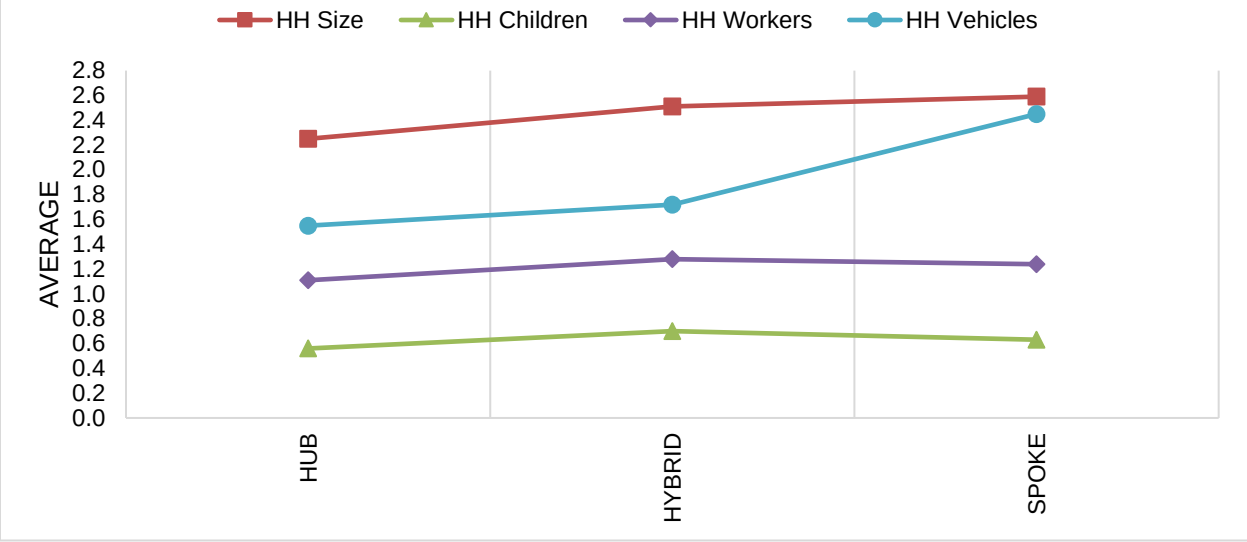
Figure 6-13 provides a visual example of how the place types are interspersed across a hypothetical region. In this region, there are two “hub” regions with clusters of the higher density MPO place types. The lower density “spoke” communities are concentrated in the lower right corner of the map and to the north of the central hub. The residents of these areas travel into the hub areas for work, social/recreation, and services not available in their lower density communities.

Figure 6-13: Travel Mode by HH Type by HH Place Type Density



Demographically, as shown in Figure 6-14, those who live in the hub place types tend to report the lowest average household size, children, workers, and vehicles. Hybrid households report the highest average number of children and workers, with a larger household size as compared to hub households but smaller than spoke households. In addition, hybrid household vehicle ownership is closer to that of hub households than spoke households. Finally, lower density spoke households are the largest in terms of size and vehicles.

Figure 6-14: Household Characteristics by Place Type



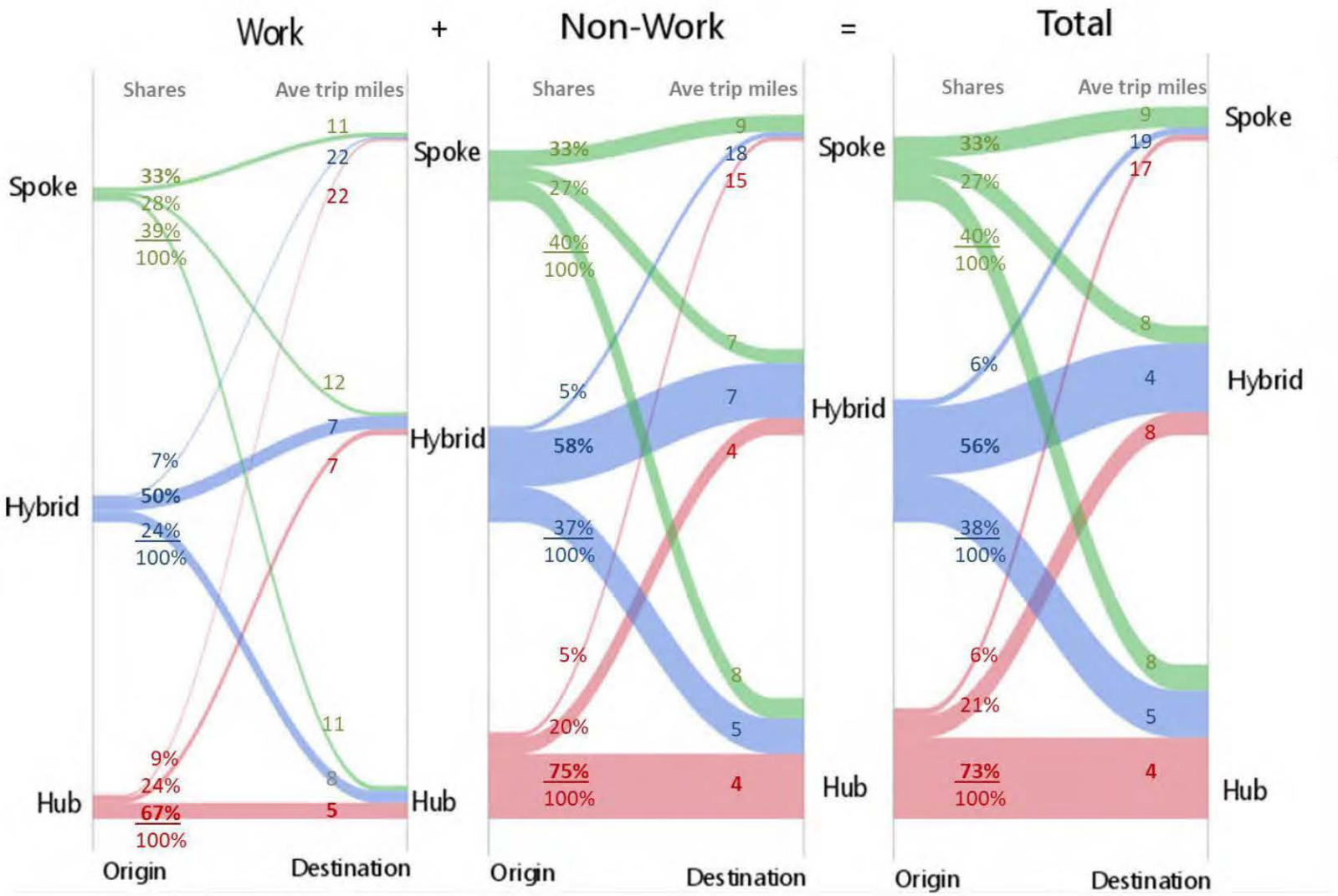
Person trip levels follow the statewide average except for fewer trips in lower density spoke locations (Table 6-10). Despite reporting fewer trips, spoke residents travel more than other residents each day in terms of both distance (37 miles) and duration (81 minutes).

Table 6-10: Average Person Travel Metrics by Household Place Type

Home Location	% Persons	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Hub	37%	3.7	22	72
Hybrid	41%	3.7	24	73
Spoke	22%	3.5	37	81
Statewide	100%	3.7	26	75

The concept of hub locations being more “self-sufficient” (i.e., most activity destinations for hub residents are made to locations within the hub place types) is illustrated in Figure 6-15. This figure shows the distribution of home-based trips for work, non-work, and all trips combined in three respective columns. Each column depicts the home-location (hub, spoke, or hybrid) on the left and the trip destination location (again in terms of hub, spoke or hybrid) on the right. The travel is also color coded: hub is red, spoke is green, and hybrid is blue. The thickness of the line reflects the proportion of trips for each home-destination pair. The text annotations identify the proportion or share of travel originating from the home place type as well as the average trip distance (miles) traveled for that trip.

Figure 6-15: Home-based Trip Destination Locations



In general, as shown in Figure 6-15 (focusing primarily on “all trips” depicted in the right-most panel), hub residents are most likely to travel to destinations within their home place type:

- **Hub Residents**. The majority of trips generated by residents of hub place types are made to destinations also located within the hub place types (73% of all trips). Overall, 21% of all trips reported by hub residents are destined to hybrid place types, while 6% of all trips are made to spoke place types.
- **Hybrid Residents**. A much lower portion of hybrid-generated trips are made to destinations also within the hybrid designation: 56% of all trips made by hybrid residents are to destinations within the hybrid place types, 38% of trips are to hub destinations, and 6% are to spoke locations. This strong interaction with the hub locations is consistent with the hub-spoke theory in that hybrid locations offer enough mixtures of activity and work locations for some residents, but limited land use diversity and close proximity encourages travel to hub destinations.
- **Spoke Residents**. Spoke residents have the greatest variation in their trip destination locations: 40% of trips are to hub locations, 27% to hybrid locations, and 33% remain within the spoke place types.

In general, more trips cross hub-spoke boundaries for work. The choice of travel destination location for residents of the three place type groupings also varies depending on whether the travel is for work or non-work purposes, shown in the left and center panels of Figure 6-15. An important note to consider when comparing the patterns of work vs. non-work travel is the scale itself: as evidenced by the thickness of the lines, work trips are only about one-third of all trips, although work commutes are often longer than other trips:

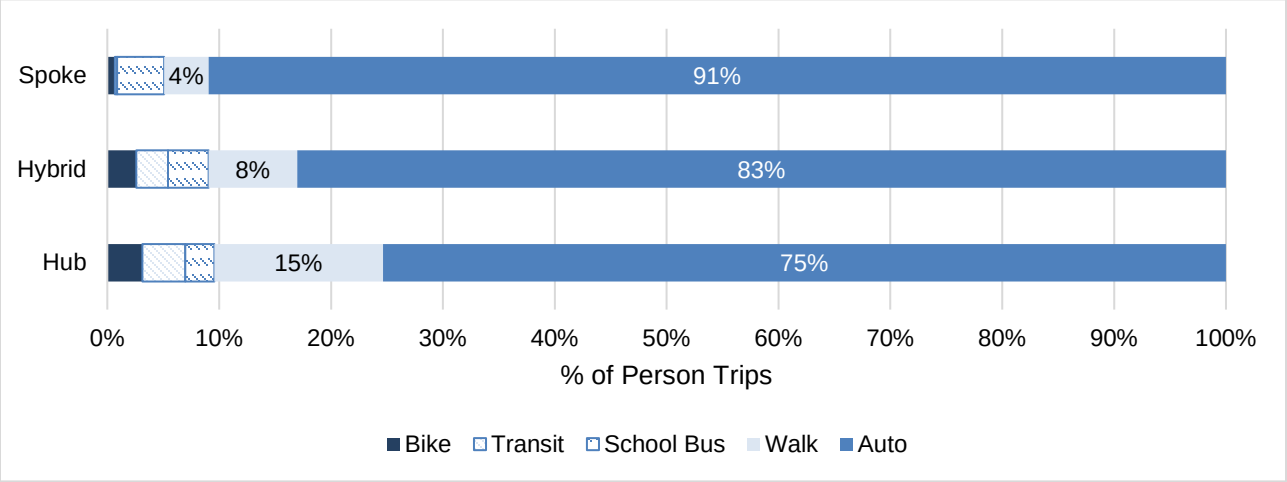
Trip purpose does not seem to affect the mix of destinations for those living in spoke place types. These residents continue to be drawn to the diverse job and non-work (e.g., shopping) destinations of the hub and hybrid place types. Likewise, both hub and hybrid residents remain in their own place type for over half and up to three-quarters of their trips for any purpose. Nonetheless, hub and hybrid residents are more inclined to travel outside their own place type for work trips (roughly 8% point increase) over non-work trips. This is mostly experienced in increased commuting between the hub and hybrid place types, but there is also a 3-4% increase in work trips from these places to spoke locations, relative to non-work trips. Also apparent is the hub-spoke theory dominance of denser areas accommodating more trip destinations from all origins and having an increased share of trips staying with the same place type (horizontal flows).

Trip distance (in miles) is an important metric in transportation planning. Figure 6-15 (on the previous page) depicts the trip distance for each home-destination pair (by work and non-work trip purposes). In general, trips that stay outside spoke boundaries are the shortest, while the longest trips are infrequent and cross hub-spoke boundaries. As indicated therein, residents of hub and hybrid place types travel about the same distance to their hub and hybrid trip destination locations,

reporting slightly shorter trips that stay in hub locations. In contrast, spoke residents appear to travel the same distance regardless of place type (7-12 miles). The longest trips appear to be hub and hybrid residents traveling to spoke areas (15-22 miles). The figure also depicts that work trips are consistently 3-4 miles longer than non-work trips for each home-destination pair. Although trip durations narrow the gap between long and short trips, the challenges posed by longer trip distance should not be understated, given the impact of vehicle miles traveled (VMT) on other goals -- increasing congestion and demand for roads, and emission impact on health and the environment.

Mode usage also follows expected patterns. As indicated in Figure 6-16, those living in the hub place types report a higher proportion of walk trips and transit usage than those living elsewhere. At the same time, auto-usage is highest in the spoke place use types (as is typical for low density areas where residential and commercial areas are separated; this makes it harder to serve these trips by walking and biking (longer trips), or transit (hard to serve dispersed locations).

Figure 6-16: Report Mode Usage based on Home Location



OD Flow Summary

- Hub households are smaller and own fewer vehicles, while spoke households are larger and own more vehicles. Hybrid households are large (like spoke households) but own fewer vehicles (like hub households).
- At the per capita level, hub and hybrid household members report slightly more trips than those living in the spoke area. However, overall household travel for hub households is 10-15 miles less.
- Spoke households report about 40% more miles traveled on a typical weekday (37 miles per day) although trip durations are only about 10% higher than those reported by households living in the other regions. This may be due to faster modes (auto) and/or less congestion.

- Across all trips reported by hub residents, 73% are made to a destination within the hub place type. This compares to 56% of trips by hybrid residents being made to a hybrid destination and 33% of spoke resident trips remaining within the spoke place type group.
- Consistent with the hub and spoke theory, trips that stay within the same place type were shorter. People living in spoke place types had the same average trip length for all trips, while other residents' trip lengths increased when venturing outside their home place types. Longer trip lengths were observed in all spoke-spoke work trips (11 miles) as compared to work trips within the same place type for other workers (5-7 miles) although the work trip difference is muted when considering trip duration instead of miles.
- With respect to work trips, 67% of workers living in a hub place type commute to a work location also in the hub place type group. This compares to 50% of hybrid workers traveling to a hybrid place type work location and 33% of spoke workers commuting to jobs within the spoke place type group.
- The work commute trip for hub workers is the shortest reported at 5 miles if staying within the hub, 8 miles on average. Spoke workers travel an average of 11 miles for work, and hybrid falls between the other two place type groups at 8 mile average.
- Mode usage also follows expected patterns, with those living in the hub place types reporting a higher proportion of walk trips and transit usage than those living elsewhere. At the same time, auto-usage is highest in the spoke land use types (which is typical for low density areas).

Summary

This chapter summarizes the results of an investigation into how daily travel varies based on the built form environment. Using the Oregon DOT concept of "place type" the analysis focused on differences in travel based on place type, the demographic characteristics of residents within each place type, profiles of specific types of households across all place types, and the place types of the trip destinations.

The survey captured household travel based on where they currently live. The factors that influence location choice are varied and only minimally investigated as part of the OHAS effort. For example, households with one worker may choose to locate close to the place of employment or near desirable school districts despite a lengthy commute. Multi-worker households may locate equidistant between workplaces or may chose a home location based on amenities and without regard to the work location (especially where the workers have an option to telecommute).

Demographically:

- Household size: average household sizes are largest in the low density place types. As density increases, average household size decreases.
- Household vehicles: vehicle ownership is highest in the rural areas and MPO low density and decreases as density increases with the fewest vehicles in TOD place types.

- Household workers: the average number of household workers is fairly consistent by place type.
- Household ages: the average number of children per household is fairly consistent across the low and medium density place types, with fewer kids reported by those living in the TOD place types. Senior and young adult households have higher than average concentration in small cities and TODs, respectively.
- Household income: households with the lowest income categories tend to live in hub rather than spoke place types. Higher income households are more likely to be located in middle densities near major cities.
- As to be expected, the proportion of households living in single-family dwellings decreases as density increases. Tenure also decreases with density.

With respect to general differences in travel based on place type, the analysis found:

- Trip rates do not vary much statewide, although trip rates for those living in the Non-MPO, low density, and spoke place types are the lowest.
- At the same time, daily travel (miles and travel time) are highest for this same group of lower density place types. Low density areas within MPOs have roughly half the vehicle miles of rural place types.
- Combined, this confirms the generally accepted understanding that people in the rural areas travel longer distances in fewer trips, mostly in autos (91% auto mode share) to fulfill daily activities. Conversely high density areas make more frequent, shorter trips by non-auto modes (75% non-auto). Medium density areas are closer to the low density auto-dominated mode split.

An analysis of travel based on specific household "types" (households with kids, with seniors, with young adults, or all others) helped to illustrate where and how travel was affected by the home location built environment. Specifically:

- Regardless of household type, of the 9 place types, most live in the MPO residential place type (36% of all households). This is a medium-density place type associated with the "hybrid" place type group (where most daily needs are easily accessible within the same place type but residents may still travel to higher density areas for work and specialty shopping/medical/recreational opportunities).
- Households with seniors or kids are the most auto-dependent, although walking and transit usage (especially for seniors) increase with density. Young adult households (and all other households) are similarly auto-dependent in low density areas but are the least auto-dependent (63% auto mode share) at higher densities.
- Households with kids have few transit trips regardless of place type. Walk and bike mode increases with density for all groups, except for senior households who rarely travel by bike anywhere.
- Workers living in households with children report the longest work trips (regardless of place type), while school and social/recreation trips are longest for those living in households with

young adults. For households with seniors, social/recreation trips are by far the longest for those living in the low and medium densities, but similar length across all trip purposes when living in the higher density place types.
- Trips consistently average between 4 and 5 miles for residents in the high density areas, with more variability (and increase length) for trips reported by other respondents.

The hub and spoke grouping of place types allowed for a closer analysis of trip destinations and the ability to analyze the extent to which people living in the "hub" place types had more destination opportunities closer to home as compared to those living elsewhere. Findings included:

- Spoke households report the most miles travelled, about 40% more miles traveled on a typical weekday (37 miles per day), although trip durations are only about 10% higher than those reported by households living in the other regions. This may be due to faster modes (auto) and/or less congestion.
- Hub residents are most likely to travel to destinations within their home place type. Across all trips reported by hub residents, 73% are made to a destination within the hub place type. This compares to 56% of trips by hybrid residents being made to a hybrid destination and 33% of spoke resident trips remaining within the spoke place type group.
- More trips cross hub-spoke boundaries for work. At the same time, with 67% of workers living in a hub place type commuting to a work location also in the hub place type group. This compares to 50% of hybrid workers traveling to a hybrid place type work location and 33% of spoke workers commuting to jobs within the spoke place type group.
- Trips that stay outside spoke locations are the shortest. Hub work commute trips are the shortest, reported at 5 miles if staying within the hub, 8 miles on average. Spoke workers travel an average of 11 miles for work and hybrid fell between the other two place type groups at 8 mile average. Spoke residents appear to travel the same distance regardless of purpose or destination place type (7-12 miles).
- The longest trips are infrequent and cross hub-spoke boundaries, especially hub and hybrid trips to spoke locations (often an additional 10 or more miles). Work trips are 3-4 miles longer than non-work trips. Longer trips use faster modes and roadways, so trip durations show less distinction.
- Mode usage also follows expected patterns, with those living in the hub place types reporting a higher proportion of walk trips and transit usage than those living elsewhere (75% auto mode share). At the same time, auto-usage is highest (91%) in the spoke land use types (which is typical for low density areas).

This new analysis using place types reveals patterns arising from individual people making personal choices related to where they live, work, attend school, recreate, shop and conduct personal business. The transportation system provides the mobility needed to participate in the activities that contribute to Oregon's quality of life and the economy. Understanding the relationship between land use form supports making informed policy decisions to optimize system performance while avoiding unintended consequences.

CHAPTER 7

Travel Profiles

This chapter of the report provides a summary of travel statewide and for each survey region. The travel profiles include the same details for each geography and are presented in the following order:

- Statewide
- ODOT Region 2*
- ODOT Region 3**
- ODOT Region 4
- ODOT Region 5
- ODOT Region 1/Portland Metro***
- Central Lane
- Salem/Keizer
- Medford/Rogue Valley
- Bend

Notes: See Introduction for a map of Survey Regions. *Corvallis and Albany metropolitan areas included in ODOT Region 2. **Grants Pass included in ODOT Region 3. ***Defined as Clackamas, Multnomah, and Washington counties.

CHAPTER 7 – STATEWIDE TRAVEL PROFILE

STATEWIDE TRAVEL PROFILE

Statewide, the 17,941 households that participated in the OHAS survey report an average of 2.4 household members and own 1.8 vehicles and 1.5 bicycles, on average. These same households report an average of 8.9 daily weekday trips, traversing 61 miles per day and spending 168 minutes per day traveling. Per capita, this equates to 3.7 trips, 26 miles, and 75 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table 7-1, people with household incomes over $75,000 report the highest level of trip-making and longest distances traveled.

Table 7-1: Person Travel Metrics by Household Income

Household income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.4	20	76
$25k-<$50k	3.5	25	73
$50k-<$75k	3.7	26	72
$75k+	3.9	31	76

Figure 7-1: Person Trips by Size and Income



The average daily weekday person trip rate remains fairly steady for persons when considering both household income and size. As shown in Figure 7-1, the greatest variation in trip rates across size is for persons reporting household incomes less than $25,000.

Children (ages 0-17) report the lowest levels of average weekday travel, while those ages 35 to 54 report the highest, as indicated in Table 7-2. Those ages 18-34 report an average of 3.7 daily weekday person trips traveling 28 miles and 79 minutes. The elderly (ages 65+) report an average of 3.3 trips, with similar distances and durations as those ages 18-34.

Table 7-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.2	14	57
18-34	3.7	28	79
35-54	4.2	32	85
55-64	3.8	33	80
65+	3.3	28	77
All Persons	3.7	26	75

Table 7-3 illustrates 40% of household members age 16+ report that they work full-time (35 hours or more), while 26% work part-time or volunteered on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than

half of all adults ages 35-54 are employed full-time (56%), as compared to 43% of those ages 55-64, 42% of those ages 18-34, and 9% of those ages 65-74.

Table 7-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	42%	56%	43%	9%	2%	40%
Employed PT or Volunteer	20%	30%	24%	26%	32%	23%	26%
Not Employed	80%	28%	20%	31%	58%	75%	34%
Total	100%	100%	100%	100%	100%	100%	100%

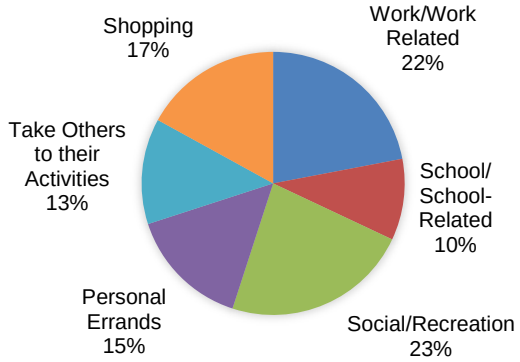
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 44 hours over a 5-day work-week while part-time/volunteer workers spend an average of 21 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (49% of those employed full-time and 66% of those working part-time or in volunteer positions).
- Most workers report having full (27%) or some (43%) flexibility in their work schedule. Only 29% of respondents report having no flexibility in the work schedule.
- One in four (26%) of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (82%) and 7% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Thirteen percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 40% do so at least once a week, 26% do so at least once a month, 19% report teleworking almost every day and the remaining 15% report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

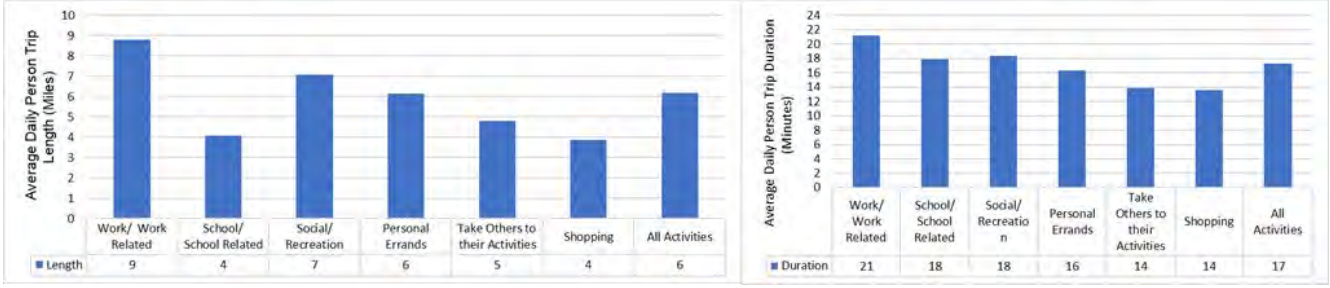
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure 7-2: Reasons for Travel



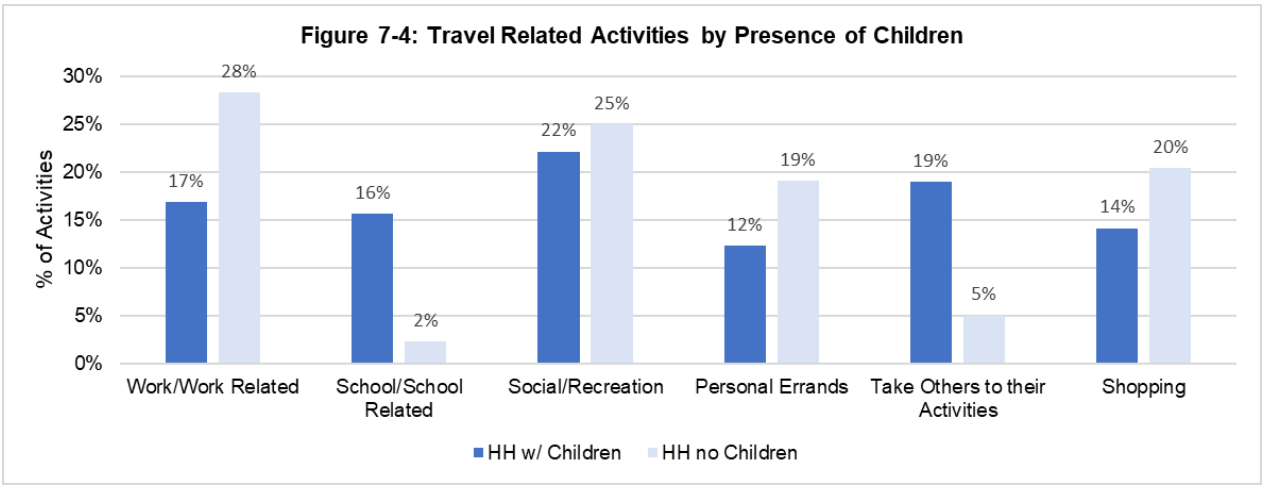
Average trip distance and duration for each activity are shown in Figure 7-3. Trips for work tend to be the longest at 9 miles and 21 minutes. Those for school and shopping are the shortest (4 miles), while shopping trip duration and taking others to their activities are the quickest at 14 minutes on average.

Figure 7-3: Travel Metrics by Activity



Households with children report more school-related trips and fewer work trips than households with no children. The households with children also report more trips for taking others to their activities and fewer trips for social/recreational, errands, or shopping.

Figure 7-4: Travel Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center around school and personal errands, with a fair amount of social/recreation travel as well (see Table 7-4). School related activities decline for each successive age group, while the proportion of trips for personal errands and shopping increases with age.

Table 7-4: Travel-Related Activities by Age Group

Age	Activity						
	Work/Work Related	School/ School Related	Social/ Recreation	Personal Errands	Others to their Activities	Shopping	Total
0-17	0%	37%	27%	11%	13%	12%	100%
18-34	29%	7%	22%	13%	14%	15%	100%
35-54	32%	1%	20%	14%	17%	16%	100%
55-64	30%	0%	23%	19%	7%	21%	100%
65-74	15%	0%	28%	24%	6%	27%	100%
75+	9%	0%	29%	30%	5%	27%	100%

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 13.5 million trips made on a typical weekday in Oregon, 82% are auto trips. Of the remaining 18% of trips,

10% are walk trips, 2% bike trips, 3% transit trips, and 3% school bus trips. By age, those ages 18-34 who are not auto drivers are either passengers (15%) or walk (12%) as indicated in Table 7-5.

Table 7-5: Travel Mode by Age

Age Groups	Travel Mode						Total
	Auto-Driver	Auto-Passenger	Walk	Bike	School Bus	Transit	
0-17	3%	65%	15%	2%	14%	2%	100%
18-34	66%	15%	12%	3%	0%	4%	100%
35-54	77%	9%	8%	3%	0%	3%	100%
55-64	79%	11%	6%	2%	0%	2%	100%
65+	73%	17%	6%	1%	0%	2%	100%

Table 7-6 reveals work and work-related travel is largely by auto (85%). School and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (12%).

Table 7-6: Travel Modes by Activities

Activity	Travel Mode						Total
	Auto-Driver	Auto-Passenger	Walk	Bike	School Bus	Transit	
Work/Work Related	78%	7%	8%	3%	0%	4%	100%
School/Related (Age<18)	4%	47%	16%	2%	29%	1%	100%
Schoo/Related (Age 18+)	52%	16%	12%	4%	3%	12%	100%
Social/Recreation	50%	32%	13%	2%	1%	2%	100%
Personal Errands	69%	25%	5%	1%	1%	0%	100%
Take Others to Activities	69%	25%	5%	1%	1%	0%	100%
Shopping	59%	26%	10%	2%	0%	4%	100%

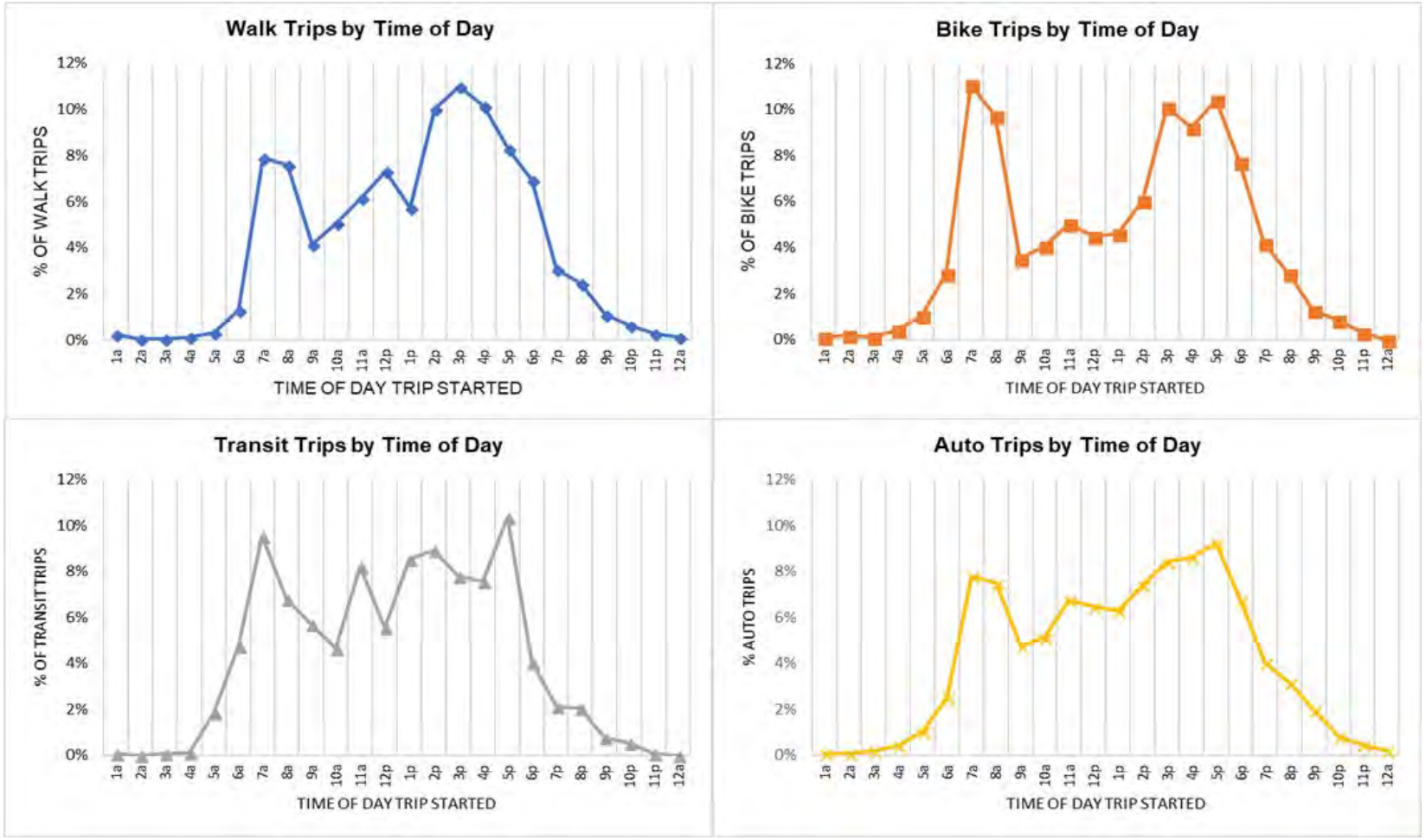
The distance and time spent traveling vary by both activity as well as travel mode. Transit trips tend to be about the same miles as auto trips but take almost three times longer in terms of minutes spent traveling. Walk trips average the shortest distance and time (Table 7-7).

Table 7-7: Miles and Minutes Traveled by Activity and Travel Mode

Activity	Auto		Transit		Walk		Bike	
	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes
Work/Work Related	9	21	8	51	0.4	10	2	22
School/School Related	5	14	6	42	0.5	13	1	15
Social/ Recreation	8	18	8	49	0.4	14	1	20
Personal Errands	7	16	6	46	0.4	10	1	14
Take Others to their Activities	5	14	5	36	0.3	9	1	11
Shopping	4	13	4	36	0.3	12	1	12
All Purposes	7	17	6	45	0.4	12	2	18

With respect to the time of day (Figure 7-5) that travel took place, walk trips peak between 7 and 8 am, then again 2 and 4 pm, with activity also reported during the noon lunch-hour. Bike trips peak between 7 and 8 am, with an evening peak of 3 to 5 pm. Transit trips peak in the morning at 7 am, at noon, a 2 pm and again at 5 pm. Auto trips peak at the same time in the morning but peak slightly later at 6 pm in the evening.

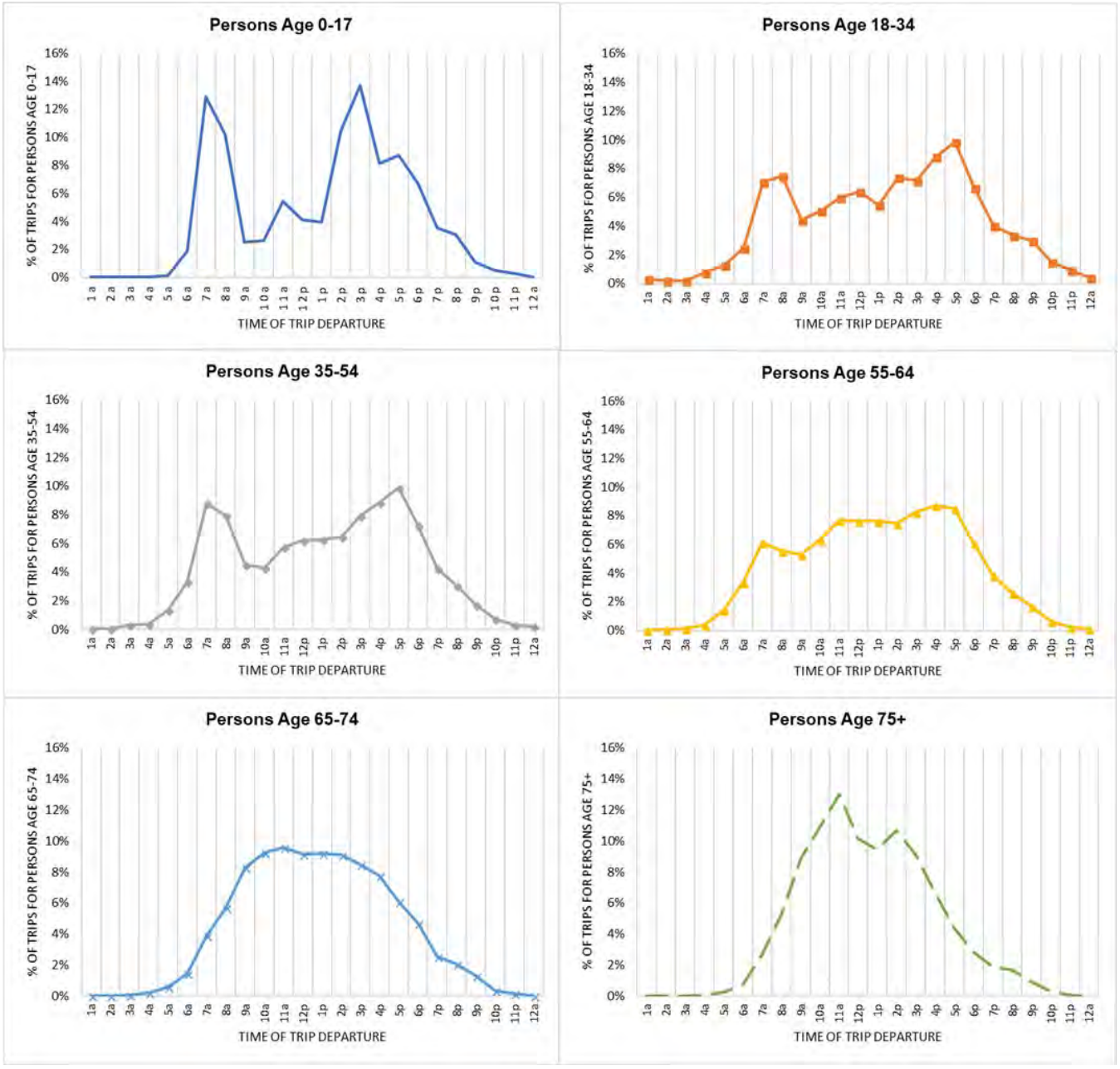
Figure 7-5: Mode Usage by Time of Day



CHAPTER 7 – STATEWIDE TRAVEL PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly, particularly those travelers age 75 and older, report the most pronounced mid-day peaks as indicated in Figure 7-6.

Figure 7-6: Time of Day Travel by Age Group



CHAPTER 7 – ODOT REGION 2 TRAVEL PROFILE

ODOT REGION 2 TRAVEL PROFILE

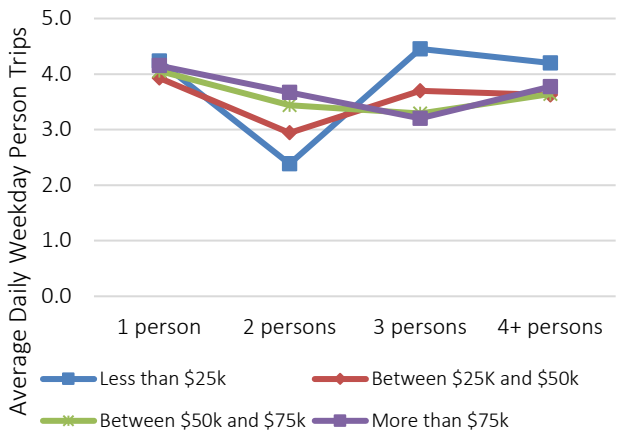
Across ODOT Region 2, the 3,577 households that participated in the OHAS survey report an average of 2.5 household members and own 2.0 vehicles and 1.3 bicycles, on average. These same households report an average of 9.0 daily weekday trips, traversing 73 miles per day and spending 178 minutes per day traveling. Per capita, this equates to 3.6 trips, 30 miles, and 76 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table R2-1, people with household incomes under $25,000 report the highest level of trip-making. Those in households with incomes over $75,000 report longer trips (in miles).

Table R2-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.9	24	80
Between $25K and $50k	3.5	31	77
Between $50k and $75k	3.5	30	71
More than $75k	3.6	35	74
All Persons	3.7	30	76

Figure R2-1: Person Trips by Size and Income



The average daily weekday person trip rates show variations in per capita trip rates when considering both household income and size. As shown in Figure R2-1, the greatest variation in trip rates across size is for those living in 2-person households. Person travel is most consistent across the $75,000+ income group regardless of household size.

Seniors (ages 65+) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table R2-2. Respondents ages 18-34 report an average of 3.6 daily weekday person trips traveling 38 miles and 85 minutes.

Table R2-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.4	14	59
18-34	3.6	38	85
35-54	4.1	36	85
55-64	3.8	41	83
65+	3.3	34	77
All Persons	3.6	30	76

CHAPTER 7 – ODOT REGION 2 TRAVEL PROFILE

Thirty-seven percent of household members age 16+ report that they work full-time (35 hours or more), while 26% report they work part-time or volunteered on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (52%), as compared to 42% of those ages 55-64, 41% of those ages 18-34, and 8% of those ages 65-74.

Table R2-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	41%	52%	42%	8%	1%	37%
Employed PT or Volunteer	12%	31%	24%	26%	30%	21%	26%
Not Employed	88%	28%	24%	32%	62%	79%	37%
Total	100%	100%	100%	100%	100%	100%	100%

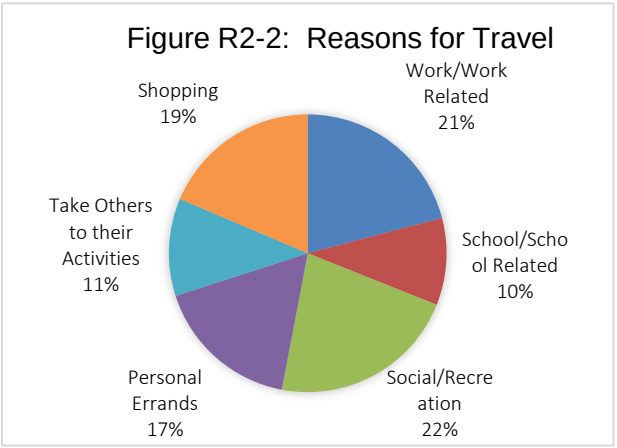
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 44 hours over a 5-day work-week while part-time/volunteer workers spend an average of 20 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (48% of those employed full-time and 64% of those working part-time or in volunteer positions).
- Most workers report having full (31%) or some (41%) flexibility in their work schedule. However, one-third of respondents (28%) report having no flexibility in their work schedule.
- Twenty-nine percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (87%) and 5% indicate their employer provides free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Eleven percent of workers report their employer permits teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 23% report working from home daily, 41% do so at least once a week, 24% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

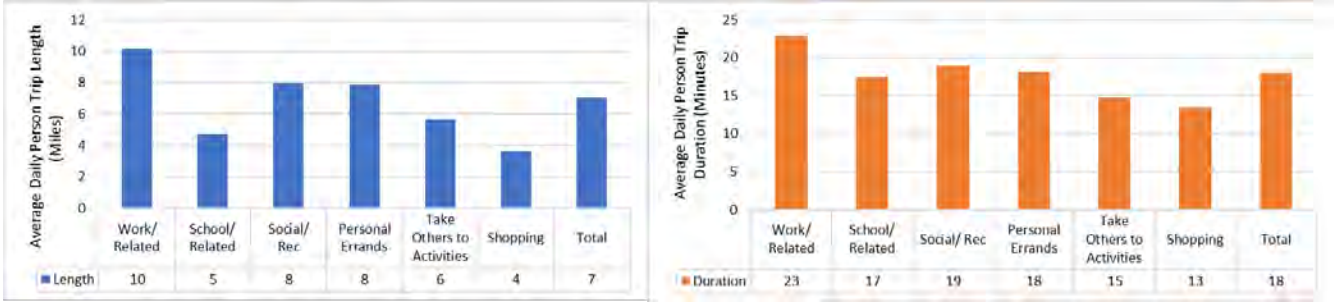
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure R2-2: Reasons for Travel



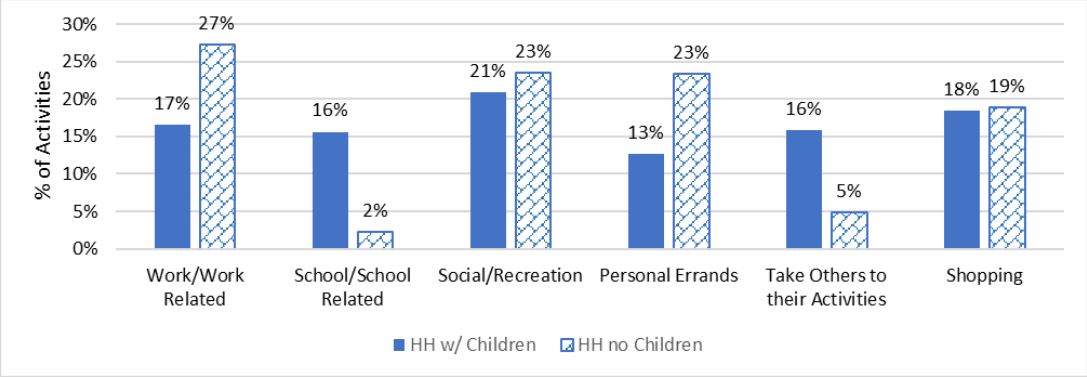
Average trip distance and duration for each activity are shown in Figure R2-3. Trips for work tend to be the longest at an average of 10 miles while shopping trips are shortest at 4 miles. In terms of average trip duration, trips for work take the longest at 23 minutes while trips for shopping average 13 minutes.

Figure R2-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work and errands.

Figure R2-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table R2-4). School related activities decline sharply for adults while the proportion of trips for shopping and errands increases with age.

Table R2-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/Work Related	School/School Related	Social/ Recreation	Personal Errands	Take Others to their Activities	Shopping	
0-17	0%	34%	26%	12%	11%	17%	100%
18-34	33%	6%	21%	15%	12%	14%	100%
35-54	30%	1%	18%	16%	16%	19%	100%
55-64	30%	0%	21%	22%	7%	20%	100%
65-74	13%	0%	27%	27%	7%	27%	100%
75+	8%	0%	28%	32%	5%	27%	100%
All Ages	21%	10%	22%	17%	11%	19%	100%

CHAPTER 7 – ODOT REGION 2 TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 2.7 million trips made on a typical weekday in ODOT Region 2, 80% are auto trips. Of the remaining 20% of trips, 12% are walk trips, 2% bike trips, 2% transit trips, and 4% school bus trips. Those ages 18-34 who do not travel by auto either walk (10%) or ride their bike (4%) as indicated in Table R2-5.

Table R2-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	58%	22%	1%	3%	15%	100%
18-34	85%	10%	4%	0%	0%	100%
35-54	85%	8%	3%	3%	0%	100%
55-64	93%	5%	2%	1%	0%	100%
65-74	96%	4%	0%	0%	0%	100%
All Ages	80%	12%	2%	2%	4%	100%

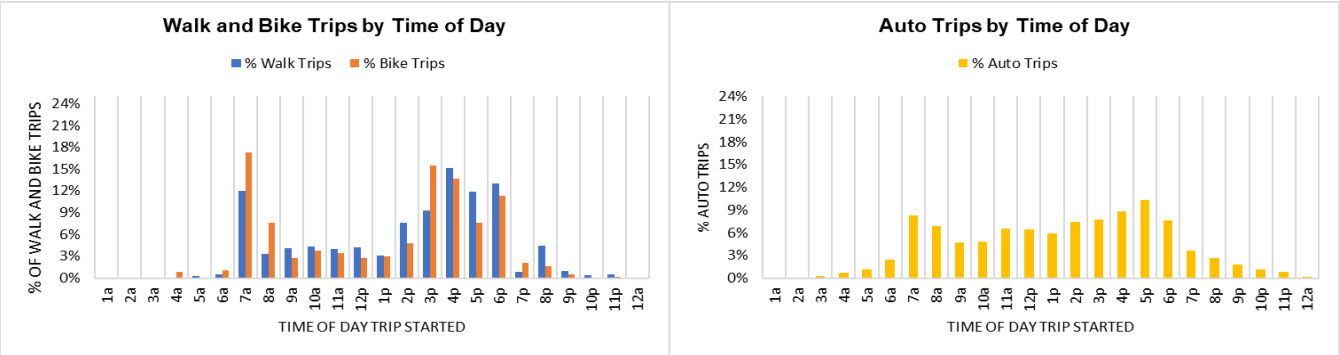
Work and work-related travel is largely by auto (87%). Travel to school (regardless of age) shows the highest levels of walk trips, while shopping trips have the highest reported levels of transit usage (8%).

Table R2-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	87%	8%	4%	0%	0%	100%
School/School Related (age <18)	42%	24%	3%	0%	31%	100%
Schoo/School Related (age 18+)	60%	30%	3%	3%	5%	100%
Social/Recreation	84%	12%	2%	0%	1%	100%
Personal Errands	93%	5%	1%	0%	1%	100%
Take Others to their Activities	97%	1%	1%	0%	0%	100%
Shopping	76%	15%	1%	8%	0%	100%
All activities	82%	11%	2%	2%	3%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure R2-5 display the distribution of all trips by each of the three main modes of walk, bike, and auto regardless of the reasons for those trips. There were insufficient transit trips to include in this graph.

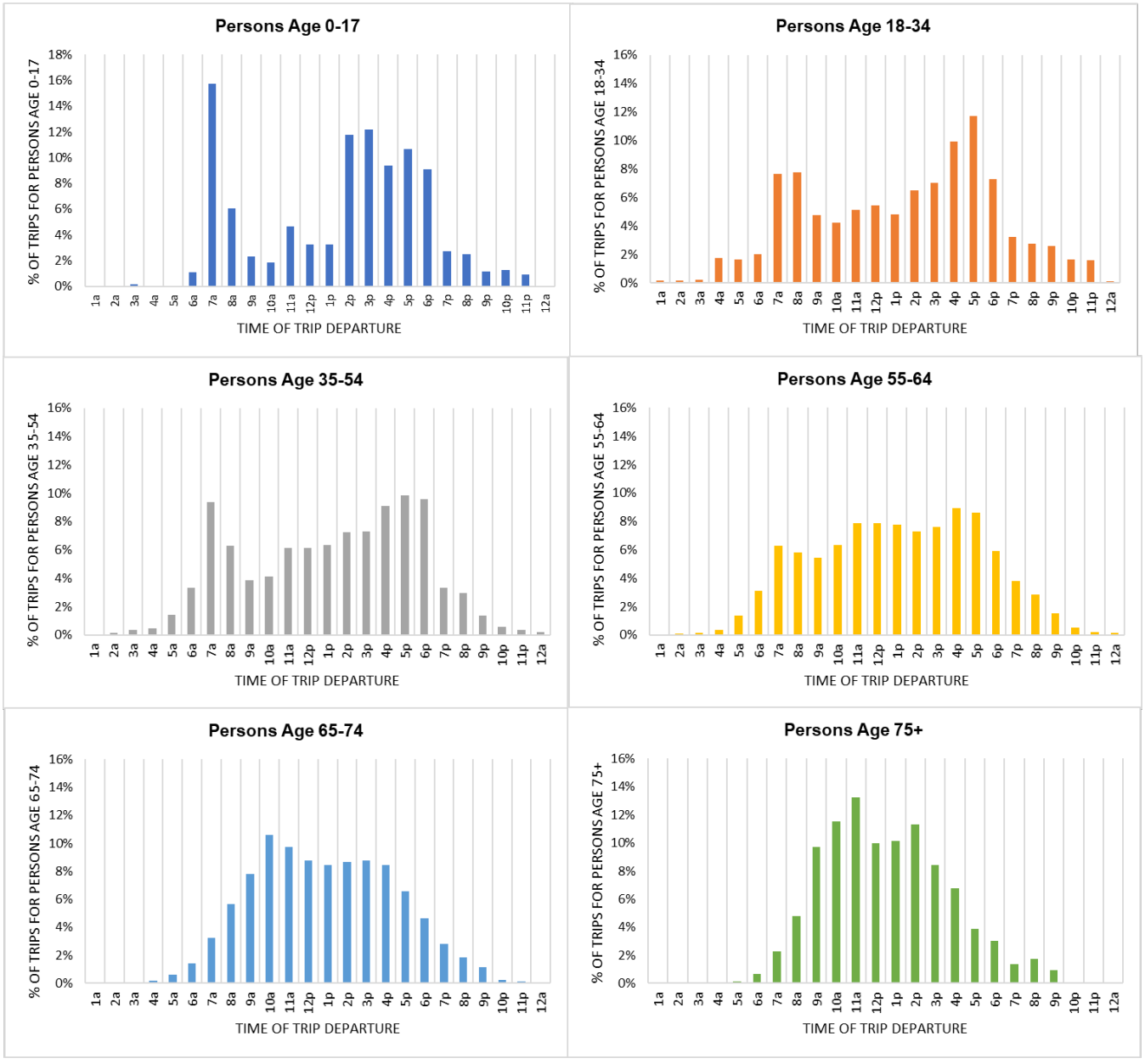
Figure R2-5: Mode Usage by Time of Day



CHAPTER 7 – ODOT REGION 2 TRAVEL PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure R2-6.

Figure R2-6: Time of Day Travel by Age Group



CHAPTER 7 – ODOT REGION 3 TRAVEL PROFILE

ODOT REGION 3 TRAVEL PROFILE

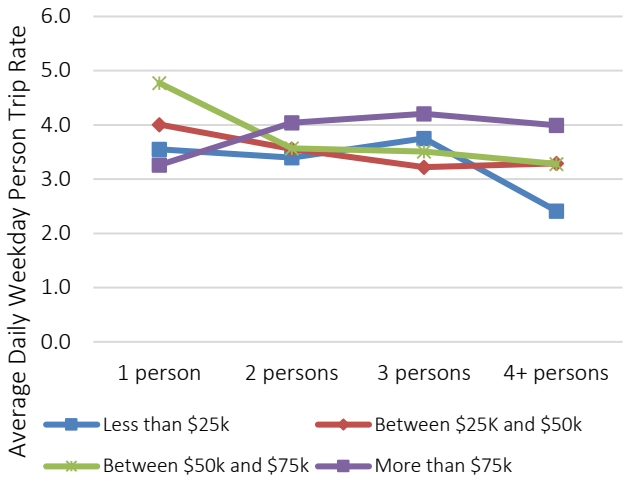
Across ODOT Region 3, the 1,951 households that participated in the OHAS survey report an average of 2.4 household members and own 2.1 vehicles and 1.1 bicycles, on average. These same households report an average of 8.6 daily weekday trips, traversing 75 miles per day and spending 166 minutes per day traveling. Per capita, this equates to 3.5 trips, 34 miles, and 75 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table R3-1, people with household incomes under $25,000 report the lowest level of trip-making. Those in households with incomes over $75,000 report the most trips as well as the longest trips (in distance and duration).

Table R3-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.1	26	67
Between $25K and $50k	3.4	30	73
Between $50k and $75k	3.5	35	76
More than $75k	4.0	43	84
All Persons	3.5	34	75

Figure R3-1: Person Trips by Size and Income



The average daily weekday person trip rates show variations in per capita trip rates when considering both household income and size. As shown in Figure R3-1, the greatest variation in trip rates across size is for those living in 4+-person households. Person travel is most consistent across the $75,000+ income group regardless of household size.

Children (ages 0-17) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table R3-2. Respondents ages 18-34 report an average of 3.4 daily weekday person trips traveling 36 miles and 75 minutes.

Table R3-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	2.8	17	57
18-34	3.4	36	75
35-54	4.1	42	87
55-64	3.9	39	78
65+	3.7	35	78
All Persons	3.5	34	75

CHAPTER 7 – ODOT REGION 3 TRAVEL PROFILE

Thirty-one percent of household members age 16+ report that they work full-time (35 hours or more), while 28% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (52%), as compared to 36% of those ages 55-64, 29% of those ages 18-34, and 5% of those ages 65-74.

Table R3-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	29%	52%	36%	5%	1%	31%
Employed PT or Volunteer	25%	38%	23%	27%	28%	22%	28%
Not Employed	75%	33%	25%	38%	67%	77%	42%
Total	100%	100%	100%	100%	100%	100%	100%

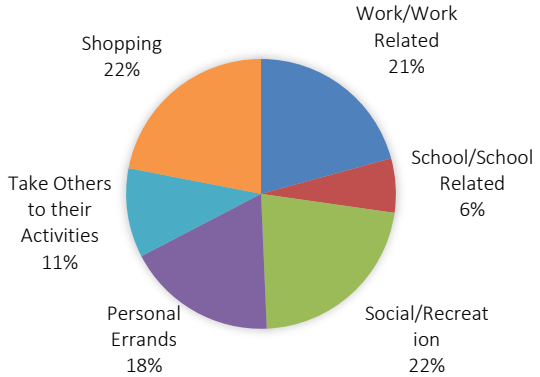
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 44 hours over a 5-day work-week while part-time/volunteer workers spend an average of 22 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (47% of those employed full-time and 66% of those working part-time or in volunteer positions).
- Most workers report having full (30%) or some (40%) flexibility in their work schedule. However, one-third of respondents (30%) report having no flexibility in the work schedule.
- Twenty-seven percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (94%) and 2% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Nine percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 28% report working from home daily, 44% do so at least once a week, 19% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

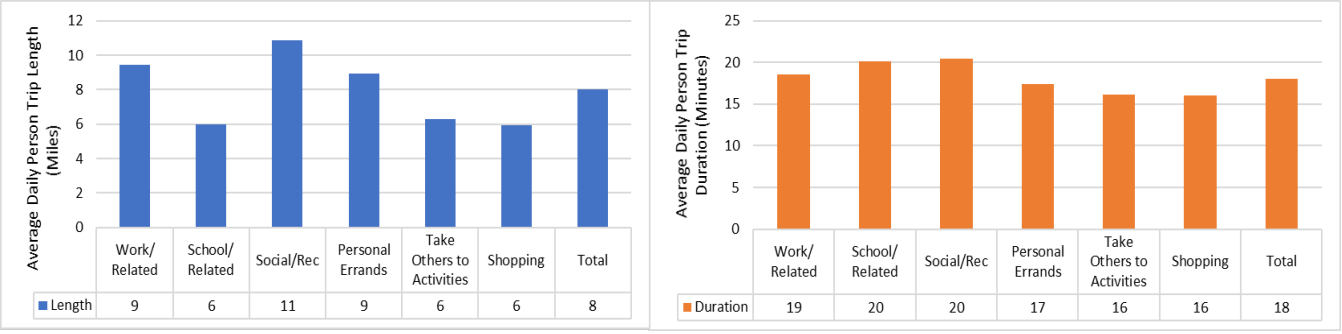
Figure R3-2: Reasons for Travel



CHAPTER 7 – ODOT REGION 3 TRAVEL PROFILE

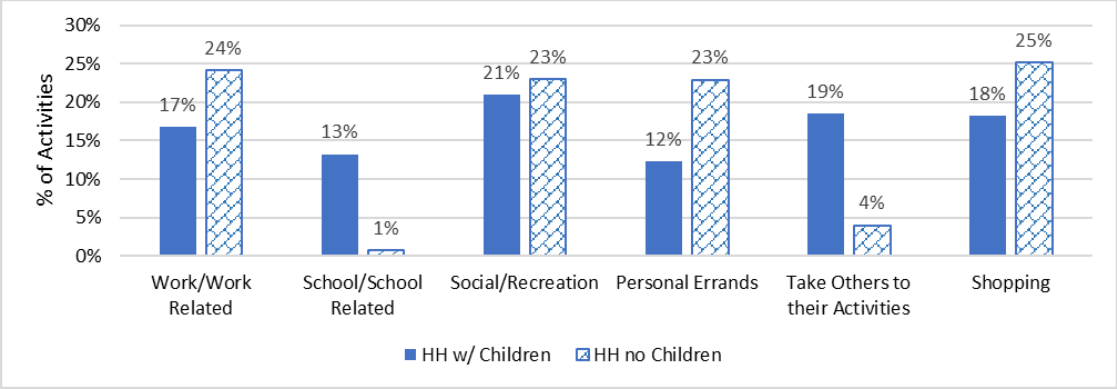
Average trip distance and duration for each activity are shown in Figure R3-3. Trips for social/recreation tend to be the longest at an average of 11 miles. In terms of average trip duration, trips for school and social/recreation take the longest at 20 minutes.

Figure R3-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, shopping, and errands.

Figure R3-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table R3-4). School related activities decline sharply for adults while the proportion of trips for shopping and errands increases with age.

Table R3-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	0%	31%	28%	12%	13%	15%	100%
18-34	28%	5%	19%	12%	14%	22%	100%
35-54	32%	0%	18%	15%	15%	20%	100%
55-64	29%	0%	20%	22%	5%	24%	100%
65-74	11%	0%	25%	28%	6%	30%	100%
75+	6%	0%	27%	33%	4%	31%	100%
All Ages	21%	6%	22%	18%	11%	22%	100%

CHAPTER 7 – ODOT REGION 3 TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 1.1 million trips made on a typical weekday in ODOT Region 3, 91% are auto trips. Of the remaining 9% of trips, 6% are walk trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto walked (9%) as indicated in Table R3-5.

Table R3-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	73%	11%	1%	0%	15%	100%
18-34	90%	9%	0%	0%	0%	100%
35-54	96%	3%	1%	0%	0%	100%
55-64	95%	4%	1%	0%	0%	100%
65-74	97%	3%	0%	0%	0%	100%
All Ages	91%	6%	1%	0%	3%	100%

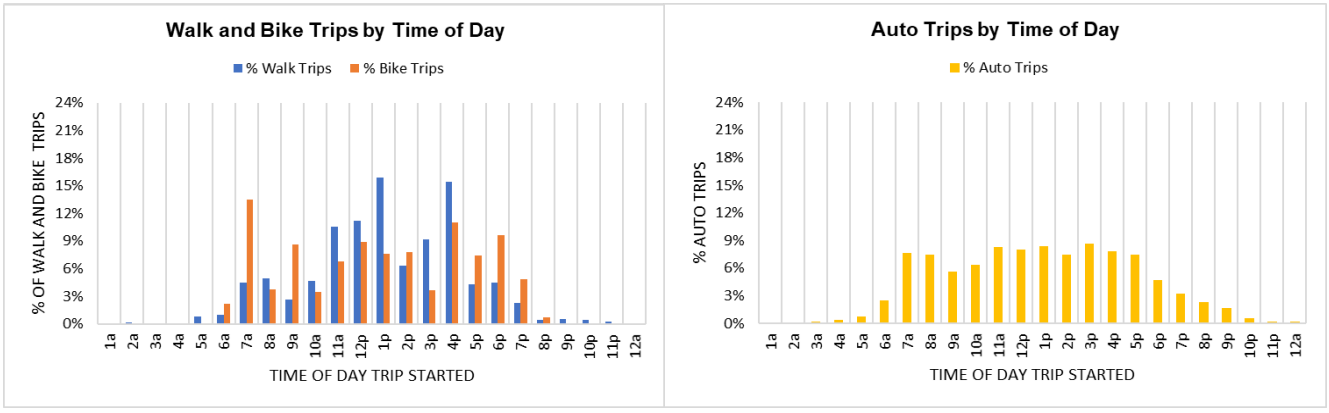
Work and work-related travel is largely by auto (95%). Travel for social/recreation shows the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (2%).

Table R3-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/ Related	95%	4%	1%	0%	0%	100%
School/ Related (age <18)	57%	7%	1%	0%	35%	100%
School/ Related (age 18+)	82%	4%	3%	2%	9%	100%
Social/Recreation	89%	10%	1%	0%	0%	100%
Personal Errands	97%	3%	0%	0%	0%	100%
Take Others to Activities	100%	0%	0%	0%	0%	100%
Shopping	94%	6%	0%	0%	0%	100%
All activities	92%	5%	0%	0%	2%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure R3-5 display the distribution of all trips by each of the three main modes of walk, bike, and auto regardless of the reasons for those trips. There were insufficient transit trips to include in this graph.

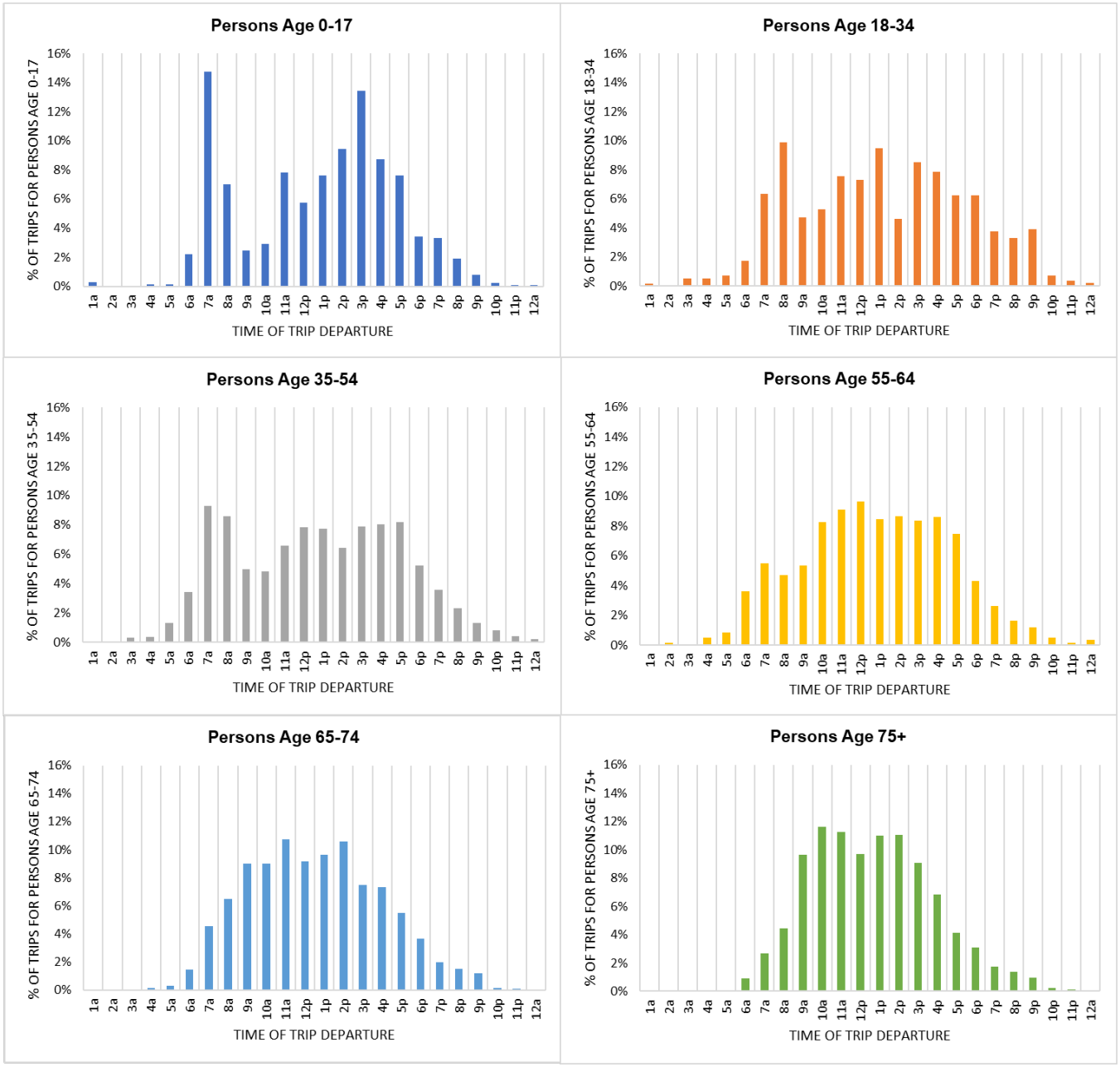
Figure R3-5: Mode Usage by Time of Day



CHAPTER 7 – ODOT REGION 3 TRAVEL PROFILE

Travel patterns by time of day were fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure R3-6.

Figure R3-6: Time of Day Travel by Age Group



CHAPTER 7 – ODOT REGION 4 TRAVEL PROFILE

ODOT REGION 4 TRAVEL PROFILE

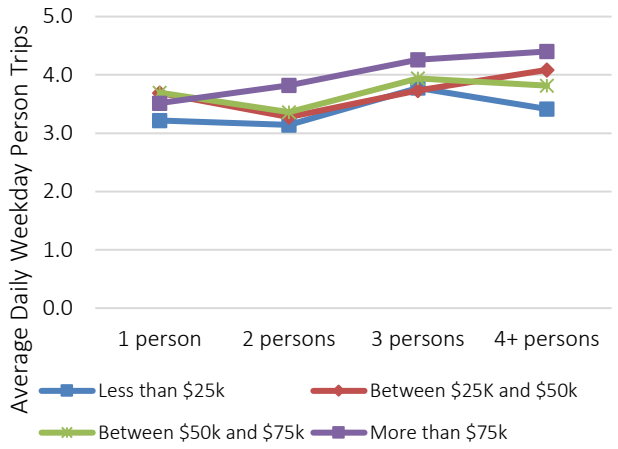
Across ODOT Region 4, the 1,210 households that participated in the OHAS survey report an average of 2.4 household members and own 2.1 vehicles and 1.2 bicycles, on average. These same households report an average of 9.3 daily weekday trips, traversing 77 miles per day and spending 168 minutes per day traveling. Per capita, this equates to 3.7 trips, 33 miles, and 74 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table R4-1, people with household incomes under $25,000 report the lowest level of trip-making. Those in households with incomes over $75,000 report the most trips as well as the longest trips (in distance and duration).

Table R4-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.4	24	72
Between $25K and $50k	3.8	31	73
Between $50k and $75k	3.7	35	75
More than $75k	4.2	43	80
All Persons	3.7	33	74

Figure R4-1: Person Trips by Size and Income



The average daily weekday person trip rate show variations in per capita trip rates when considering both household income and size. As shown in Figure R4-1, the greatest variation in trip rates across size is for those living in 4+-person households. Person travel is most consistent across the $50,000 - $74,999 income group regardless of household size.

Children (ages 0-17) and Seniors (age 65+) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table R4-2. Respondents ages 18-34 report an average of 3.6 daily weekday person trips traveling 34 miles and 75 minutes.

Table R4-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.5	21	61
18-34	3.6	34	75
35-54	4.1	37	81
55-64	3.8	41	80
65+	3.5	36	78
All Persons	3.7	33	74

CHAPTER 7 – ODOT REGION 4 TRAVEL PROFILE

Thirty-seven percent of household members age 16+ report that they work full-time (35 hours or more), while 24% report they worked part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (55%), as compared to 45% of those ages 18-34, 36% of those ages 55-64, and 7% of those ages 65-74.

Table R4-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	1%	45%	55%	36%	7%	4%	37%
Employed PT or Volunteer	30%	29%	22%	22%	27%	15%	24%
Not Employed	69%	26%	23%	42%	66%	81%	38%
Total	100%	100%	100%	100%	100%	100%	100%

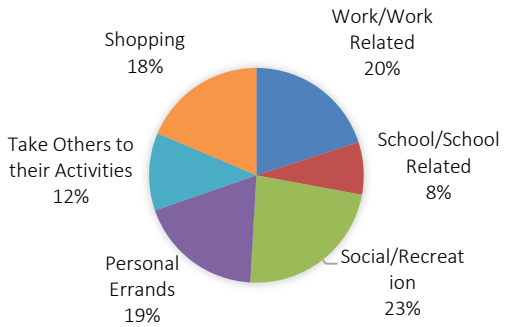
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 45 hours over a 5-day work-week while part-time/volunteer workers spend an average of 19 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (48% of those employed full-time and 63% of those working part-time or in volunteer positions).
- Most workers report having full (31%) or some (40%) flexibility in their work schedule. However, one-third of respondents (29%) report having no flexibility in the work schedule.
- Thirty-one percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (93%) and 1% indicate their employer provides free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Eight percent of workers report their employer permits teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 38% report working from home daily, 30% do so at least once a week, 21% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

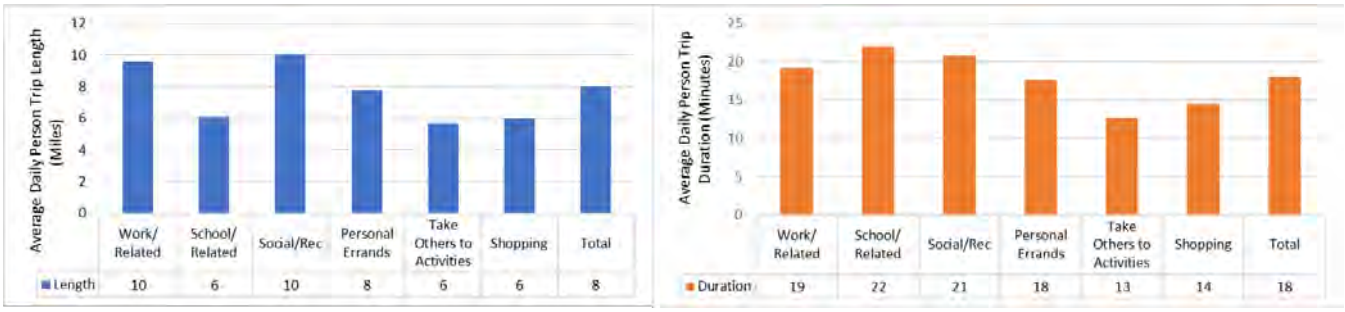
Figure R4-2: Reasons for Travel



CHAPTER 7 – ODOT REGION 4 TRAVEL PROFILE

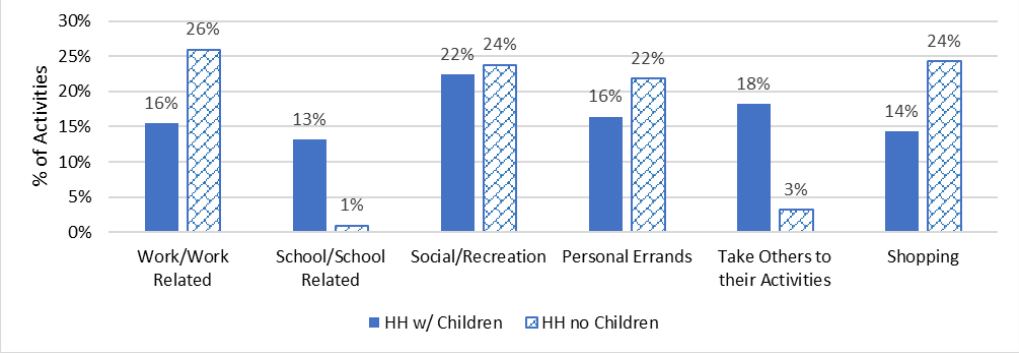
Average trip distance and duration for each activity are shown in Figure R4-3. Trips for work and social/recreation tend to be the longest at an average of 10 miles. In terms of average trip duration, trips for school tale the longest at 22 minutes, just slightly higher than the average duration of 18 minutes.

Figure R4-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, shopping, and errands.

Figure R4-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table R4-4). School related activities decline sharply for adults while the proportion of trips for shopping and errands increases with age.

Table R4-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	1%	29%	26%	17%	13%	14%	100%
18-34	27%	4%	27%	13%	16%	13%	100%
35-54	31%	1%	18%	17%	14%	18%	100%
55-64	28%	0%	21%	21%	5%	25%	100%
65-74	14%	0%	28%	26%	4%	28%	100%
75+	7%	0%	27%	30%	6%	31%	100%
All Ages	20%	8%	23%	19%	12%	19%	100%

CHAPTER 7 – ODOT REGION 4 TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips were made by auto. Of the 770,000 trips made on a typical weekday in ODOT Region 4, 90% are auto trips. Of the remaining 10% of trips, 6% are walk trips, 1% are bike trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto walk (5%), bike (1%) or take the school bus (1%, for those still in high school).

Table R4-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	75%	14%	1%	0%	11%	100%
18-34	93%	5%	1%	0%	1%	100%
35-54	95%	3%	1%	0%	0%	100%
55-64	97%	2%	0%	0%	0%	100%
65-74	95%	4%	0%	0%	0%	100%
All Ages	90%	6%	1%	0%	3%	100%

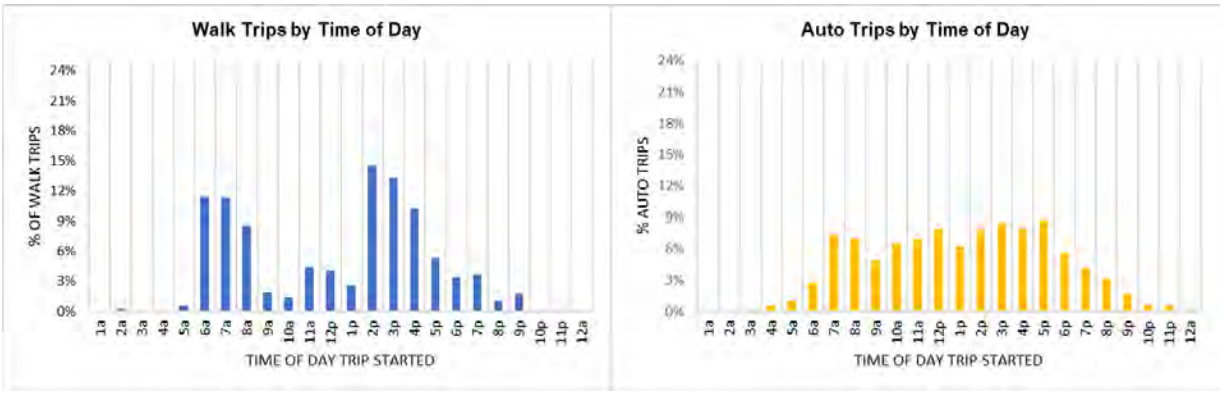
Work and work-related travel is largely by auto (93%). Children's travel to school shows the highest levels of walk trips.

Table R4-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	93%	5%	1%	0%	0%	100%
School/ Related (age <18)	55%	15%	2%	0%	28%	100%
School/ Related (age 18+)	83%	7%	3%	0%	6%	100%
Social/Recreation	92%	6%	1%	0%	1%	100%
Personal Errands	93%	5%	0%	0%	1%	100%
Take Others to their Activities	92%	8%	0%	0%	1%	100%
Shopping	97%	2%	0%	0%	0%	100%
All activities	91%	6%	1%	0%	3%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure R4-5 display the distribution of all trips by walk and auto (there was not enough data to analyze bike or transit trips made by Region 4 residents). Walk trips peak in the morning and afternoon, while auto trips are more equally distributed across the day.

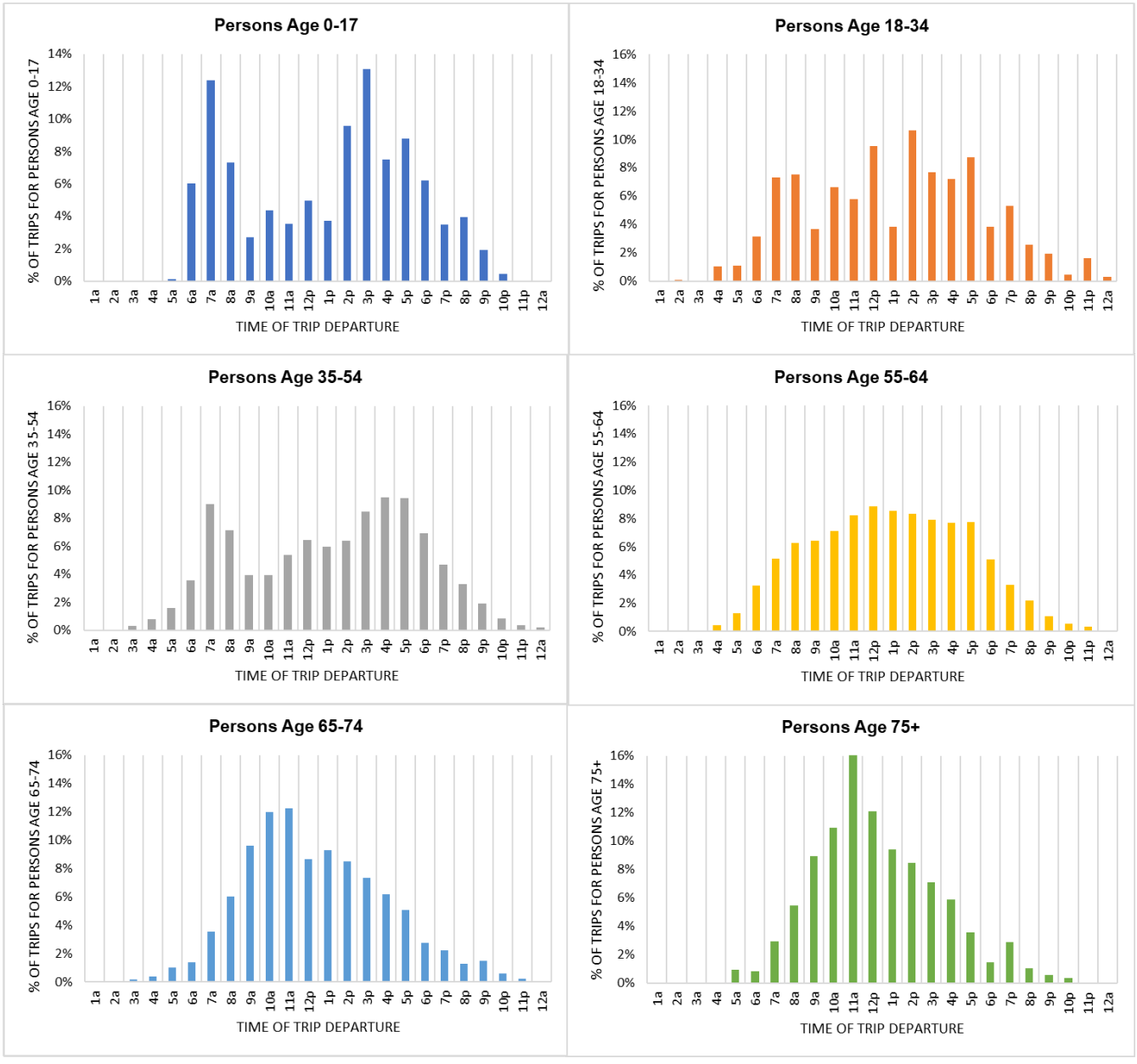
Figure R4-5: Mode Usage by Time of Day



CHAPTER 7 – ODOT REGION 4 TRAVEL PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure R4-6.

Figure R4-6: Time of Day Travel by Age Group



CHAPTER 7 – ODOT REGION 5 TRAVEL PROFILE

ODOT REGION 5 TRAVEL PROFILE

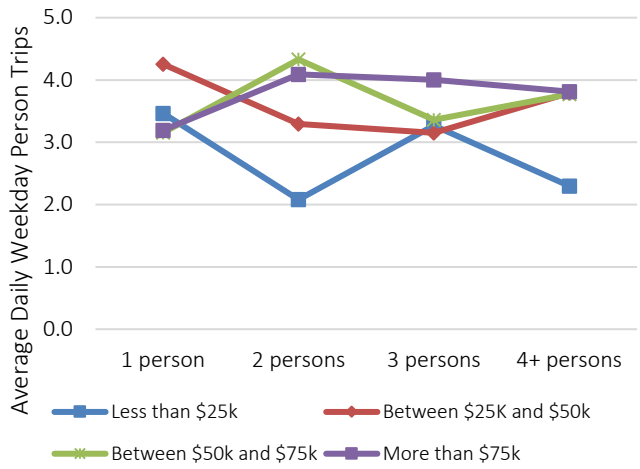
Across ODOT Region 5, the 1,220 households that participated in the OHAS survey report an average of 2.7 household members and own 2.2 vehicles and 1.2 bicycles, on average. These same households report an average of 9.2 daily weekday trips, traversing 62 miles per day and spending 151 minutes per day traveling. Per capita, this equates to 3.3 trips, 24 miles, and 60 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table R5-1, people with household incomes under $25,000 report the lowest level of trip-making. Those in households with incomes over $75,000 report the most trips as well as the longest trips (in distance and duration).

Table R5-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	2.4	11	41
Between $25K and $50k	3.7	26	63
Between $50k and $75k	3.8	27	69
More than $75k	3.9	35	73
All Persons	3.3	24	60

Figure R5-1: Person Trips by Size and Income



The average daily weekday person trip rate shows variations in per capita trip rates when considering both household income and size. As shown in Figure R5-1, the greatest variation in trip rates across size is for those living in 2-person households. Person travel is most consistent across the $75,000 income group regardless of household size.

Children (ages 0-17) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table R5-2. Respondents ages 18-34 report an average of 3.4 daily weekday person trips traveling 19 miles and 50 minutes.

Table R5-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	2.7	16	56
18-34	3.4	19	50
35-54	4.2	32	67
55-64	3.8	36	77
65+	2.9	27	65
All Persons	3.3	24	60

CHAPTER 7 – ODOT REGION 5 TRAVEL PROFILE

Forty-one percent of household members age 16+ report that they work full-time (35 hours or more), while 23% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (61%), as compared to 40% of those ages 18-34, 47% of those ages 55-64, and 14% of those ages 65-74.

Table R5-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	1%	40%	61%	47%	14%	3%	41%
Employed PT or Volunteer	11%	27%	19%	25%	25%	19%	23%
Not Employed	88%	33%	20%	28%	61%	78%	36%
Total	100%	100%	100%	100%	100%	100%	100%

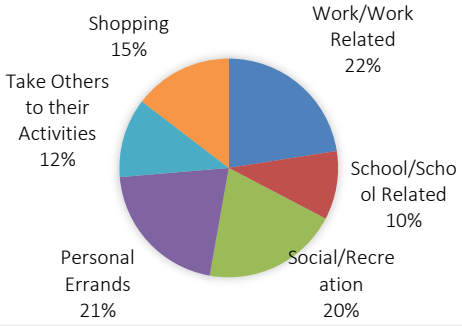
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 45 hours over a 5-day work-week while part-time/volunteer workers spend an average of 20 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (45% of those employed full-time and 72% of those working part-time or in volunteer positions).
- Most workers report having full (25%) or some (38%) flexibility in their work schedule. However, one-third of respondents (37%) report having no flexibility in the work schedule.
- Thirty-three percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (90%) but none indicated their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Nine percent of workers report their employers permit teleworking, where teleworking is defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 28% report working from home daily, 38% do so at least once a week, 21% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

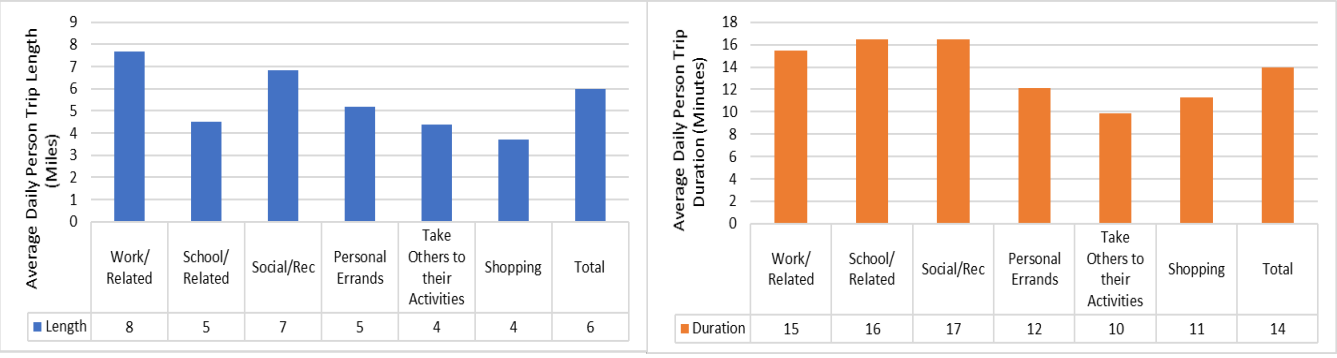
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure R5-2: Reasons for Travel



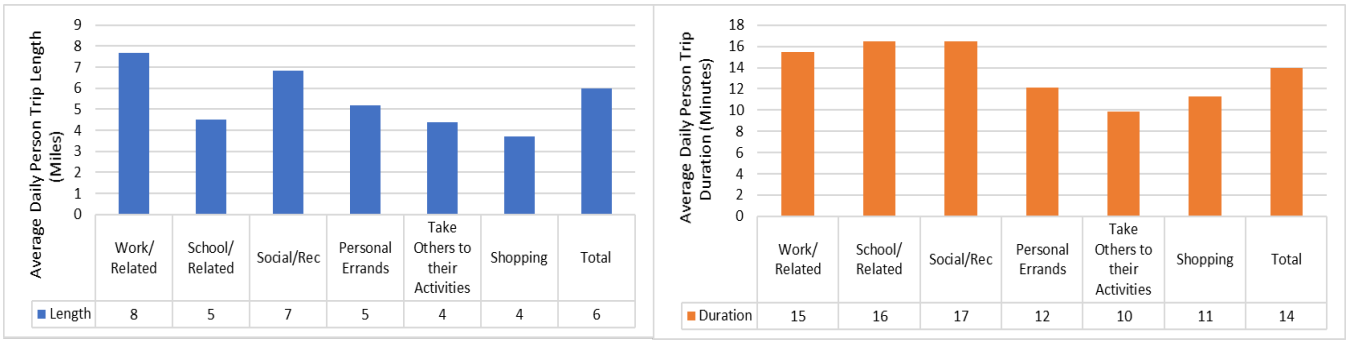
Average trip distance and duration for each activity are shown in Figure R5-3. Trips for work tend to be the longest at an average of 8 miles. In terms of average trip duration, trips for social/recreation take the longest at 17 minutes.

Figure R5-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work and shopping.

Figure R5-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table R5-4). School related activities decline sharply for adults while the proportion of trips for shopping and errands increases with age.

Table R5-4: Travel-Related Activities by Age Group

Age	Activity						
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	Total
0-17	0%	36%	27%	16%	10%	11%	100%
18-34	25%	5%	16%	25%	10%	19%	100%
35-54	37%	1%	14%	17%	20%	11%	100%
55-64	34%	0%	21%	23%	4%	17%	100%
65-74	18%	0%	26%	30%	5%	20%	100%
75+	11%	0%	29%	33%	6%	22%	100%
All Ages	22%	10%	20%	21%	12%	15%	100%

CHAPTER 7 – ODOT REGION 5 TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 580,000 trips made on a typical weekday in ODOT Region 5, 86% are auto trips. Of the remaining 14% of trips, 9% are walk trips, 1% are bike trips, and 4% school bus trips. Those ages 18-34 who did not travel by auto walk (13%) or bike (1%).

Table R5-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	72%	11%	0%	0%	17%	100%
18-34	86%	13%	1%	0%	0%	100%
35-54	93%	6%	1%	0%	0%	100%
55-64	94%	6%	1%	0%	0%	100%
65-74	95%	5%	0%	0%	0%	100%
All Ages	86%	9%	1%	0%	4%	100%

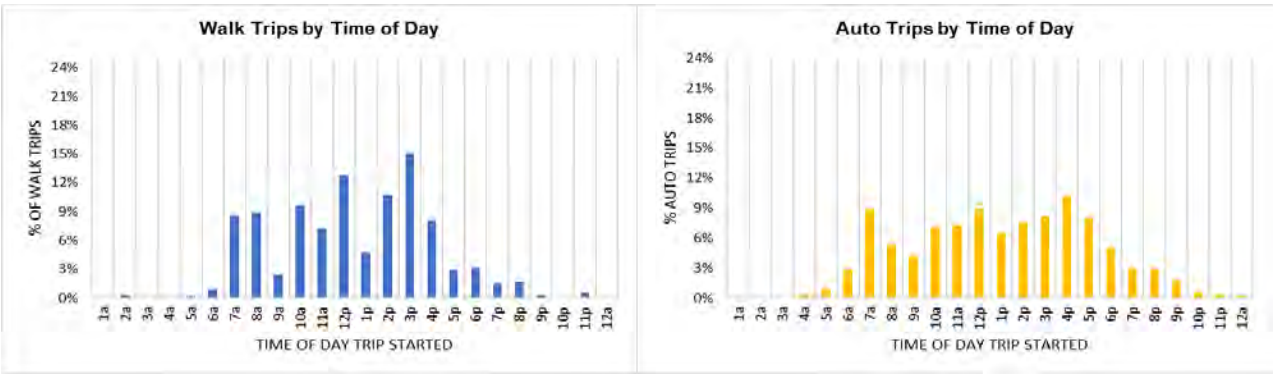
Work and work-related travel is largely by auto (90%). School trips show the highest levels of walk trips.

Table R5-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	90%	9%	1%	0%	0%	100%
School/ Related (age <18)	54%	12%	0%	0%	34%	100%
School/ Related (age 18+)	49%	42%	4%	0%	4%	100%
Social/Recreation	90%	7%	1%	0%	2%	100%
Personal Errands	93%	6%	0%	0%	0%	100%
Take Others to their Activities	96%	3%	0%	0%	1%	100%
Shopping	94%	6%	0%	0%	0%	100%
All activities	88%	8%	1%	0%	4%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure R5-5 display the distribution of all trips by walk and auto (there was not enough data to analyze bike or transit trips made by Region 5 residents). Walk trips are mainly in the daylight hours, while auto trips are more equally distributed across the day.

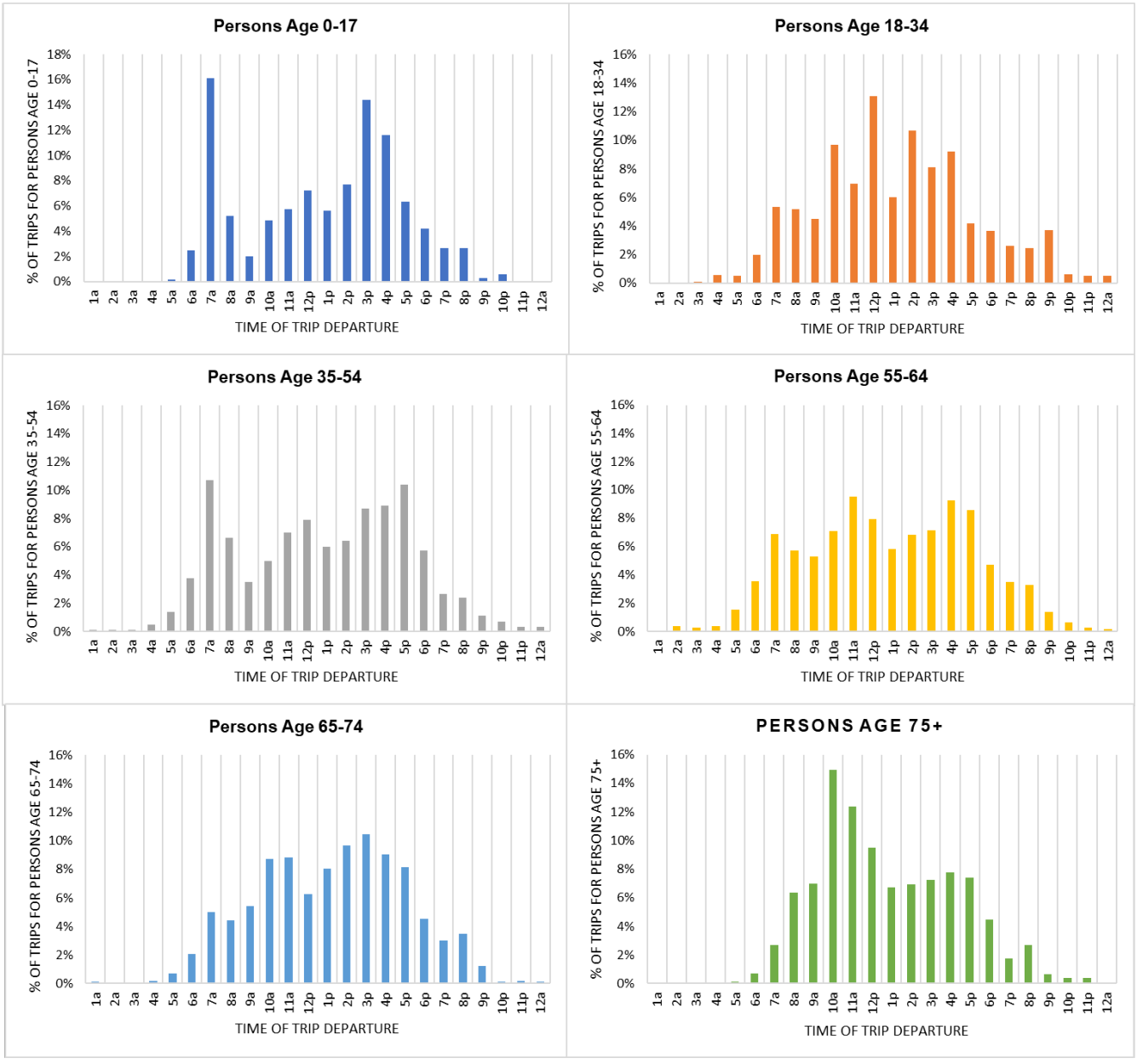
Figure R5-5: Mode Usage by Time of Day



CHAPTER 7 – ODOT REGION 5 TRAVEL PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounted for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure R5-6.

Figure R5-6: Time of Day Travel by Age Group



CHAPTER 7 – ODOT REGION 1/METRO PROFILE

ODOT REGION 1/METRO TRAVEL PROFILE

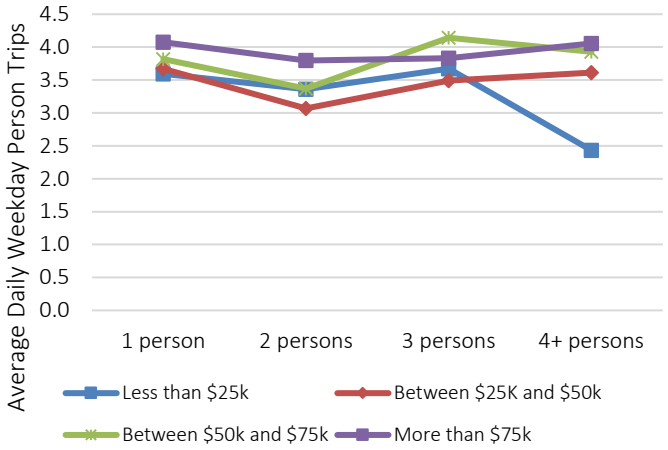
Across the ODOT Region 1 / Portland Metro Region, the 4,516 households that participated in the OHAS survey report an average of 2.4 household members and own 1.6 vehicles and 1.7 bicycles, on average. These same households report an average of 8.8 daily weekday trips, traversing 56 miles per day and spending 175 minutes per day traveling. Per capita, this equates to 3.7 trips, 25 miles, and 79 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table M-1, people with household incomes over $75,000 report the highest level of trip-making. Those in households with incomes under $25,000 report fewer and shorter trips, but also the longest trip durations.

Table M-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.3	19	87
Between $25K and $50k	3.5	20	74
Between $50k and $75k	3.8	23	74
More than $75k	3.9	30	79
All Persons	3.7	25	79

Figure M-1: Person Trips by Size and Income



The average daily weekday person trip rates show variations in per capita trip rates when considering both household income and size. As shown in Figure M-1, the greatest variation in trip rates across size is for those living in 4+-person households. Person travel is most consistent across the $75,000+ income group regardless of household size.

Table M-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.2	13	55
18-34	3.7	25	85
35-54	4.3	31	91
55-64	3.7	30	83
65+	3.2	26	82
All Ages	3.7	25	79

Children (ages 0-17) and Seniors (ages 65+) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table M-2. Respondents ages 18-34 report an average of 3.7 daily weekday person trips traveling 25 miles and 85 minutes.

CHAPTER 7 – ODOT REGION 1/METRO PROFILE

Forty-one percent of household members age 16+ report that they work full-time (35 hours or more), while 22% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (58%), as compared to 49% of those ages 55-64, 46% of those ages 18-34, and 11% of those ages 65-74.

Table M-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	46%	58%	49%	11%	2%	44%
Employed PT or Volunteer	21%	26%	24%	24%	35%	28%	26%
Not Employed	79%	28%	17%	27%	54%	70%	30%
Total	100%	100%	100%	100%	100%	100%	100%

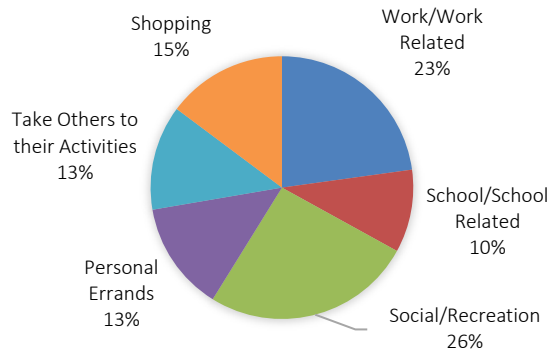
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 44 hours over a 5-day work-week while part-time/volunteer workers spend an average of 20 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (49% of those employed full-time and 66% of those working part-time or in volunteer positions).
- Most workers report having full (24%) or some (46%) flexibility in their work schedule. However, one-third of respondents (30%) report having no flexibility in the work schedule.
- Twenty-two percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (77%) and 9% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Sixteen percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 15% report working from home daily, 40% do so at least once a week, 29% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

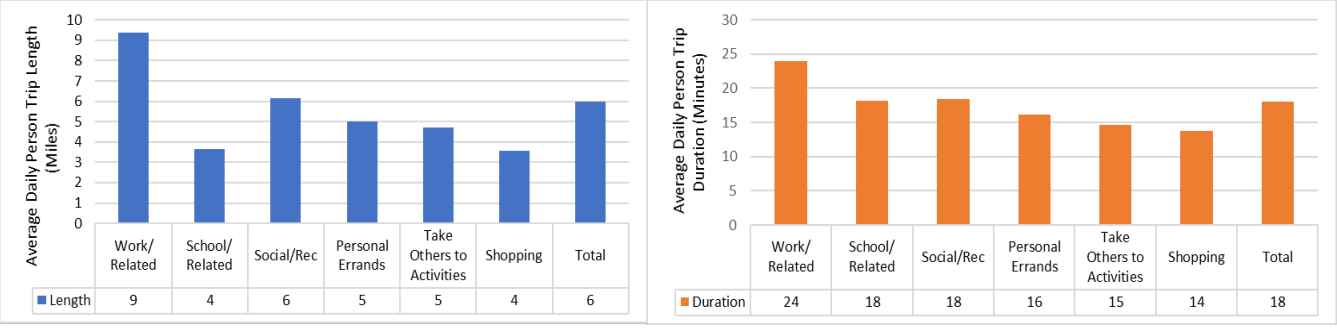
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure M-2: Reasons for Travel



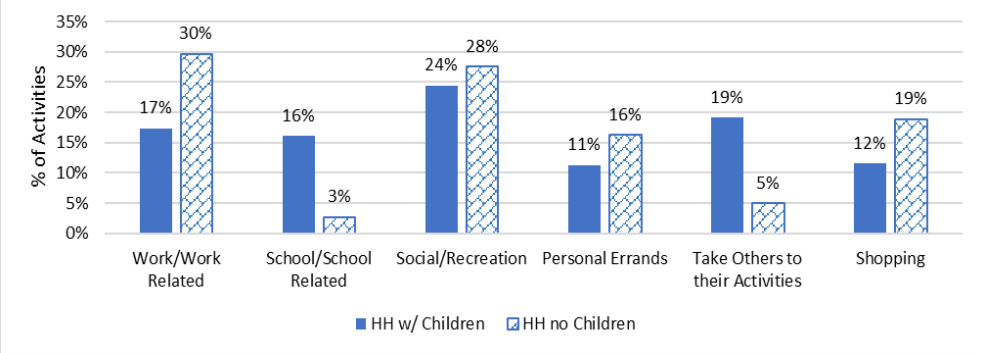
Average trip distance and duration for each activity are shown in Figure M-3. Trips for work tend to be the longest at an average of 9 miles while shopping and school trips are shortest at 4 miles. In terms of average trip duration, trips for work take the longest at 24 minutes while trips for shopping average 14 minutes.

Figure M-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, social/recreation, errands, or shopping.

Figure M-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table M-4). School related activities decline sharply for adults while the proportion of trips for shopping and errands increases with age.

Table M-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	0%	40%	30%	8%	13%	9%	100%
18-34	28%	8%	26%	12%	13%	14%	100%
35-54	33%	1%	22%	13%	17%	14%	100%
55-64	31%	0%	26%	16%	7%	20%	100%
65-74	15%	0%	32%	21%	6%	26%	100%
75+	10%	0%	31%	28%	6%	25%	100%
All Ages	23%	10%	26%	13%	13%	15%	100%

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 5.8 million trips made on a typical weekday in the Portland Metro region, 78% are auto trips. Of the remaining 22% of trips, 11% are walk trips, 3% bike trips, 4% transit trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto either walk (13%), ride their bikes (4%) or take transit (7%) as indicated in Table M-5.

Table M-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	67%	14%	2%	2%	15%	100%
18-34	76%	13%	4%	7%	0%	100%
35-54	81%	10%	4%	5%	0%	100%
55-64	86%	7%	2%	4%	0%	100%
65-74	85%	9%	1%	5%	0%	100%
All Ages	78%	11%	3%	4%	3%	100%

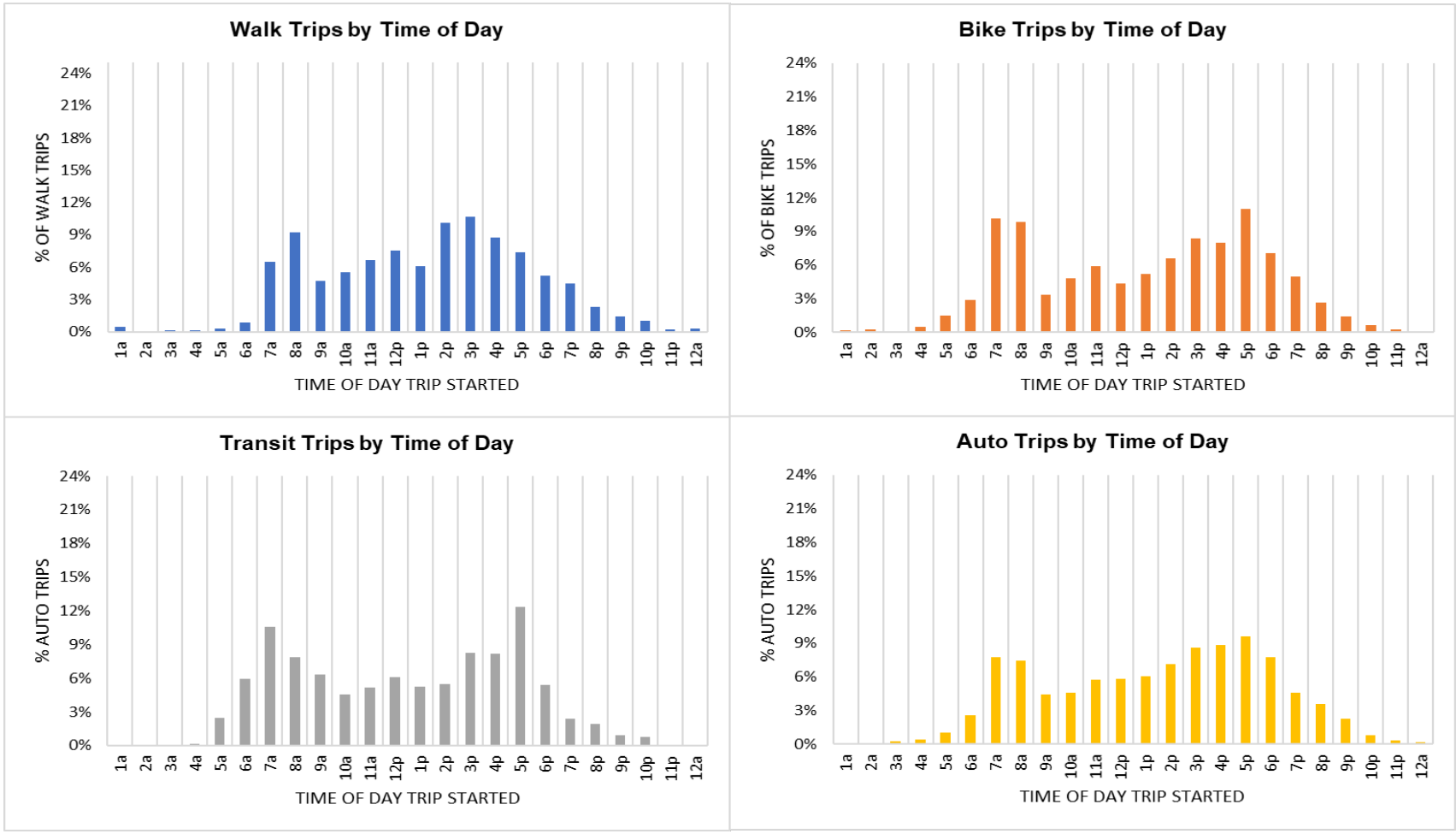
Work and work-related travel is largely by auto (80%). Children's travel to school and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (17%).

Table M-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	80%	8%	4%	7%	0%	100%
School/ Related (age <18)	51%	16%	2%	2%	29%	100%
School/ Related (age 18+)	69%	9%	3%	17%	3%	100%
Social/Recreation	78%	16%	2%	3%	1%	100%
Personal Errands	86%	8%	2%	4%	0%	100%
Take Others to Activities	92%	7%	1%	0%	0%	100%
Shopping	82%	11%	3%	4%	0%	100%
All activities	80%	11%	3%	4%	3%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure M-5 display the distribution of all trips by each of the four main modes of walk, bike, transit and auto regardless of the reasons for those trips.

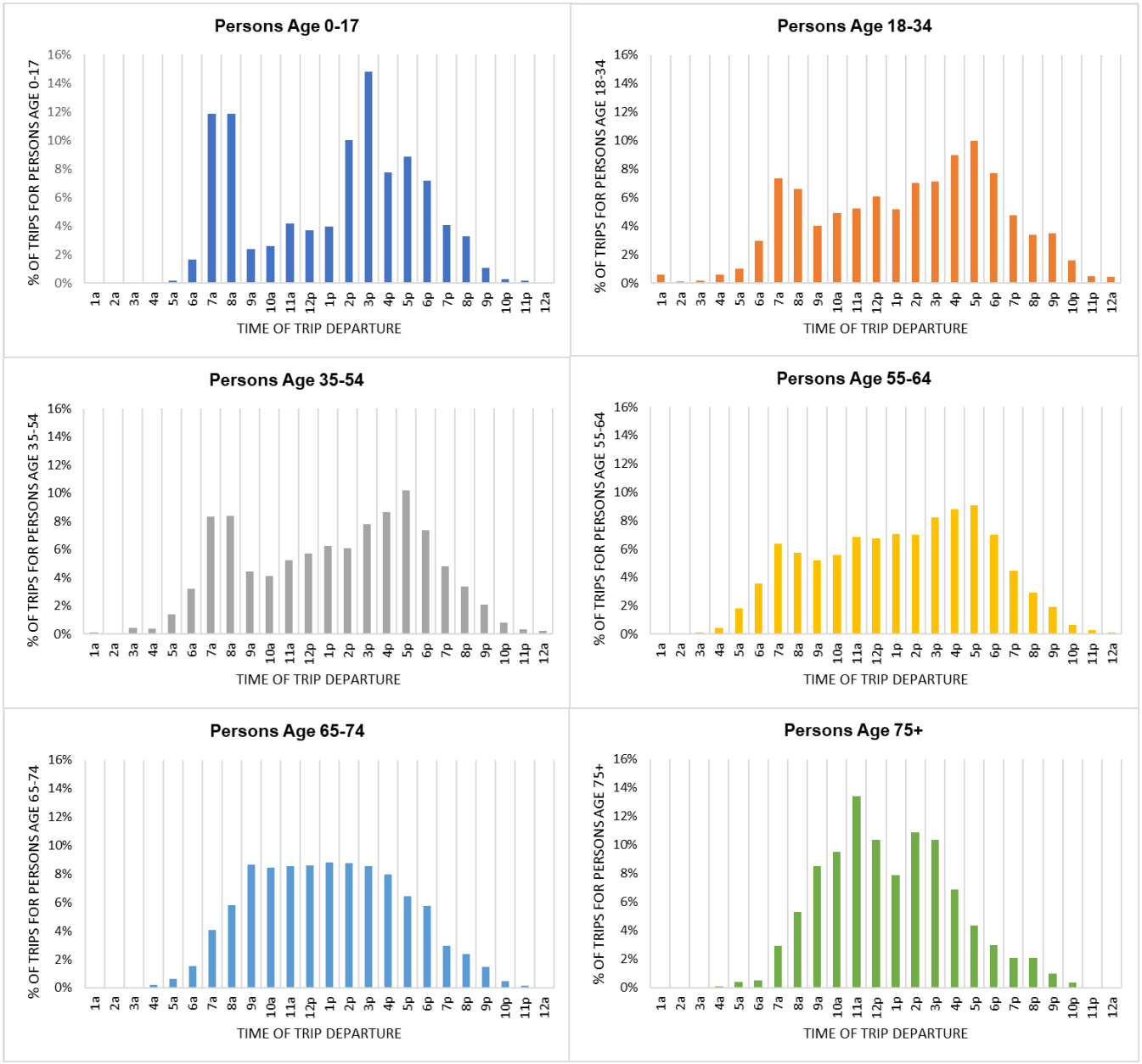
Figure M-5: Mode Usage by Time of Day



CHAPTER 7 – ODOT REGION 1/METRO PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounted for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure M-6.

Figure M-6: Time of Day Travel by Age Group



CHAPTER 7 – CENTRAL LANE TRAVEL PROFILE

CENTRAL LANE TRAVEL PROFILE

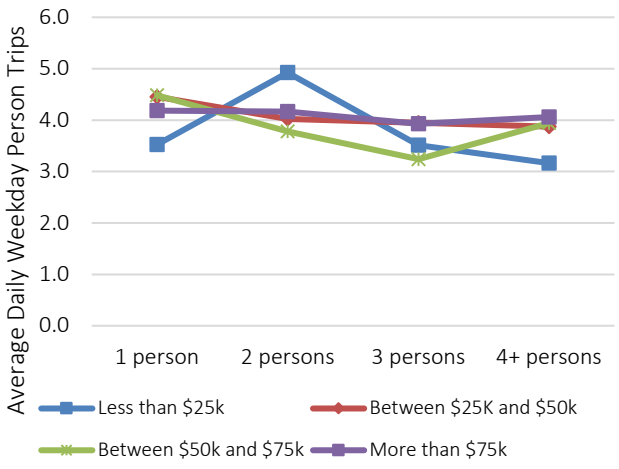
Across the Central Lane Region, the 1,786 households that participated in the OHAS survey report an average of 2.2 household members and own 1.6 vehicles and 1.7 bicycles, on average. These same households report an average of 8.6 daily weekday trips, traversing 44 miles per day and spending 143 minutes per day traveling. Per capita, this equates to 3.8 trips, 20 miles, and 68 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table CL-1, people with household incomes over $75,000 report the highest level of trip-making. Those in households with incomes under $25,000 report fewer and shorter trips, but also the longest trip durations.

Table CL-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.7	16	71
Between $25K and $50k	4.0	22	68
Between $50k and $75k	3.8	22	68
More than $75k	4.1	22	66
All Persons	3.8	20	68

Figure CL-1: Person Trips by Size and Income



The average daily weekday person trip rates show variations in per capita trip rates when considering both household income and size. As shown in Figure CL -1, the greatest variation in trip rates across size is for those living in 2-person households. Person travel is most consistent across the -$75,000+ income group regardless of household size.

Table CL -2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.0	11	54
18-34	4.0	23	73
35-54	4.4	22	74
55-64	4.0	29	70
65+	3.8	20	71
All Persons	3.8	20	68

Children (ages 0-17) report the lowest average weekday trip rates, while those ages 35 to 54 report the highest rates, as indicated in Table CL -2. Respondents ages 18-34 report an average of 4.0 daily weekday person trips traveling 23 miles and 73 minutes.

CHAPTER 7 – CENTRAL LANE TRAVEL PROFILE

Thirty-five percent of household members age 16+ report that they work full-time (35 hours or more), while 35% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (52%), as compared to 39% of those ages 55-64, 30% of those ages 18-34, and 13% of those ages 65-74.

Table CL -3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	30%	52%	39%	13%	1%	35%
Employed PT or Volunteer	47%	45%	29%	29%	36%	26%	35%
Not Employed	53%	25%	19%	32%	51%	74%	30%
Total	100%	100%	100%	100%	100%	100%	100%

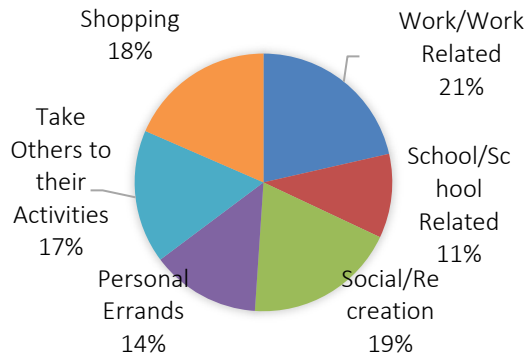
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 43 hours over a 5-day work-week while part-time/volunteer workers spend an average of 22 hours working over a 4-day work-week.
- Most workers who participated in the survey work in the service industry (59% of those employed full-time and 63% of those working part-time or in volunteer positions).
- Most workers report having full (35%) or some (43%) flexibility in their work schedule. However, one-fourth of respondents (22%) report having no flexibility in the work schedule.
- Twenty-four percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (72%) and 21% indicated their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Thirteen percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 27% report working from home daily, 37% do so at least once a week, 18% do so at least once a month, and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

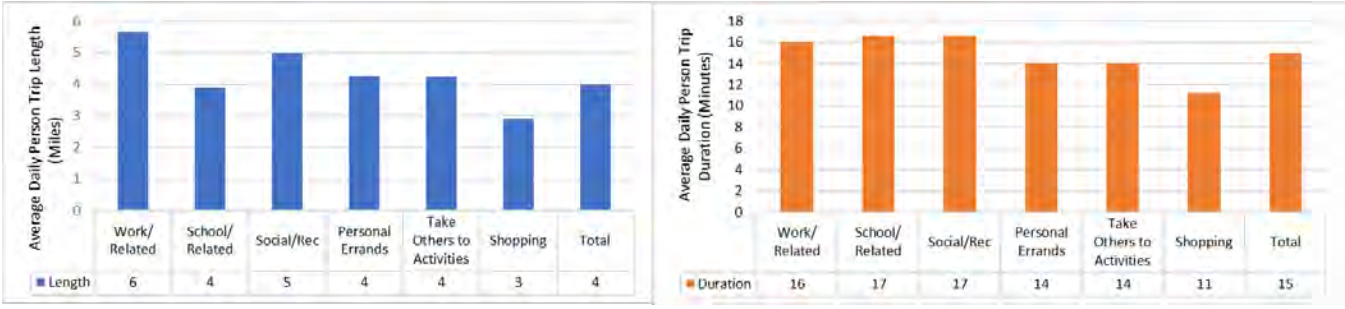
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure CL-2: Reasons for Travel



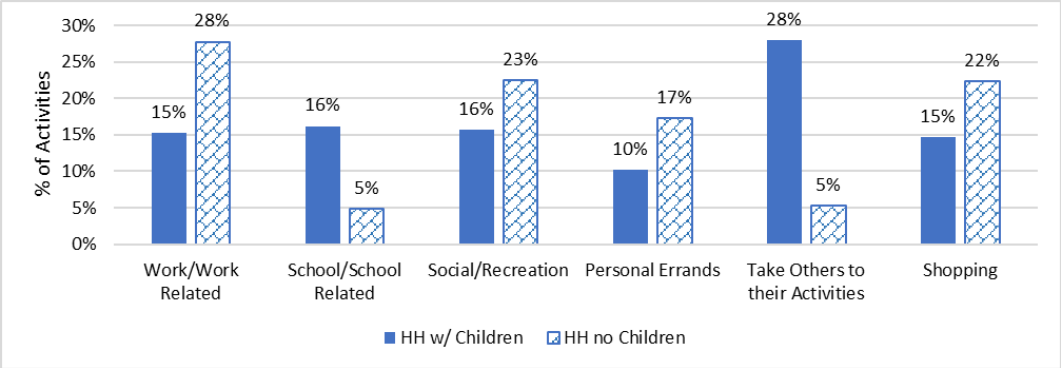
Average trip distance and duration for each activity are shown in Figure CL -3. Trips for work tend to be the longest at an average of 6 miles while shopping trips are shortest at 3 miles. In terms of average trip duration, trips for school and social/recreation take the longest at 17 minutes while trips for shopping average 11 minutes.

Figure CL -3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, social/recreation, errands, or shopping.

Figure CL -4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and accompanying other household members to their activities (see Table CL -4). School related activities decline sharply for adults while the proportion of other non-work trips increases with age.

Table CL -4: Travel-Related Activities by Age Group

Age	Activity						
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	Total
0-17	0%	37%	18%	8%	23%	14%	100%
18-34	23%	11%	17%	12%	21%	16%	100%
35-54	31%	2%	18%	13%	18%	18%	100%
55-64	28%	1%	22%	18%	6%	25%	100%
65-74	21%	0%	25%	22%	6%	26%	100%
75+	22%	0%	24%	24%	4%	25%	100%
All Ages	21%	11%	19%	14%	17%	18%	100%

CHAPTER 7 – CENTRAL LANE TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 931,000 trips made on a typical weekday in the Central Lane region, 81% are auto trips. Of the remaining 19% of trips, 10% are walk trips, 5% bike trips, 4% transit trips, and 1% school bus trips. Those ages 18-34 who did not travel by auto either walk (11%), ride their bikes (8%) or take transit (6%) as indicated in Table CL -5.

Table CL -5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	80%	10%	3%	3%	4%	100%
18-34	75%	11%	8%	6%	0%	100%
35-54	84%	9%	5%	3%	0%	100%
55-64	83%	8%	6%	3%	0%	100%
65-74	90%	7%	1%	3%	0%	100%
All Ages	81%	10%	5%	4%	1%	100%

Work and work-related travel is largely by auto (81%). Personal errands, children's travel to school and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (17%) and bike travel (14%).

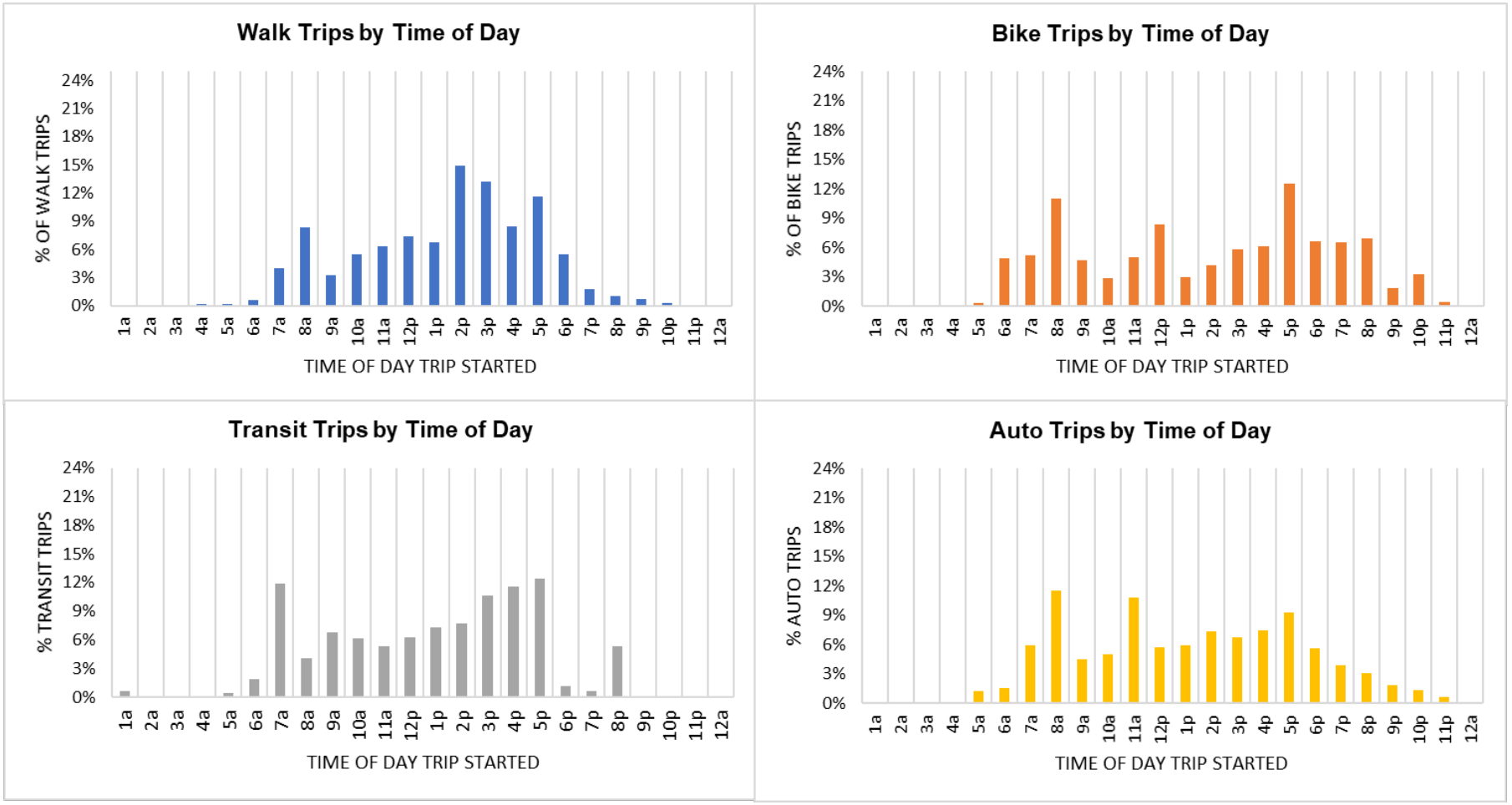
Table CL-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	81%	9%	6%	3%	0%	100%
School/ Related (age <18)	67%	14%	4%	6%	9%	100%
School/ Related (age 18+)	62%	6%	14%	17%	1%	100%
Social/Recreation	78%	13%	6%	3%	0%	100%
Personal Errands	75%	15%	5%	5%	0%	100%
Take Others to Activities	96%	3%	1%	0%	0%	100%
Shopping	83%	10%	2%	4%	0%	100%
All activities	81%	10%	4%	4%	1%	100%

CHAPTER 7 – CENTRAL LANE TRAVEL PROFILE

Mode usage varies across a typical weekday. Each of the chart components in Figure CL -5 display the distribution of all trips by each of the four main modes of walk, bike, transit and auto regardless of the reasons for those trips.

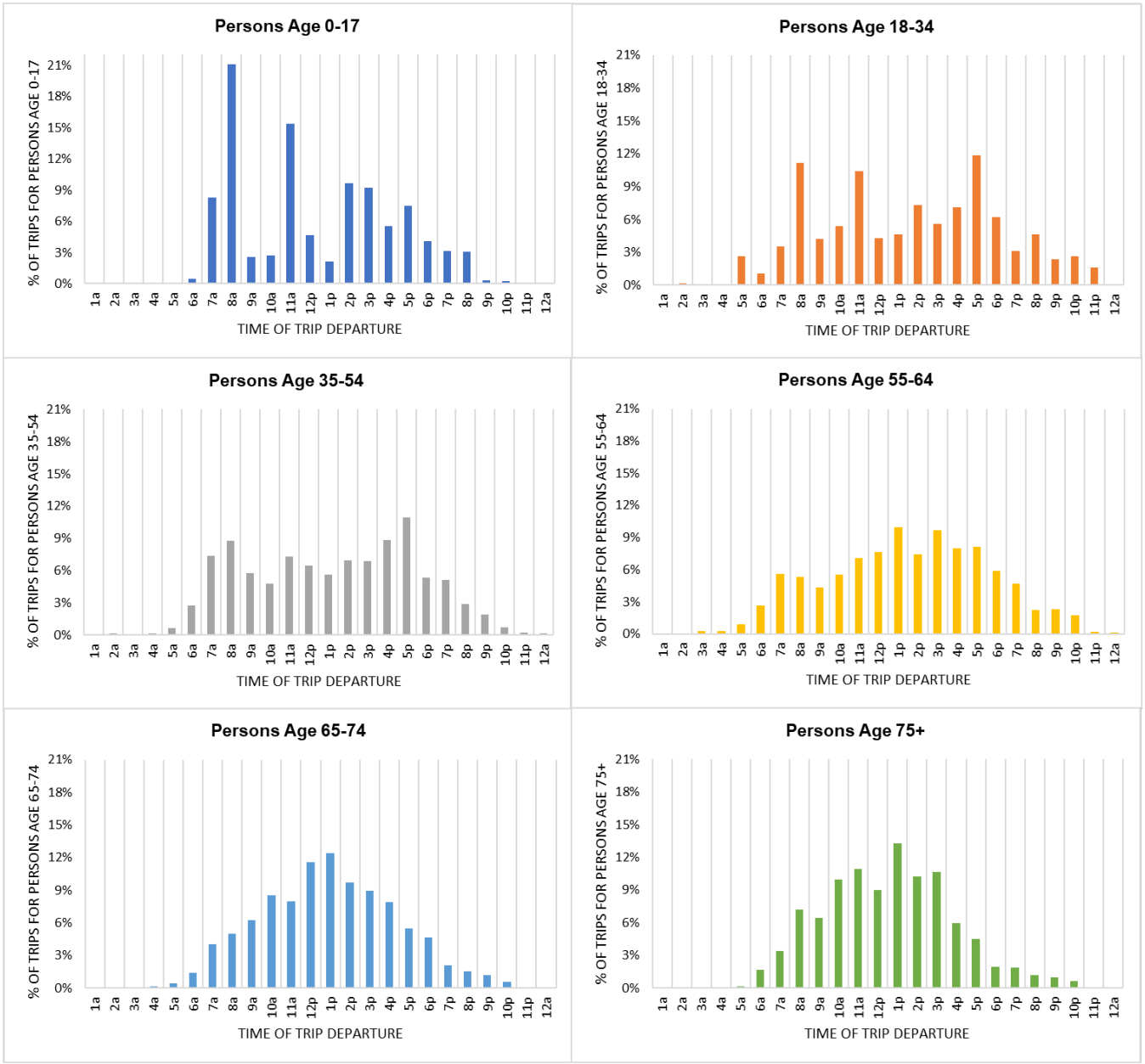
Figure CL -5: Mode Usage by Time of Day



CHAPTER 7 – CENTRAL LANE TRAVEL PROFILE

Travel patterns by time of day were fairly consistent by household size, income, and vehicle availability. What accounted for more variation in travel is the age of the traveler. While children report the most pronounced morning peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure CL -6.

Figure CL -6: Time of Day Travel by Age Group



CHAPTER 7 – SALEM/KEIZER TRAVEL PROFILE

SALEM/KEIZER (SKATS) TRAVEL PROFILE

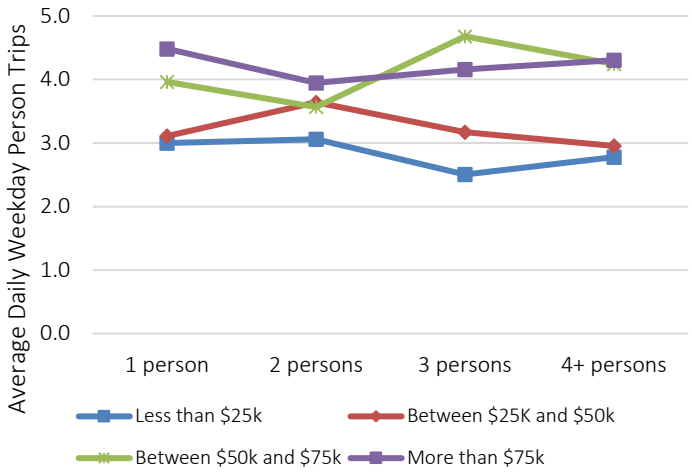
Across the SKATS Region, the 1,821 households that participated in the OHAS survey report an average of 2.6 household members, 1.7 vehicles, and 1.1 bicycles. These same households report an average of 9.5 daily weekday trips, traversing 58 miles per day and spending 178 minutes per day traveling. Per capita, this equates to 3.5 trips, 24 miles, and 73 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table SK-1, people with household incomes over $50,000 report the highest level of trip-making. Those in households with incomes under $25,000 report fewer and shorter trips.

Table SK-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	2.8	14	67
Between $25K and $50k	3.1	28	79
Between $50k and $75k	4.2	22	71
More than $75k	4.2	30	75
All Persons	3.5	24	73

Figure SK-1: Person Trips by Size and Income



The average daily weekday person trip rate show variations in per capita trip rates when considering both household income and size. As shown in Figure SK-1, the greatest variation in trip rates across size is for those living in 3-person households. Person travel is most consistent across the -$75,000+ income group regardless of household size.

Children (ages 0-17) report the lowest average weekday trip rates, while those ages 18 to 54 report the highest rates, as indicated in Table SK-2. Respondents ages 18-34 report an average of 4.1 daily weekday person trips traveling 28 miles and 82 minutes.

Table SK-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	2.9	15	62
18-34	4.1	28	82
35-54	4.1	33	81
55-64	3.8	25	76
65+	3.0	21	72
All Ages	3.5	24	73

CHAPTER 7 – SALEM/KEIZER TRAVEL PROFILE

Forty-one percent of household members age 16+ report that they work full-time (35 hours or more), while 23% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (57%), as compared to 47% of those ages 18-34, 44% of those ages 55-64, and 9% of those ages 65-74.

Table SK-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	47%	57%	44%	9%	0%	41%
Employed PT or Volunteer	13%	21%	20%	25%	35%	21%	23%
Not Employed	87%	32%	23%	32%	55%	78%	37%
Total	100%	100%	100%	100%	100%	100%	100%

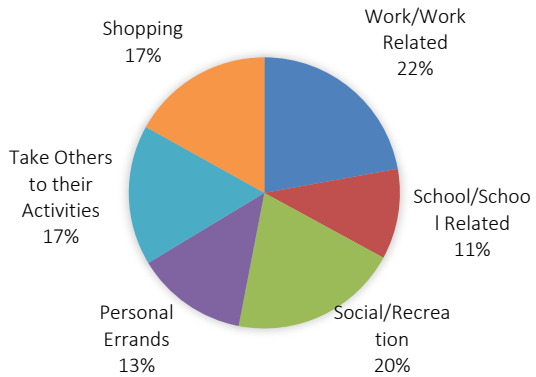
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 43 hours over a 5-day work-week while part-time/volunteer workers spend an average of 19 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (43% of those employed full-time and 70% of those working part-time or in volunteer positions).
- Most workers report having full (22%) or some (43%) flexibility in their work schedule. However, one-third of respondents (35%) report having no flexibility in the work schedule.
- Twenty-nine percent of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (79%) and 6% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Twelve percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 37% do so at least once a week, 27% do so at least once a month, 22% report teleworking almost every day and the remaining report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

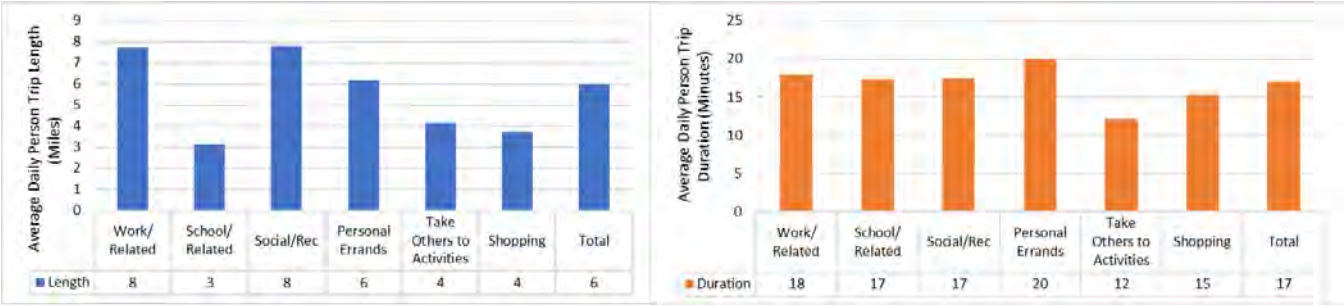
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure SK-2: Reasons for Travel



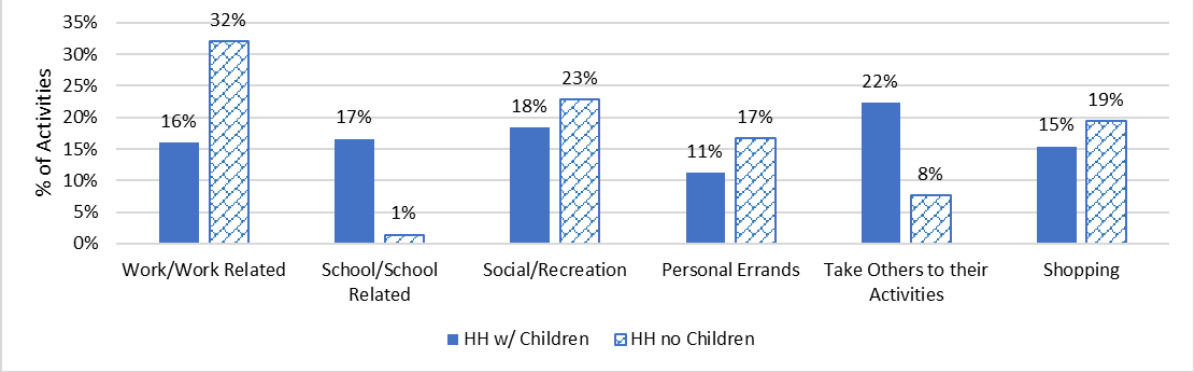
Average trip distance and duration for each activity are shown in Figure SK-3. Trips for work and social/recreation tend to be the longest at an average of 8 miles while school trips are shortest at 3 miles. In terms of average trip duration, trips for personal errands take the longest at 20 minutes while trips to take others to their activities average 12 minutes.

Figure SK-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, errands, or shopping.

Figure SK-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table SK-4). School related activities decline sharply for adults while the proportion for personal errands and shopping increases with age.

Table SK-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	0%	40%	21%	10%	16%	13%	100%
18-34	31%	4%	20%	12%	17%	17%	100%
35-54	33%	1%	17%	12%	22%	15%	100%
55-64	34%	0%	21%	16%	9%	20%	100%
65-74	16%	0%	26%	23%	10%	24%	100%
75+	8%	0%	28%	28%	9%	27%	100%
All Ages	22%	11%	20%	13%	16%	17%	100%

CHAPTER 7 – SALEM/KEIZER TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 828,000 trips made on a typical weekday in the SKATS MPO region, 83% are auto trips. Of the remaining 17% of trips, 9% are walk trips, 1% bike trips, 2% transit trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto either walk (15%) or take transit (2%) as indicated in Table SK-5.

Table SK-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	67%	12%	1%	3%	17%	100%
18-34	82%	15%	1%	2%	0%	100%
35-54	90%	7%	1%	2%	0%	100%
55-64	91%	5%	1%	2%	0%	100%
65-74	93%	4%	0%	2%	0%	100%
All Ages	83%	9%	1%	2%	4%	100%

Work and work-related travel is largely by auto (87%). Children's travel to school and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (9%).

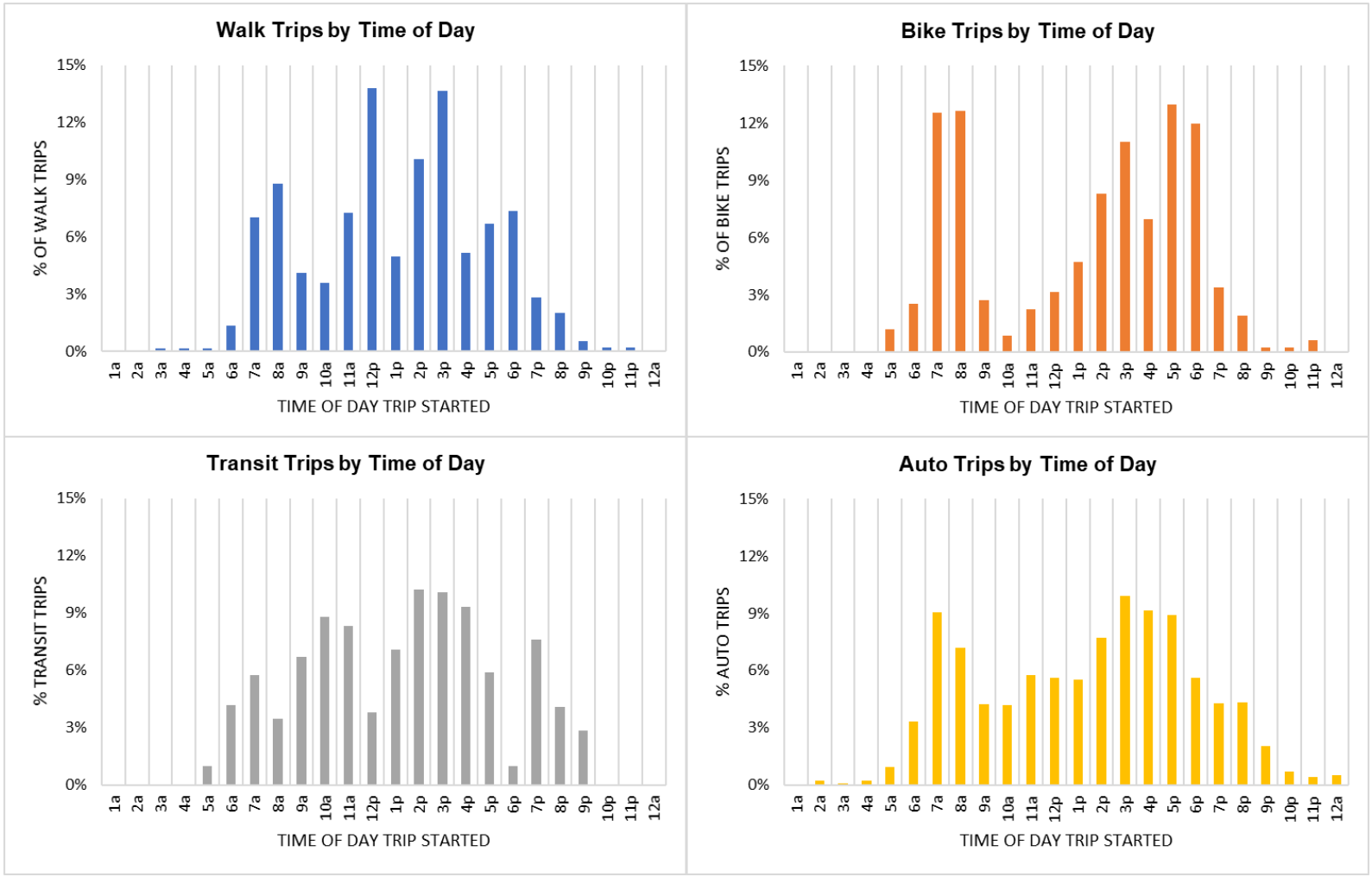
Table SK-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	87%	10%	2%	1%	0%	100%
School/ Related (age <18)	51%	14%	1%	1%	32%	100%
School/ Related (age 18+)	85%	2%	0%	9%	4%	100%
Social/Recreation	84%	13%	1%	1%	1%	100%
Personal Errands	88%	7%	1%	3%	1%	100%
Take Others to their Activities	92%	6%	0%	0%	2%	100%
Shopping	89%	6%	1%	4%	0%	100%
All activities	84%	9%	1%	2%	4%	100%

CHAPTER 7 – SALEM/KEIZER TRAVEL PROFILE

Mode usage varies across typical weekday. Each of the chart components in Figure SK-5 display the distribution of all trips by each of the four main modes of walk, bike, transit and auto regardless of the reasons for those trips. Of note are the high morning and afternoon peaks for bike trips, while travel by all other modes occurs throughout the day.

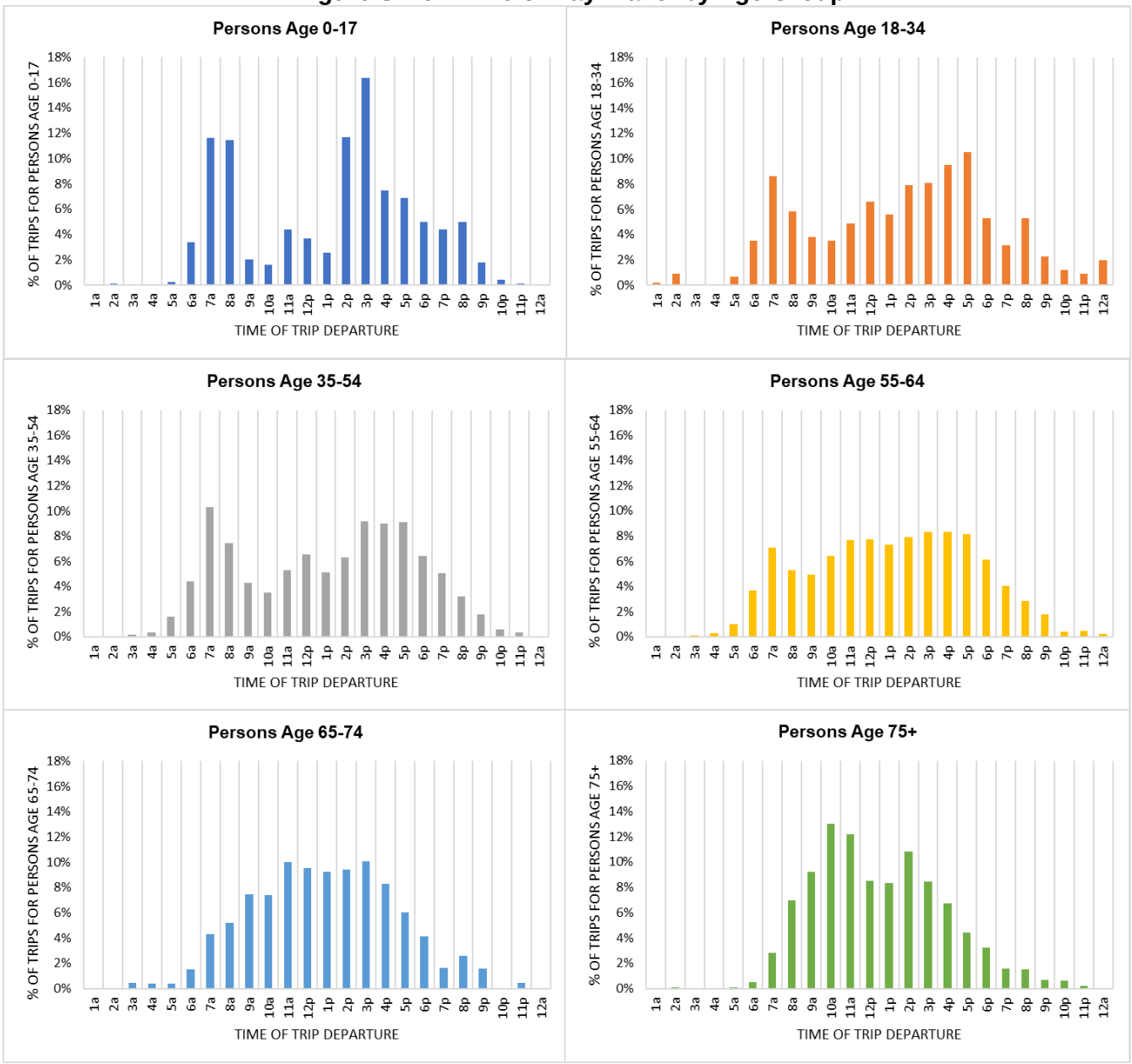
Figure SK-5: Mode Usage by Time of Day



CHAPTER 7 – SALEM/KEIZER TRAVEL PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure SK-6.

Figure SK-6: Time of Day Travel by Age Group



CHAPTER 7 – MEDFORD/ROGUE VALLEY PROFILE

MEDFORD/ROGUE VALLEY TRAVEL PROFILE

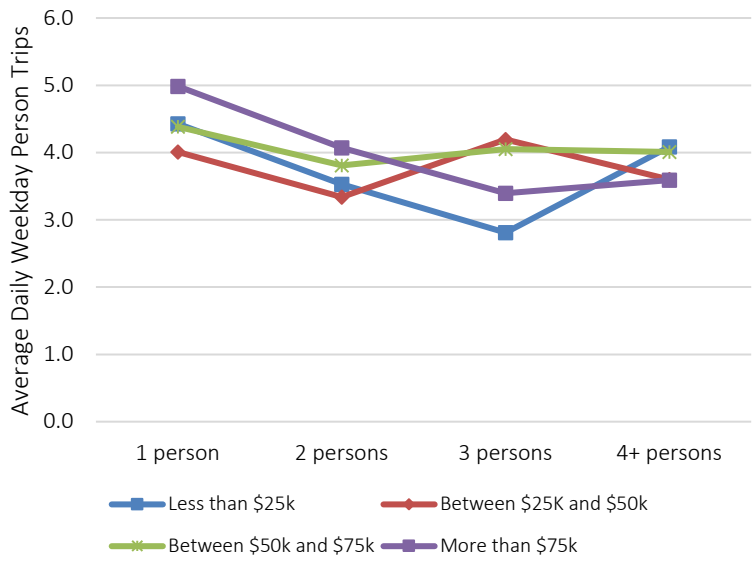
Across Rogue Valley, the 1,061 households that participated in the OHAS survey report an average of 2.4 household members, 1.8 vehicles, and 1.6 bicycles. These same households report an average of 9.1 daily weekday trips, traversing 41 miles per day and spending 128 minutes per day traveling. Per capita, this equates to 3.9 trips, 19 miles, and 59 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table RV-1, people with household incomes over $75,000 report the highest level of trip-making and longest distances traveled. Those in households with incomes under $25,000 report fewer shorter trips but which took longer.

Table RV-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	3.8	15	60
Between $25K and $50k	3.6	19	57
Between $50k and $75k	4.0	20	58
More than $75k	3.8	23	59
All Persons	3.9	19	59

Figure RV-1: Person Trips by Size and Income



The average daily weekday person trip rate remains fairly steady for persons when considering both household income and size. As shown in Figure RV-1, the greatest variation in trip rates across size is for those living in 3-person households with incomes under $25,000. Person travel is most consistent across the $50,000-$75,000 income group regardless of household size.

Children (ages 0-17) report the lowest levels of average weekday travel, while those ages 35 to 64 report the highest, as indicated in Table RV-2. Respondents ages 18-34 report an average of 4.2 daily weekday person trips traveling 17 miles and 55 minutes.

Table RV-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.2	11	47
18-34	4.2	17	55
35-54	4.4	25	69
55-64	4.5	27	68
65+	3.5	19	60
All Ages	3.9	26	75

Thirty-five percent of household members age 16+ report that they work full-time (35 hours or more), while 28% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (58%), as compared to 43% of those ages 18-34, 31% of those ages 55-64, and 8% of those ages 65-74.

Table RV-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	43%	58%	31%	8%	0%	35%
Employed PT or Volunteer	23%	31%	23%	34%	36%	23%	28%
Not Employed	77%	26%	19%	35%	56%	77%	36%
Total	100%	100%	100%	100%	100%	100%	100%

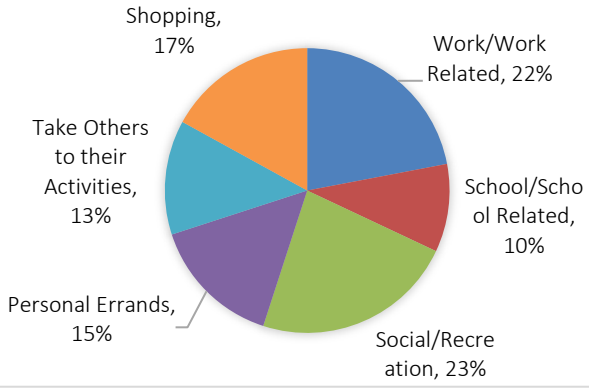
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 43 hours over a 5-day work-week while part-time/volunteer workers spend an average of 20 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (52% of those employed full-time and 68% of those working part-time or in volunteer positions).
- Most workers report having full (27%) or some (44%) flexibility in their work schedule. Only 30% of respondents report having no flexibility in the work schedule.
- One in four (27%) of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (87%) and 3% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Eleven percent of workers report their employers permit teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 57% do so at least once a week, 18% do so at least once a month, 16% report teleworking almost every day and the remaining 10% report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

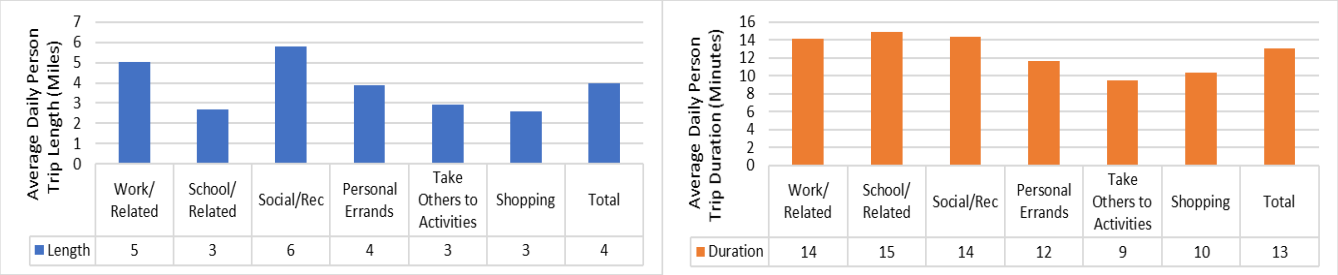
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure RV-2: Reasons for Travel



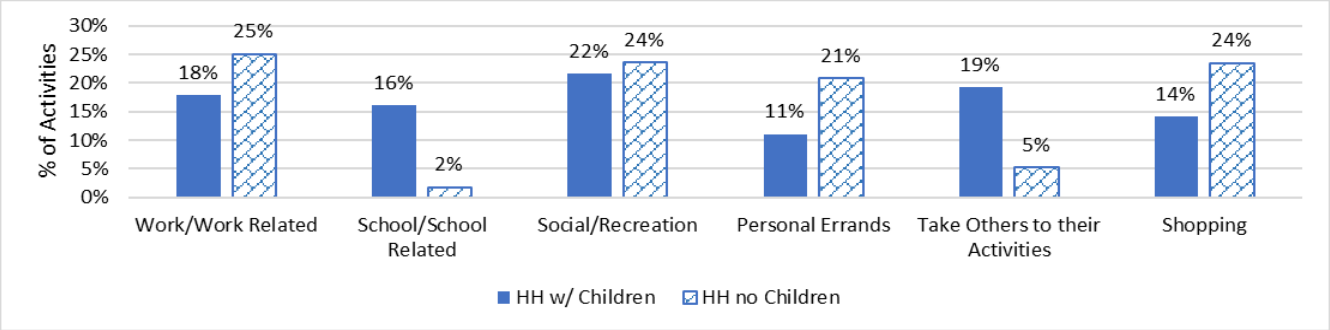
Average trip distance and duration for each activity are shown in Figure RV-3. Trips for social/recreation tend to be the longest at an average of 6 miles while school trips are shortest at 3 miles. In terms of average trip duration, school trips take the longest at 15 minutes while trips to take others to their activities average 9 minutes.

Figure RV-3: Travel Metrics by Activity



Households with children report more school-related trips and fewer work trips than households with no children. The households with children also report more trips for taking others to their activities and fewer trips for social/recreational, errands, or shopping.

Figure RV-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 center about school and social/recreation activities (see Table RV-4). School related activities decline sharply for adults while the proportion of personal errands increases with age.

Table RV-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/ Related	School/ Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	1%	36%	28%	10%	13%	12%	100%
18-34	34%	8%	17%	8%	20%	13%	100%
35-54	33%	1%	19%	14%	14%	18%	100%
55-64	24%	0%	23%	22%	6%	25%	100%
65-74	13%	0%	26%	26%	6%	29%	100%
75+	7%	1%	31%	35%	4%	23%	100%
All Ages	22%	9%	23%	16%	12%	18%	100%

CHAPTER 7 – MEDFORD/ROGUE VALLEY PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 617,000 trips made on a typical weekday in the Rogue Valley region, 88% are auto trips. Of the remaining 13% of trips, 7% are walk trips, 2% bike trips, 1% transit trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto either walk (5%) or bike (3%) as indicated in Table RV-5.

Table RV-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	76%	9%	3%	1%	12%	100%
18-34	90%	5%	3%	1%	0%	100%
35-54	88%	7%	3%	1%	0%	100%
55-64	94%	4%	1%	1%	0%	100%
65-74	92%	6%	0%	1%	0%	100%
All Ages	88%	7%	2%	1%	3%	100%

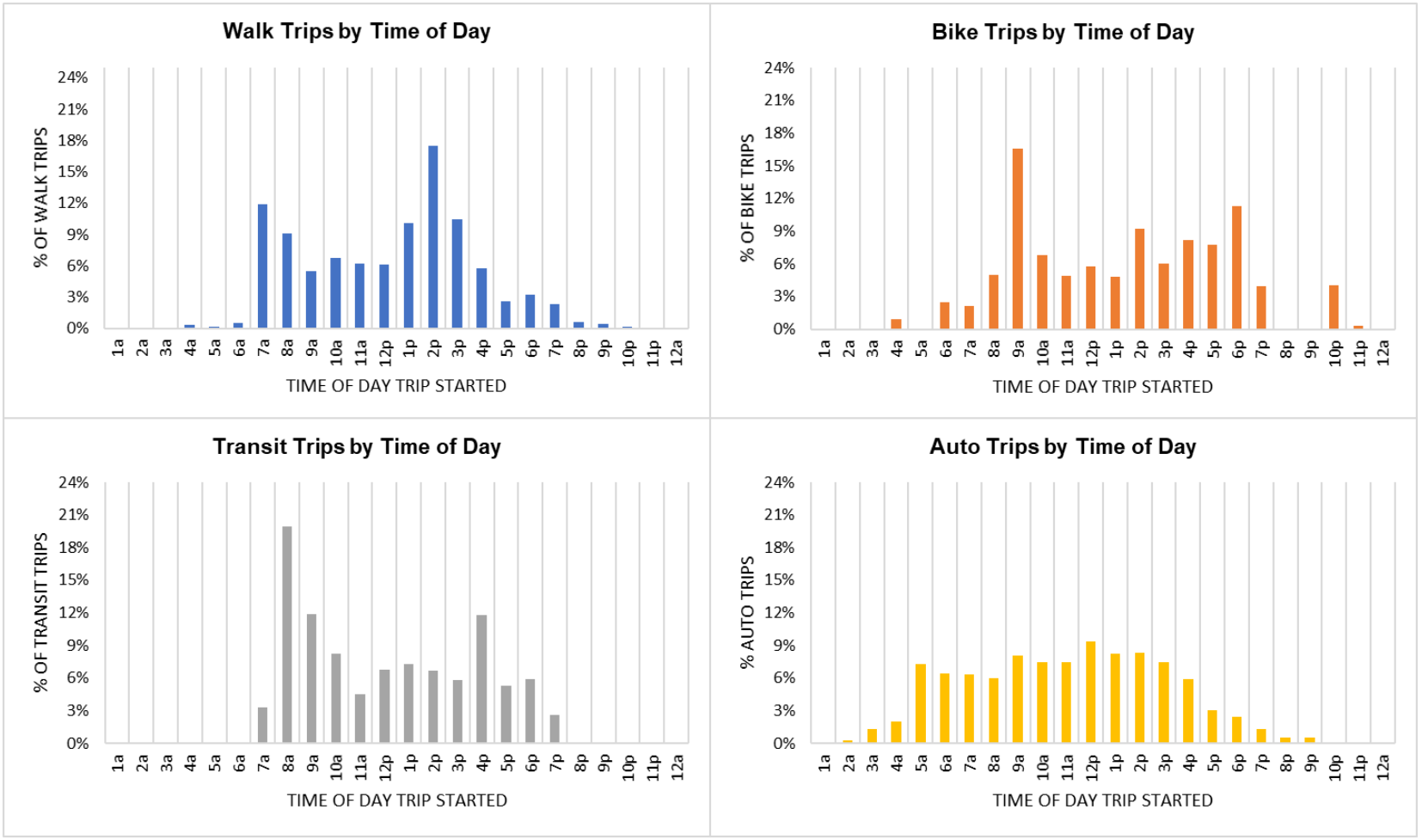
Work and work-related travel is largely by auto (91%). School and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of transit usage (7%).

Table RV-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	91%	5%	3%	1%	0%	100%
School/ Related (age <18)	55%	14%	4%	2%	25%	100%
School/ Related (age 18+)	75%	12%	1%	7%	5%	100%
Social/Recreation	89%	9%	1%	0%	1%	100%
Personal Errands	94%	4%	1%	1%	0%	100%
Take Others to Activities	93%	3%	3%	0%	1%	100%
Shopping	92%	6%	2%	1%	0%	100%
All activities	88%	6%	2%	1%	2%	100%

Mode usage varies across typical weekday. Each of the charts in Figure RV-5 display the distribution of all trips by each of the four main modes of walk, bike, transit, and auto. As to be expected, walk trips are concentrated mostly in the daytime hours, with a peak around 2 pm. Bike trips peak in the morning (9 am). Transit trips are highest in the morning as well, while auto trips are distributed throughout the day.

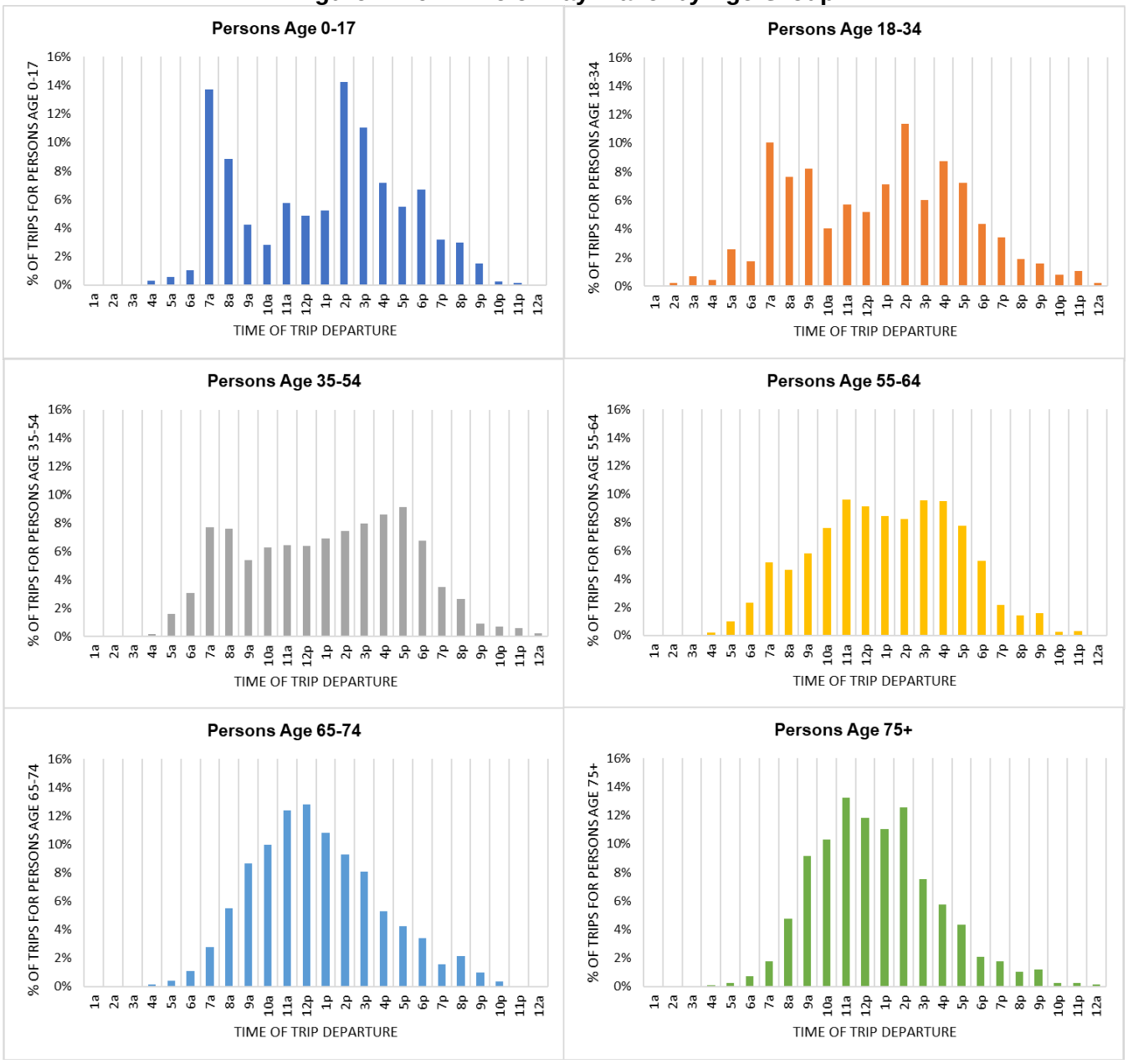
Figure RV-5: Mode Usage by Time of Day



CHAPTER 7 – MEDFORD/ROGUE VALLEY PROFILE

Travel patterns by time of day are fairly consistent by household size, income, and vehicle availability. What accounted for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure RV-6.

Figure RV-6: Time of Day Travel by Age Group



CHAPTER 7 – BEND TRAVEL PROFILE

BEND TRAVEL PROFILE

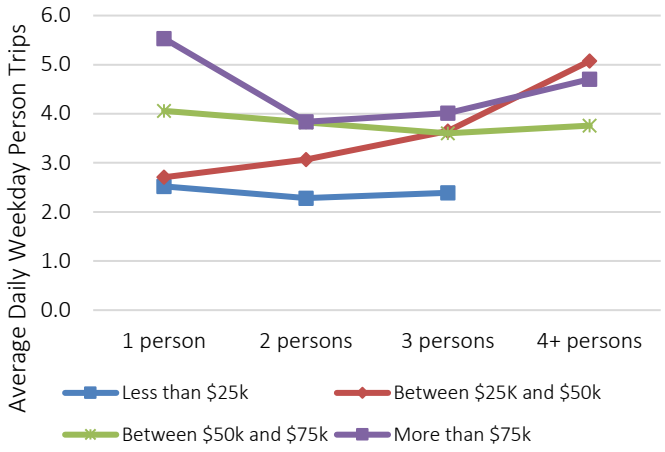
Across the Bend Region, the 799 households that participated in the OHAS survey report an average of 2.5 household members, 2.0 vehicles and 1.9 bicycles. These same households report an average of 9.3 daily weekday trips, traversing 48 miles per day and spending 149 minutes per day traveling. Per capita, this equates to 3.8 trips, 20 miles, and 65 minutes respectively. Household income and size are key explanatory variables in understanding travel patterns.

As shown in Table B-1, people with household incomes over $75,000 report the highest level of trip-making and longest distances traveled. Those in households with incomes under $25,000 report fewer and shorter trips but which took longer.

Table B-1: Person Travel Metrics by Household Income

Household Income	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
Less than $25k	2.4	10	51
Between $25K and $50k	3.7	19	70
Between $50k and $75k	3.8	22	64
More than $75k	4.3	22	67
All Persons	3.8	20	65

Figure B-1: Person Trips by Size and Income



The average daily weekday person trip rate shows variations in per capita trip rates when considering both household income and size. As shown in Figure B-1, the greatest variation in trip rates across size is for those living in 1-person households. Person travel is most consistent across the $50,000-$75,000 income group regardless of household size.

Senior citizens (age 65+) report the lowest average weekday trip rates, while those ages 35 to 64 report the most, as indicated in Table B-2. Respondents ages 18-34 report an average of 3.5 daily weekday person trips traveling 12 miles and 46 minutes.

Table B-2: Travel Metrics by Age Cohort

Age Group	Person Trips	Daily Trip Miles	Daily Travel Time (minutes)
0-17	3.5	16	65
18-34	3.5	12	46
35-54	4.5	24	70
55-64	3.7	26	70
65+	3.0	21	64
All Ages	3.8	20	65

CHAPTER 7 – BEND TRAVEL PROFILE

Thirty-nine percent of household members age 16+ report that they work full-time (35 hours or more), while 30% report they work part-time or volunteer on a regular basis. The remaining respondents age 16+ are not employed. Within each age cohort, the proportion of full-time workers varies: more than half of all adults ages 35-54 are employed full-time (54%), as compared to 46% of those ages 18-34, 39% of those ages 55-64, and 5% of those ages 65-74.

Table B-3: Worker Status by Age Cohort

Worker Status	Age Groups						Total Ages 16+
	16-17	18-34	35-54	55-64	65-74	75+	
Employed FT	0%	46%	54%	39%	5%	0%	39%
Employed PT or Volunteer	18%	31%	32%	30%	34%	13%	30%
Not Employed	82%	23%	14%	31%	61%	87%	31%
Total	100%	100%	100%	100%	100%	100%	100%

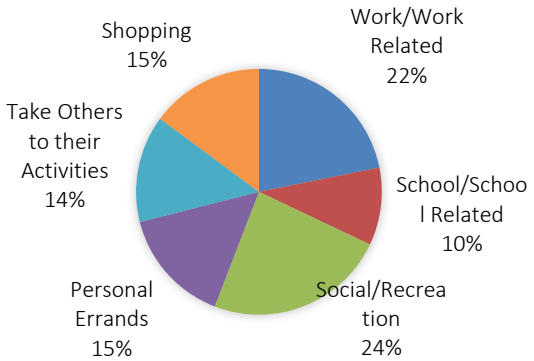
Work is a cornerstone of daily activity, and many aspects of our jobs influence when and how we travel during our non-work hours. The OHAS survey captured the following work-related details:

- Full-time workers report working an average of 43 hours over a 5-day work-week while part-time/volunteer workers spend an average of 19 hours working over a 3-day work-week.
- Most workers who participated in the survey work in the service industry (49% of those employed full-time and 75% of those working part-time or in volunteer positions).
- Most workers report having full (33%) or some (43%) flexibility in their work schedule. Only 24% of respondents report having no flexibility in the work schedule.
- One in four (27%) of all workers indicate that their job requires them to have a personal vehicle available while at work.
- Most workers report that their employers provide free parking (93%) and 4% indicate their employers provide free transit passes. *It is important to note that this is what the employee reported and may not reflect actual workplace programs*.
- Thirteen percent of workers report their employers permits teleworking, where teleworking was defined as working from home in lieu of a commute (not working from home then going into the office on the same day). Of those workers eligible to telework, 42% do so at least once a week, 29% do so at least once a month, 20% report teleworking almost every day and the remaining 9% report only teleworking a few times a year at most.

To link why we travel with how and when we travel, OHAS survey respondents recorded all activities and related travel for a 24-hour weekday period, including:

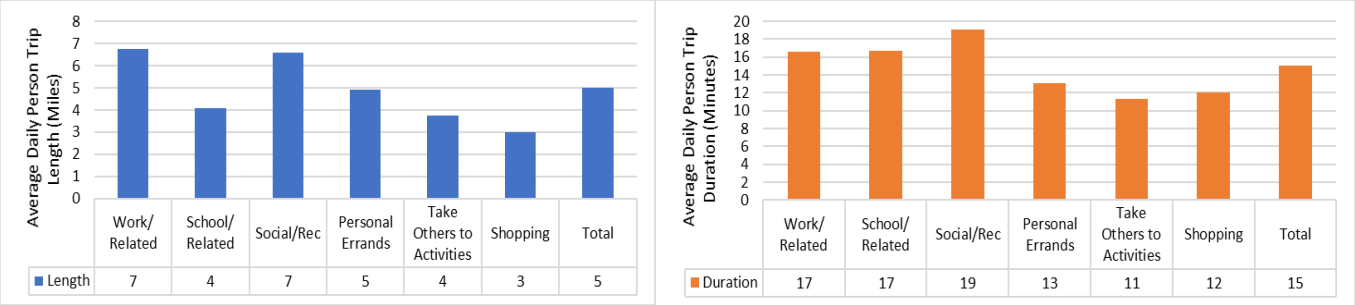
1. Work/Work-related
2. School/School-related
3. Social and Recreational
4. Personal Errands
5. Taking others to their activities
6. Shopping

Figure B-2: Reasons for Travel



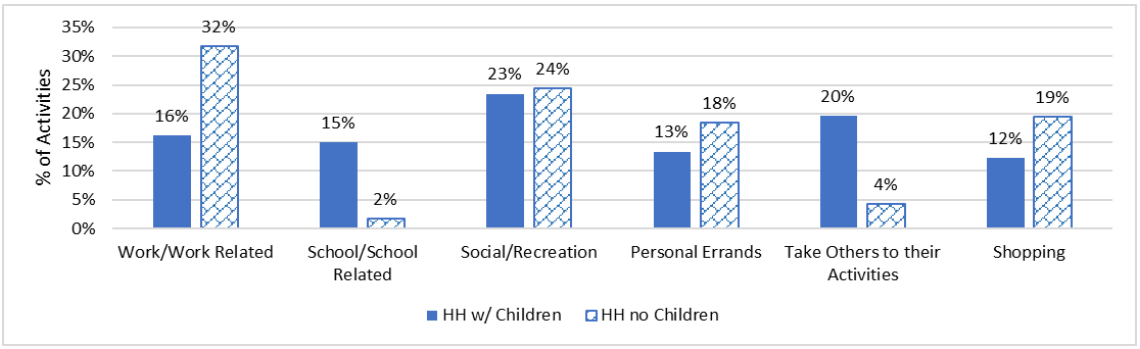
Average trip distance and duration for each activity are shown in Figure B-3. Trips for social/recreation tend to be the longest at an average of 7 miles while school trips and those to take others to their activities are shortest at 4 miles. In terms of average trip duration, social/recreation trips take the longest at 19 minutes while trips to take others to their activities average 11 minutes.

Figure B-3: Travel Metrics by Activity



Households with children report more school-related trips and more trips to take others to their activities as compared to households with no children. The households with children also report fewer trips for work, errands, or shopping.

Figure B-4: Travel-Related Activities by Presence of Children



When considering weekday travel by age groups, travel for those ages 0-17 centers about school and social/recreation activities (see Table B-4). School related activities decline sharply for adults while the proportion for shopping increases with age.

Table B-4: Travel-Related Activities by Age Group

Age	Activity						Total
	Work/Work Related	School/School Related	Social/ Recreation	Personal Errands	Take Others to Activities	Shopping	
0-17	0%	35%	26%	14%	14%	10%	100%
18-34	29%	6%	17%	15%	18%	15%	100%
35-54	33%	1%	23%	11%	19%	13%	100%
55-64	34%	0%	24%	19%	4%	18%	100%
65-74	13%	0%	28%	27%	4%	28%	100%
75+	5%	0%	30%	30%	9%	26%	100%
All Ages	22%	10%	24%	15%	14%	15%	100%

CHAPTER 7 – BEND TRAVEL PROFILE

Regardless of the reason for the travel, the majority of reported trips are made by auto. Of the 400,000 trips made on a typical weekday in the Bend MPO region, 85% are auto trips. Of the remaining 16% of trips, 7% are walk trips, 5% bike trips, and 3% school bus trips. Those ages 18-34 who do not travel by auto either walk (12%) or bike (2%) as indicated in Table B-5.

Table B-5: Travel Mode by Age

Age	Travel Mode					
	Auto	Walk	Bike	Transit	School Bus	Total
0-17	74%	8%	7%	0%	12%	100%
18-34	85%	12%	2%	0%	0%	100%
35-54	86%	7%	6%	0%	1%	100%
55-64	94%	4%	1%	0%	0%	100%
65-74	92%	5%	1%	1%	0%	100%
All Ages	85%	7%	5%	0%	3%	100%

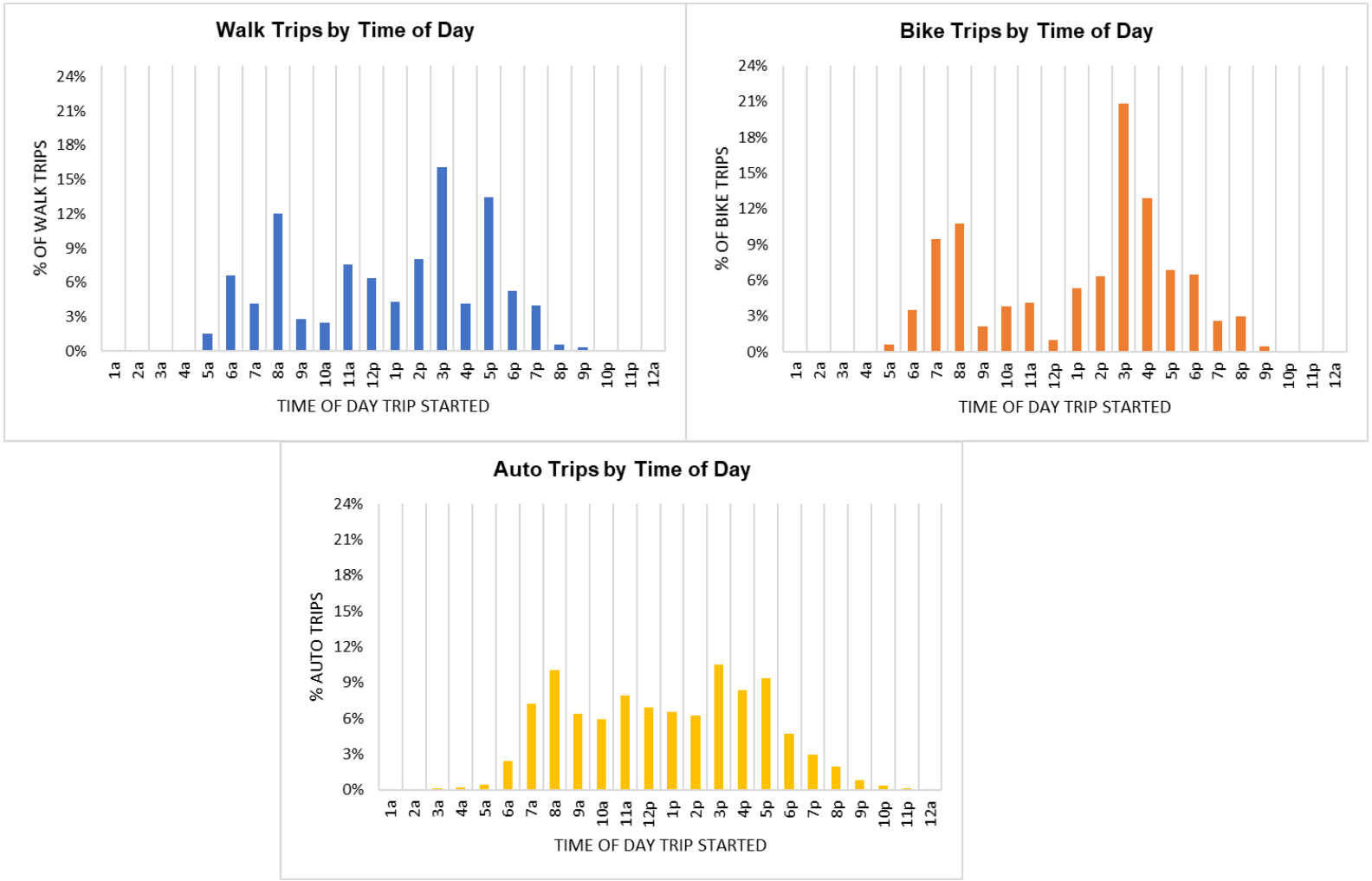
Work and work-related travel is largely by auto (87%). School and social/recreation travel show the highest levels of walk trips, while adult school trips have the highest reported levels of auto usage (93%).

Table B-6: Travel Modes by Activities

Activity	Auto	Walk	Bike	Transit	School Bus	Total
Work/Work Related	87%	6%	5%	1%	0%	100%
School/ Related (age <18)	59%	9%	9%	0%	24%	100%
Schoo/ Related (age 18+)	93%	3%	2%	0%	3%	100%
Social/Recreation	81%	12%	4%	0%	2%	100%
Personal Errands	91%	3%	4%	0%	1%	100%
Take Others to their Activities	94%	4%	1%	0%	1%	100%
Shopping	94%	5%	2%	0%	0%	100%
All activities	86%	7%	4%	0%	3%	100%

Mode usage varies across typical weekday. Each of the chart components in Figure B-5 display the distribution of all trips by each of the four main modes of walk, bike, and auto (there were not enough transit trips captured in the survey to evaluate here). Walk trips peak around 3 pm then again around 5 pm. Bike trips peak in the afternoon as well (3 pm). Auto trips are distributed throughout the day.

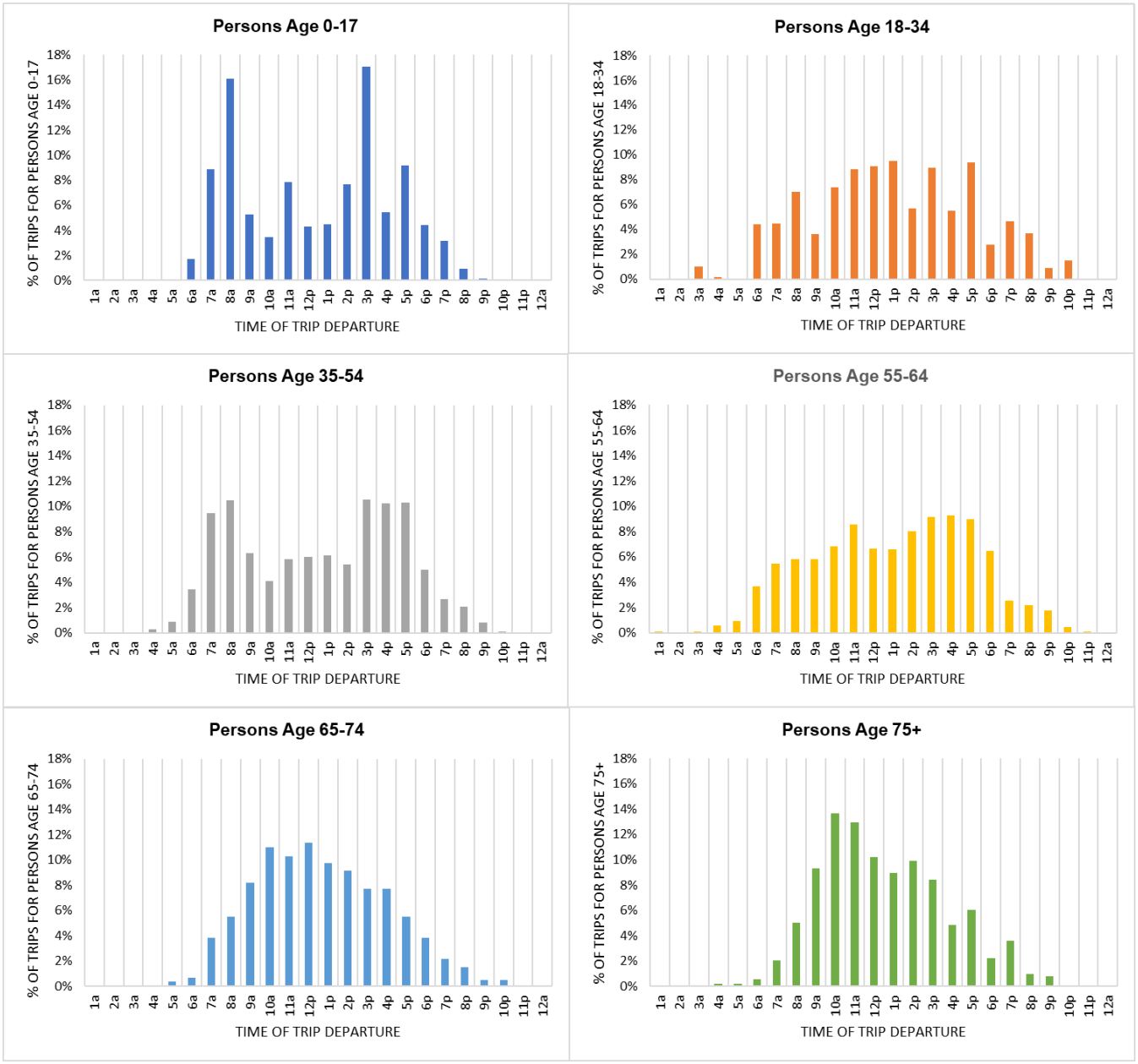
Figure B-5: Mode Usage by Time of Day



CHAPTER 7 – BEND TRAVEL PROFILE

Travel patterns by time of day were fairly consistent by household size, income, and vehicle availability. What accounts for more variation in travel is the age of the traveler. While children report the most pronounced morning and afternoon peaks, the elderly report the most pronounced mid-day peaks, particularly those travelers age 75 and older, as indicated in Figure B-6.

Figure B-6: Time of Day Travel by Age Group



CHAPTER 8

Looking Ahead

Overview

The 2009-2011 OHAS was a comprehensive effort to capture the weekday travel patterns of Oregonians and provide a better understanding of how Oregon's transportation infrastructure is used to carry out typical weekday activities. The survey methods, sampling, and post-processing of the data conformed to industry standards. These included the use of state-of-the-practice methods and technologies as well as stringent quality control checklists. The result is a sizable database that documents the demographic and travel behavior of households across the state.

The data provide specifics about the participating households, including size, number of workers, vehicle ownership, and income. An inventory of each household vehicle reports year, make and model. In addition, household member facts include age, sex, worker and student status. For the travel day, the survey data details the time of day and travel modes used to carry out daily weekday activities, as well as the spatial distribution of trips allowing for a better understanding of typical travel time and distance. These elements combine to provide an accurate portrayal of daily travel.

Planning is now underway to develop and fund a new round of surveys to document current and anticipate future travel behavior trends. The purpose of this chapter is to summarize the limitations of the OHAS effort and provide details regarding household travel survey state of the practice methods and technologies to support opportunities for funding future survey(s) in Oregon.

Limitations

The OHAS effort was designed and fielded using state-of-the-practice design and technologies current as of the 2007-2008 design timeframe. The result is a high quality data set describing the who, what, how, and when of travel, as presented throughout this report. While the agencies involved in the OHAS effort were able to achieve their original goal of supporting the update of travel demand models across the state, there are some limitations associated with data collection that are important to document (particularly with the goal of developing future surveys in mind):

1. Participating households were randomly sampled from a list of known residential addresses. As a result, daily travel by those Oregon residents living in group quarters (such as military personnel living on a base, students living in dormitories, and those in assisted living homes) is not captured in this survey.

2. The sample design focused on achieving specific goals with respect to geography, household size, and the number of household workers. Census data were used to create statistical weights to ensure the data are demographically representative. At the same time, lower participation rates by minorities and young adults limits the extent to which their specific travel can be reported in this report. By focusing the sample design on geography and demographic characteristics, the analysis of travel by non-auto modes was limited in the smaller metropolitan areas of the state. As a result, this report was limited in exploring travel by transit, walk, and bike to the higher density place types (MPO mixed use and TOD). Future sampling designs should consider specific behavioral goals to ensure sufficient trips are captured for travel modes of interest.

3. The sampling geography was based on survey regions, and within the survey regions, county or city boundaries. While this provided sufficient samples to analyze within each survey region, the resulting distribution of households by place type was insufficient for regional place type analysis. Instead, place type analyses are limited to a statewide perspective. A second caveat with respect to the place type analysis is that the statistical weights adjusted the data based on geography and demographic characteristics. As a result, the final weighted distribution of households and persons by place type do not line up with census-based distributions. Future sampling designs should consider stratification by place type to ensure consistency with census-based distributions and to support sub-regional place type analyses. (Place types had not been developed at the time of the sampling design).

4. The sample design did not have specific goals based on the type of worker. This limits the ability to draw conclusions regarding the travel differences between blue- and white-collar workers, or between office workers, shift workers, and those employed in the service industry. The survey data collection took place between 2009 and 2011, meaning teleworking and self-employment trends at that time were captured but newer trends regarding a more fully developed "gig economy" (which includes transportation network company drivers (e.g., Uber, Lyft), independent contractors and freelancers) cannot be discerned.[10]

5. By design, the survey focused on documenting typical weekday travel when school is in session. The converse then means that there are no data regarding weekend or summer travel. In addition, the sequential fielding of surveys in the different regions across the state limits the ability to study seasonal differences in travel.

6. As much as the bulk of the travel patterns in this report remain stable today, smaller pockets of travel have emerged since the survey was conducted in 2009-2011, such as electric car ownership, ride-sharing services, electric bikes and scooters. It is not possible to detect the emergence of these new travel modes within the 2009-2011 data set.

7. Overall, the survey design resulted in a data set that can be used for purposes in addition to travel demand modeling. The application of the data for policy and other planning applications has been limited based on the lack of agency resources and staff time.

These limitations were common to all travel surveys conducted during that time period. Newer survey technologies and methods have been developed to enhance the contents of today's travel survey data sets, providing enhanced opportunities for Oregon agencies seeking to update the OHAS data.

Opportunities

In the decade since the planning and development of the OHAS effort took place, there have been significant advances in the methods and technologies used to conduct household travel surveys. These advancements include a refinement in the use of address-based sampling, design strategies to balance data needs within available budget, technology improvements to reduce respondent burden and

[10] For more details about this emerging employment sector, see https://www.bls.gov/careeroutlook/2016/article/what-is-the-gig-economy.htm

increase data quality, and the evaluation of purchased passive data to complement and supplement traditional travel survey data. Each of these areas are discussed further below.

Sampling

From the 1970s to the early 2000s, household travel surveys relied on telephone-based sampling to contact and recruit households to participate in the study. As levels of cellular telephone ownership increased and households dropped landline telephones, the ability to obtain a representative sample via a telephone sampling approach declined significantly. This challenge has been further compounded by the general trend in society to not answer calls from unknown telephone numbers. In response to these challenges, household travel survey sampling practice began to migrate to an address-based sampling approach in the mid-2000s.

By the time of the OHAS design effort in 2007/2008, address-based samples were the state of the practice, but the vendors who aggregated and sold the listings had not yet mastered the sources and techniques to enhance these addresses with names, phone numbers, or email addresses. As a result, the household travel survey practice entailed mailing letters in a 20:1 ratio (or more) of sampled households to survey goals (this compares to a telephone sampling ratio that ranged from 5:1 to 10:1).

Today, address-based sample frames remain the dominant source for generating a random sample to support the household travel survey. However, vendors have mastered the aggregation of data for each address to provide not only name, associated telephone numbers and email addresses but also demographic and consumer data to help describe the household characteristics. As a result, sampling designs today reflect finely-tuned sampling goals of particular geographies, demographic, and socio-economic characteristics. In addition, the inclusion of telephone and email addresses (while not perfect) provide alternative methods to attempt to reach households should they not respond to the recruitment mailing/invitation.

Since the use of an address-based sample frame strengthens the ability to target sample geographically, this provides a mechanism to expand geographic sampling beyond just political boundaries to include both over-sampling within transit service areas and place types. This type of geographic targeted sampling has also been used to identify areas like off-campus student housing, off-base military housing, and similar areas where hard-to-reach populations are known to locate. It can also be used to target place types to support more detailed analyses of travel between survey regions or between MPO and non-MPO place types. Finally, geographically targeted sampling can be used to support before-and-after studies of changes in travel in specific geographic areas where heavy infrastructure investment is planned.

As much as geographic (both place type and political boundaries) and demographic stratification is important for yielding a traditional representative sample, there is a need to also consider targeted behavioral sampling in order to capture travel by low incidence modes and emerging modes associated with the growing shared mobility market in order to achieve a behaviorally representative sample. Capturing sufficient travel by these rarer yet growing travel mode shares for use in planning and modeling by random sampling is costly. Instead, the use of non-probability targeted samples is

becoming more common to ensure survey data is obtained from specific population groups (such as those important for purposes of measuring environmental justice, equity, or use of low-incidence and emerging travel modes).

Methods

Up to now, most agencies conducted their household travel surveys every 8-15 years. As the cost of conducting these surveys increased, the impact of a once-a-decade survey on an agency's budget and staffing resources also increased and some surveys are delayed due to the difficulties in amassing such a large budget item within a 1-2 year period. In an effort to smooth out the budgeting process and strain on an organization, there is a gradual migration taking place to conduct surveys more regularly with sample sizes adjusted to reflect the survey period (for example, instead of conducting a 10,000 household survey once every 10 years, agencies are conducting annual surveys of 1,000 households each year). An additional benefit of conducting the surveys more regularly is the ability to capture emerging travel trends in "real time" and to provide data on a more regular basis that can allow for evaluation of before and after studies as well as measure policy impacts.

From a cost-savings point of view, agencies are also evaluating ways to reduce respondent burden through the development of what is referred to as a "core and satellite" survey design. In this design, the questions are allocated between a core survey administered to all respondents and the use of supplemental surveys (or short question lists asked of a subset of respondents in the main survey) to capture more detailed data about highly specialized topics. Specialized topics include long distance travel, factors that influence residential or mode choice (i.e., parking costs), destination choices, and preferences for travel options that are still in the planning stages (such as autonomous and connected vehicles).

Technology

The greatest advances in household travel survey practice are in the area of technology. Society has embraced the use of real-time mapping software such as Google or Bing and become accustomed to responding to short surveys online. While some still prefer hard copy forms and surveys, most (particularly the young adult population) respond well to online surveys and smartphone-based applications that track travel.

As a result, the use of online surveys results in a streamlined and easier survey process for all respondents, especially larger households with children. Smartphone apps make the survey process simpler and encourage higher participation levels (particularly among young adults) while obtaining more accurate details regarding trip origins and destinations as well as travel times.

Three large-scale travel survey studies in 2015-2017 (Phoenix, San Diego, and Ohio) employed what is being referred to as "smartphone-mostly" designs, where smartphone apps collect the origins and destinations of travel using device-based GPS and a survey is used to validate the travel details in real-time. This technology simplifies the collection of trip details, improves the capture of often-forgotten walk and bike trips (including the routes used), the transitions between walk and transit, and other

travel-related activities such as transferring between bus and light rail. In addition, the low respondent burden translates to the collection of multiple days of data for roughly the same price as a one-day traditional diary design.

Passive Data

Over the past five years, a growing emphasis has been placed on evaluating purchased passive data for use in transportation planning. Passive data is generated from multiple sources, including cellular data that tracks a phone's movement across different cell towers, in-vehicle and device-based GPS, and location-based data captured through smartphone applications. Vendors purchase this data from multiple sources, fuse it with consumer data from credit cards, utilities, etc., and create synthesized data products that, while not actually observed data, can still be used to measure congestion levels and origin-destination flows across various levels of geography.

The cost of the origin-destination flow data depends on the level of geographic-detail and the time period for which data is desired (data for one week of a year is less expensive than data for an entire year). Depending on the parameters of the data purchased, this data can be less expensive than designing and conducting a travel survey. The key challenge is that the passive data provides a rich database of origin-destination flows but relies on products like consumer credit data and uses algorithms and other modeling techniques to ascribe demographic details. Travel surveys, on the other hand, provide a detailed description of observed travelers, but for a limited sample of the population.

The transportation planning community is currently evaluating how and where this data can used to complement and supplement travel survey data. Most accepted uses are to replace external station surveys, capture visitor travel to a region, and use the proportions of origin-destination flows to validate travel demand model results. Research continues in full-force to develop a new paradigm of models (Passive Data Models or PDM) that leverage the passive data with travel survey data to maximize limited agency data budgets.

As part of a recent Travel Model Improvement Panel Peer Exchange on Big Data (see https://tmip.org/content/tmip-peer-review-reports-big-data), several panelists emphasized that, "a household survey remains a critical data item with the current forecasting methods utilized" (page 32). Recommendations regarding the use of passive data (referred to as "big data" in this report) include: a list of questions to ask the data providers, (2) guidelines and key metrics for evaluating the passive data, and (3) recommendations for what the data should and should not be used for. The Federal Highway Administration is evaluating the fusion of passive data with travel survey data as part of its current "NextGen National Household Travel Survey" research program.

An understanding of appropriate use of passive data will continue to develop rapidly over the next few years and has the potential to offer more options for the next round of surveys in Oregon. As the future of surveys in Oregon is discussed and researched, consideration should be given to these new design and technology opportunities in order to find the best approach that balances respondent burden with data needs for modeling and policy analysis within an affordable budget.

PLANNING DEPARTMENT

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SUMMARY OF INFORMATION

Prepared for Planning Commission Hearing

Hearing Date: June 1, 2021

File Number: 921-21-000009-PLNG **Newspaper Publish Date:** May 12, 2021

Request: Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, and one 1.08 acre park

Applicant: Austin Justesen, 81491 Fairgrounds Road, Tygh Valley, OR 97063

Owner: Jonnie L. & Fred A. Justesen, 59720 Twin Lakes Road, Grass Valley, OR 97029

Property Information:

Location: The subject property is located along the east side of Wamic Market Road, with Emigrant Street running along the entirety of the northern property line, and Homestead Road running along the entirety of the southern property line, within the unincorporated community of Wamic, approximately 9 miles northwest of the City of Maupin, OR, more accurately described as:

Map/Tax Lot	Acct#	Acres
4S 12E 14 200	11457	44.38

Zoning: Wamic Residential (WAM-R2) Zone

Environmental Protection Districts: None

Attachments:

A. **Summary of Information & Conditions**
B. **Planning Commission Options & Staff Recommendation**
C. **Maps**
D. **Staff Report**
E. **Lighting Standards**

ATTACHMENT A – SUMMARY OF INFORMATION AND CONDITIONS

The full staff recommendation with all proposed findings of fact is enclosed as **Attachment D** and was available at the Wasco County Planning Department for review one week prior to the June 1, 2021, hearing. The full staff recommendation is made a part of the record. This summary does not supersede or alter any of the findings or conclusions in the staff report, but summarizes the results of Staff's review and recommendation.

An application was made by Austen Justesen, in coordination with Tenneson Engineering Corporation for a Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5-8.35 acres, and one 1.08 acre park, therefore the Planning Commission must act on this request.

PROPOSED CONDITIONS OF APPROVAL:

1. The owner shall have two years from the date of final approval (the end of the 12 day appeal period) to submit an application for approval of the final subdivision plat. The approval of the preliminary subdivision plan may be extended a maximum of two additional years if the applicant applies for an extension, and meets the requirements of Section 2.125.B.

2. Prior to the final subdivision plat being submitted for approval by the Planning Commission, onsite septic evaluations shall be performed for the proposed residential lots, demonstrating that each lot can meet the DEQ on-site sewage disposal rules in effect.

3. All signs shall not be illuminated or capable of movement. Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located. Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road.

4. Outdoor lighting shall be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways, and waterways. Shielding and hooding materials shall be composed of non-reflective, opaque materials.

5. The final subdivision plat shall not be filed or recorded until it has been submitted to and approved by the Wasco County Planning Commission.

6. Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request.

7. Homestead Road shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Homestead Road must occur. Maintenance of this road is not be the responsibility of Wasco County. Prior to submittal of the final subdivision

plat for approval, a plan for road maintenance on Homestead Road shall also be developed, and presented as part of the request.

8. When the final subdivision plat is submitted for approval by the Wasco County Planning Commission, an adequate pedestrian way shall be included from Homestead Road to the proposed park, allowing the owners within the lower portion of the subdivision to safely access the proposed park. The plat shall identify the responsible party(s) for maintaining the pedestrian way and confirm that the responsible party is not Wasco County.

9. Prior to submittal of the final subdivision plat, an adequate turnaround consistent with Chapter 10 shall be illustrated with dimensions shown at the end of Emigrant Street and Homestead Road. Proof shall also be provided demonstrating that the Wamic Rural Fire Protection District approves of the turnarounds.

10. If there are any existing easements for sewers, water mains, electrical lines, or other public utilities, they shall be illustrated and conveyed on the final subdivision plat, to be recorded with the Wasco County Clerk's Office. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width.

11. The county will place a sign for Homestead Road at its intersection with Wamic Market Road. All other signage within the subdivision shall be the responsibility of the developer, and prior to placement shall have it approved by the Wasco County Public Works Department to ensure it meets county standards.

12. Prior to approval of the final subdivision plat by the planning Commission, the location of the water supply for each parcel shall be identified on the face of the plat. Location of these water sources, type, and any distribution lines shall also be illustrated on the face of the plat. A statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian shall also be provided regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.

13. Approval of the preliminary subdivision plan is valid for 24 months, from the date of final approval, which is the end of the 12-day appeal period following the final decision from the Planning Commission. A final subdivision plat must be submitted for review by the Planning Commission prior to the expiration of the 24 month period of validity. If that time limitation is exceeded, approval of the preliminary subdivision plan shall be void. Any subsequent proposal by the applicant for a division of the property shall require a new development request. An extension of time may be granted, if it is applied for in accordance with Section 2.125.B of the Wasco County Land Use and Development Ordinance.

ATTACHMENT B - PLANNING COMMISSION OPTIONS & STAFF RECOMMENDATION

PLANNING COMMISSION OPTIONS

A. Approve the preliminary subdivision plan as submitted by the applicant, to subdivide the 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, with the condition that the park be removed from the plan and the acreage added into the adjacent lots.

B. Approve the request, with amended Conditions and Findings; or

C. Deny the request with amended Conditions and Findings; or

D. If additional information is needed, continue the hearing to a date and time certain to allow the submittal of additional information.

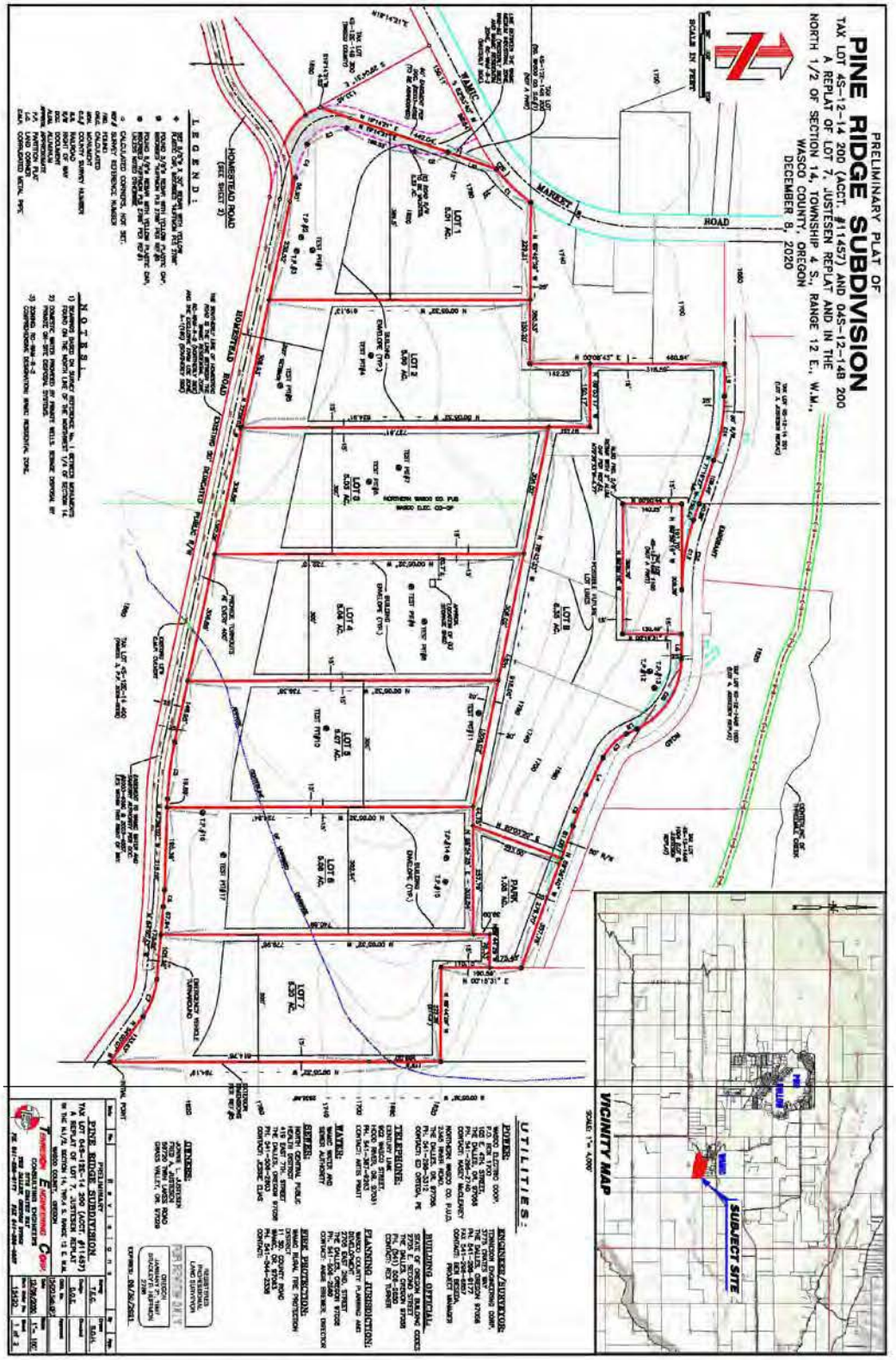
STAFF RECOMMENDATION

With conditions, staff recommends Option A: Approve the preliminary subdivision plan with the proposed Conditions and Findings described in the Staff Report.

ATTACHMENT C – MAPS
Applicant: Austen Justesen
Owner: Jonnie L. & Fred Justesen
Map: 4S 12E 14, Tax Lot: 200
Account #: 11457
Vicinity Map



ATTACHMENT C – MAPS
Applicant: Austen Justesen
Owner: Jonnie L. & Fred Justesen
Map: 4S 12E 14, Tax Lot: 200
Account #: 11457
Site Plan



ATTACHMENT D - STAFF REPORT

File Number:	921-21-000009-PLNG
Applicant:	Austin Justesen
Owner:	Jonnie L. and Fred A. Justesen
Request:	Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, and one 1.08 acre park
Procedure Type:	Quasi-Judicial Hearing
Prepared By:	Brent Bybee, Associate Planner
Prepared For:	Wasco County Planning Commission
Decision Date:	June 1, 2021
Notification Date:	June 3, 2021
Appeal Deadline:	June 15, 2021
Planning Commission Decision:	**Approved,** with conditions
Location:	The subject property is located along the east side of Wamic Market Road, with Emigrant Street running along the entirety of the northern property line, and Homestead Road running along the entirety of the southern property line, within the unincorporated community of Wamic, approximately 9 miles northwest of the City of Maupin, OR, more accurately described as:

Map/Tax Lot	Acct#	Acres
4S 12E 14 200	11457	44.38

Zoning:	Wamic Residential (WAM-R2) Zone	
Overlays:	None	
Past Actions:	921-20-000050-PLNG	Subdivision Pre-Application Conference
	921-PLAEXT-16-12-0005	Extension of 921-PLAPAR-14-08-0006 (Expired)
	921-PLAPAR-14-08-0006	Partition 44.37 acre parcel into 3 (Expired)
	921-PLAROD-11-02-0001	Road Dedication, Homestead Road
	921-PLAPAR-11-02-0001	Partition (Expired)
	REP-08-106	Replat
	921-PLAARC-08-04-8436	PAR-03-109, PLA to reconfigure then partition

I. APPLICABLE STANDARDS

Wasco County Land Use & Development Ordinance (LUDO)

A. Chapter 2 – Development Approval Procedures

Section 2.060	Application Completeness
Section 2.080	Notice
Section 2.090	Contents of Notice
Section 2.125	Time Limits for Permits and Extensions of Time
Section 2.130	Establishment of Party Status
Section 2.140	Hearing Procedure
Section 2.150	Official Notice
Section 2.190	General Conduct of All Hearings; Legislative, Administrative, or Quasi-Judicial

B. Chapter 3 – Basic Provisions
Section 3.650 – Wamic Residential (WAM-R2) Zone

Section 3.654	Uses Permitted Subject to Standards/Type II Review
Section 3.656	Property Development Standards

C. Chapter 10 – Fire Safety Standards

Section 10.230	(Fire Safety Mitigation Plan)

D. Chapter 21 – Land Divisions

Section 21.030	Basic Provisions and Design Standards
Section 21.200	Preliminary Subdivision Plan Approval

II. BACKGROUND

A. **Legal Parcel:** In accordance with the Wasco County Land Use and Development Ordinance, a legal parcel is defined as:

> *(Legal)* ***Parcel*** *- A unit of land created as follows:*
>
> *a. A lot in an existing, duly recorded subdivision; or*
>
> *b. A parcel in an existing, duly recorded major or minor land partition; or*
>
> *c. By deed or land sales contract prior to September 4, 1974.*

Both subject properties were created by REP-08-106, a replat of multiple previously partitioned properties. The final plat was filed with the Wasco County Clerk's office on February 8, 2010. Since the property was created by a duly recorded major or minor land partition, it meets the definition of a legal parcel.

B. **Site Description:** The subject property is located along the southern border of Emigrant Street, and along the northern border of Homestead Road. A seasonal creek runs from west to east in the southeast corner of the subject property. Slopes on the property ranges widely from 10-40%, with primarily north to northeast facing aspects, and elevations of 1,680-1,760 feet above sea level. Vegetation on the properties is approximately 75% grasses/shrubs, and 25%

deciduous and conifer trees scattered throughout the northern portion. Most of the vegetation is located on the northern border of the property at the bottom of the slopes along the Emigrant Street.

C. **Surrounding Land Use:** Land to the south and east of the subject property is zoned agricultural A-1(160), Exclusive Farm Use Zone. Agricultural uses on these properties primarily consist of alfalfa and rangeland for cattle. Land to the north is zoned the same as the subject parcel: WAM R-2, Wamic Residential. These properties contain residential development with a mixture of dwellings and accessory buildings. Land to the west is zoned WAM R-5, Wamic Residential. These properties also contain residential development with a mixture of dwellings and accessory buildings. Property along the southwest border is zoned WAM M-2, Wamic Medium Industrial, which is vacant land owned by the South Wasco County School District.

III. FINDINGS:

A. Chapter 2 – Development Approval Procedures

Section 2.060 - Application/Completeness (Amended 4/12)

A. The Director shall have the authority to review the following applications for Administrative Action, and shall follow the procedure provided by this Ordinance to accomplish such review. Matters required by this Ordinance that are not subject to other provisions of this Ordinance include, but are not limited to:

(***)

6. Uses Permitted Subject to Standards (Chapter 3)

(***)

B. The following matters shall be heard by the Planning Commission, pursuant to Sections 2.080, 2.090, 2.130, 2.140, 2.150, and 2.190 of this Ordinance:

(***)

3. Subdivision (Chapter 21)

(***)

C. Complete Application - An application shall be considered complete when it is submitted in accordance with the format and upon such forms as may be established by the Director. A complete application is one which contains the information required to address the relevant standards of this ordinance and the applicable standards and requirements of the Comprehensive Plan as specified by this ordinance. (Added 4/12)

D. Incomplete Application - If an application is incomplete, the Director shall notify the applicant in writing of exactly what information is missing within thirty (30) days of receipt of the application and allow the applicant to submit the missing information. The application shall be deemed complete for the purpose of subsection C, Complete Application, upon receipt by the Director of:

1. *All of the missing information;*

2. *Some of the missing information and written notice from the applicant that no other information will be provided; or*

3. *Written notice from the applicant that none of the missing information will be provided.*

On the 181st day after first being submitted, the application is void if the applicant has been notified of the missing information and has not submitted the applicable information as described above. (Added 4/12)

FINDING: The application was submitted as a Subject to Standards Review, in accordance with the underlying zoning. Since the proposal includes a subdivision of land, it must be reviewed by the Planning Commission in a quasi-judicial hearing. Sections 2.080, 2.090, 2.130, 2.140, 2.150, and 2.190 are addressed further on in this report. Since the review must be decided upon by the planning commission, a quasi-judicial public hearing will be held, and the applicable review criteria are addressed throughout this report. The application was submitted for staff's review on January 19, 2021. The application was found to be complete on February 18, 2021, containing the information required to address the relevant standards of the ordinance and applicable standards and requirements of the Comprehensive Plan as specified by the ordinance. The above incompleteness criterion does not apply to the request. With those findings, staff finds the request complies with Section 2.060.A, B, C, & D.

(***)

Section 2.080 - Notice

Citizen and Agency Involvement - The County shall provide opportunities for public and agency input in the planning process. To ensure that there is a coordinated effort to permit land use projects, notice of applications for development approval shall be sent to interested agencies and departments such as County departments, sheriff and fire departments, school districts, utility companies, and the applicable city departments for those municipalities within Wasco County. Affected jurisdictions and agencies could include the Department of Environmental Quality, the Oregon Department of Transportation, Wasco County Transportation Network, and other applicable local, state or federal agencies.

If the subject property is being considered for a comprehensive plan or zone change, notice of receipt of the application shall be provided to the Oregon Department of Transportation.

A. *At least twenty (20) days prior to the date of a quasi-judicial public hearing under Section 2.060 B, notice shall be sent to: (Revised 1-92)*

   1. *The applicant and all owners or contract purchasers of record of the property which is the subject of the application;*

   2. *All owners of property within one hundred feet (100') if located wholly or in part within an urban growth boundary, three hundred feet (300') if located outside an Urban Growth Boundary and not within a farm, farm/forest or forest zone, and five hundred (500) feet within a farm, farm/forest or forest zone. (Revised 1-92)*

3. *The appropriate Citizen Advisory Group;*

4. *Any affected governmental agency or public district within whose boundary the subject property lies;*

5. *The city within whose recognized Urban Growth Boundary the subject property lies or whose facilities may be impacted;*

6. *Other persons as may be clearly and necessarily affected by the result of the development request.*

(***)

C. *Notice shall be given by publication in the official newspaper of Wasco County at least fifteen (15) days prior to the date of a quasi-judicial public hearing, pursuant to Section 2.060 B. An affidavit of publication shall be made part of the record. (Revised 1-92)*

D. *Notice of Review by the County Governing Body pursuant to Section 2.180 shall be sent to all parties, posted in at least two (2) different public locations and published in the official newspaper of Wasco County ten (10) days prior to the date set for the hearing. (Revised 1-92)*

E. *An affidavit of all mailing notices shall be made part of the record.*

F. *Notice shall be sent to owners of a public use airport of any land use action within 5,000 feet of the side or end of a "visual airport" runway, or within 10,000 feet of an "instrument airport" runway, unless the action involves structures less than thirty five (35) feet tall outside the runway approach surface. (Added 2/89)*

FINDING: The application involves a quasi-judicial hearing under 2.060.B, and the applicable noticing criteria will apply. The hearing will be held on June 1, 2021. On May 12, 2021, 20 days before the hearing date, notice of the hearing was sent in accordance with the criterion in Subsection A above. Notice was also published on the same day in the official newspaper of Wasco County. An affidavit of these notices was made part of the record. The proposed subdivision will not be heard before the County Governing Body, Section 2.180 is not applicable to the request. The closest airport is the Pine Hollow Airport, which is located 11,110 feet northwest of the subject property, beyond the required noticing distance for airports. With those findings, staff finds the request complies with Criterion 2.080.

Section 2.090 – Contents of Notice

A. *Notice of a quasi-judicial hearing on any development request shall be filed with the Director and also given pursuant to Section 2.080 and shall include the following information:*

1. *The date, time and place of hearing and the name of the hearing body;*

2. *The general location of the subject property and legal description;*

3. *The legal owner of record of the property and the name of applicant seeking the review;*

4. *The present zoning of the subject property and applicable Ordinances and sections that apply to the application at issue;*

5. *The request and purpose of the proposal;*

6. *That failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue;*

7. *The name of a local government representative to contact and the telephone number where additional information may be obtained;*

8. *That a copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;*

9. *That a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost; and*

10. *General explanation of the requirements for submission of testimony and the procedure for conduct of hearings.*

FINDING: The proposed use requires a quasi-judicial hearing. Notice of the hearing was sent on May 12, 2021, and included information required in subsections 1-10 above. The notice complies with Section 2.080 of this report, as evidenced by the prior finding. Staff finds the request complies with Criterion 2.090.A.

B. *Notice of an Administrative Action on a conditional use permit shall be filed with the Director and also given pursuant to Section 2.080, and shall include the following information: (Revised 1-92, 5-93)*

1. *The location, title of the request and the date such notice was sent;*

2. *The general location of the subject property and legal description;*

3. *The legal owner of record and the name of applicant seeking review;*

4. *The present zoning of the subject property and applicable Ordinances and sections;*

5. *The nature of the application;*

6. *The deadline established for rendering a final decision;*

7. *The deadline for filing comments on the request.*

FINDING: The proposed use is being reviewed through a quasi-judicial hearing, Criterion 2.090.B is not applicable to the request.

(***)

Section 2.125 - Time Limits for Permits and Extensions of Time

A. Time Limits for Permits: A permit will become invalid without special action if:

1. Development has not commenced within two (2) years of the date of approval;

2. The use approved is discontinued for any reason for one (1) continuous year or more.

B. Extension of Time Request: If an extension of time is required, the holder of the approved permit must file an application which will be processed as an administrative action. A one-time extension may be granted for a maximum of two (2) years. Extensions shall be granted only upon findings that:

1. Request for an extension of time has been made prior to expiration of the approved permit.

2. There has been no change in circumstances or the law likely to necessitate significant modification of the development approval or conditions of approval.

3. *The applicant has provided reasons that prevented the applicant from beginning or continuing development within the approval period.*

FINDING: The above criterion requires development to commence within two years of final approval, and states that the use becomes invalid if it is discontinued for any reason for one continuous year or more. It also allows an extension of the approval for a maximum of two additional years if an application is submitted and approved in accordance with subsection B.1-3 above. A **condition** of approval is included stating that the owner shall have two years from the date of final approval (the end of the 12 day appeal period) to submit an application for approval of the final subdivision plat. The approval of the preliminary subdivision plan may be extended a maximum of two additional years if the applicant applies for an extension, and meets the requirements of Section 2.125.B. With that condition, staff finds the request complies with Section 2.125.

Section 2.130 - Establishment of Party Status

A. In order to have standing under this Chapter, a person shall be recognized as a party by the Approving Authority.

Party status, when recognized by the Approving Authority, establishes the right of the person to be heard, either orally or in writing and to pursue a review or appeal under this Chapter.

B. A request for establishment of party status may be made at least ten (10) days before the date set for a quasi-judicial public hearing by any person who files a written statement regarding the application being considered.

C. Seven (7) or more days prior to the date set for a public hearing, the Director shall mail the applicant any statements that have been filed and a copy of the staff report.

D. With respect to applications under Section 2.060 B of this Chapter, the Approving Authority may authorize a person to have party status, at any time prior to the close of a

hearing, if that person is not otherwise a party, as defined by Section 1.090 of this Ordinance. (Revised 1-92)

E. A request for establishment of party status for an Administrative decision pursuant to Section 2.060 A of this Chapter shall be made by filing a written statement within a ten (10) day notification period. Such statement shall include:

1. The name, address and telephone number of the person filing the statement;

2. How the person qualifies as a party; as defined in Section 1.090 of this Ordinance; and

3. Comments which the party wishes to make with respect to the application under consideration.

F. Any party may appeal a decision of the Director relative to an Administrative Action. In the conduct of a hearing, the Approving Authority shall establish the appellant as a party or the appeal shall not be heard and the contested decision shall become final.

FINDING: Any individuals wishing to obtain party status must do so in accordance with the above criterion. If any individuals do request party status, staff will ensure the request has been made in accordance with Section 2.130. If requests do not follow the above procedures, party status shall not be granted. Staff finds the request complies with Section 2.130.

Section 2.140 - Hearing Procedure

A. In the conduct of a public hearing, the Approving Authority shall have the authority, pursuant to Rules of Procedure approved by the County Governing Body, to:

1. Determine who qualifies as a party.

2. Regulate the course, sequence and decorum of the hearing.

3. Dispose of procedural requirements or similar matters.

4. Rule on offers of proof and relevancy of evidence and testimony.

5. Impose reasonable limitations on the number of witnesses heard and set reasonable time limits for oral presentation, and rebuttal testimony. (Revised 1-92)

6. Take such other action appropriate for conduct commensurate with the nature of the hearing.

7. Grant, deny, or in appropriate cases, attach conditions pursuant to Section 2.110 D of this Chapter to the matter being heard.

B. Order of Procedure: Unless otherwise specified, the Approving Authority, in the conduct of a hearing, shall:

1. Announce the nature and purpose of the hearing and summarize the rules for conducting the hearing.

2. *Recognize parties.*

3. *Ask for disclosure of any potential conflicts of interest by those on the decision making body. (Added 2/89)*

4. *Ask parties to the hearing if there is a challenge to the ability of any member to make an unbiased decision on the case. (Added 2/89)*

5. *Request the Director or his designee to present a summary of staff findings and recommendation, if any, and explain any graphic or pictorial displays which are part of the staff report.*

6. *Allow the applicant to be heard first, on his own behalf or by representative.*

7. *Allow parties or witnesses in favor of the applicant's proposal to be heard.*

8. *Allow other parties or witnesses to be heard next in the same manner as in the case of the applicant.*

9. *Upon failure of any party to appear, the Approving Authority may take into consideration written material submitted by such party.*

10. *Allow only the proponent to offer rebuttal testimony. The scope and extent of rebuttal shall be limited to issues raised during testimony and shall not be used to introduce new evidence. (Revised 1/92)*

11. *Close the hearing to public testimony. Questions may be asked at this time by the Approving Authority. Questions by the Director or his designee may be allowed by the Approving Authority upon request.*

12. *At the conclusion of the hearing, the Approving Authority shall either make a decision and state findings which may incorporate findings proposed by any party, or the Director, or may take the matter under advisement. The Approving Authority may request proposed findings and conclusions from any party to the hearing.*

13. *The Approving Authority, before finally adopting findings and conclusions, may circulate the same in proposed form to the parties for written comment. All actions taken by the Approving Authority pursuant to adopting findings and conclusions shall be made a part of the record. The decision and findings and conclusions which support the decision of the Approving Authority shall be final when signed by the Approving Authority. For the purpose of signing the decision and findings and conclusions, the Approving Authority may be either the Chairman of the Planning Commission or the Director of Planning. (Revised 1-92)*

14. *At the latest, the next regularly scheduled meeting shall be the time the Approving Authority shall grant, deny or, in appropriate cases, pursuant to Section 2.110 D, attach such conditions as may be necessary to carry out the Comprehensive Plan in approving the proposal being heard. The Director may extend the deadline for rendering a decision upon consent of the applicant. The Director shall notify parties of the decision by mail. (Revised 5-93)*

15. *The Approving Authority shall render a decision, may affirm, reverse or modify the action of a lesser authority, and may reasonably grant approval subject to the conditions necessary to carry out the Comprehensive Plan pursuant to Section 2.110 D of this Ordinance.*

    a. *For all cases the Approving Authority shall make a decision based on the record before it as justification for its decision.*

    b. *The Director shall send a notice of the Approving Authority's decision to all parties to the matter and a copy of such decision shall be filed in the records of the Director.*

FINDING: The Planning Commission hearing for the proposed preliminary subdivision plan shall follow the above criterion in relation to conduct of a public hearing, and the order of procedure. The request complies with Section 2.140.

Section 2.150 - Official Notice

A. *The Approving Authority may take official notice of the following:*

    1. *All facts which are judicially noticeable. Judicially noticed facts shall be stated and made part of the record.*

    2. *The Comprehensive Plan and other officially adopted plans, ordinances, rules and regulations of Wasco County and comprehensive plans and implementing regulations of cities within Wasco County.*

B. *Matters officially noticed need not be established by evidence and may be considered by the Approving Authority in the determination of the application.*

FINDING: No judicially noticeable facts have been made part of the record. The applicable portions of the Wasco County Comprehensive Plan, officially adopted plans, ordinance, and rules and regulations have been addressed throughout this record. No comprehensive plans or implementing regulations of any cities within Wasco County are applicable towards the request. The Planning Commission hearing was officially noticed to the public on May 12, 2021. Staff finds the request complies with Section 2.150.

(***)

Section 2.190 - General Conduct of All Hearings; Legislative, Administrative or Quasi-Judicial

The following rules apply to the general conduct of the hearing:

A. *No person shall be disorderly, abusive, or disruptive of the orderly conduct of the hearing.*

B. *No person shall testify without first receiving recognition from the Approving Authority and stating full name and address.*

C. *No person shall present irrelevant, immaterial, or unduly repetitious testimony or evidence. Formal rules of evidence as used in courts of law shall not apply. Evidence*

received at any hearing shall be of the quality that reasonable persons rely upon in the conduct of their everyday affairs.

D. *Audience demonstrations such as applause, cheering, and display of signs, or other conduct disruptive of the hearing shall not be permitted.*

E. *The person in charge of the decision making body shall have the authority, at such person's discretion, to inform, reprimand, or remove any person or persons for violations of the above rules of conduct. Violations of the above rules of conduct shall further be grounds for the immediate suspension of the hearing.*

FINDING: Prior to the opening of the Planning Commission hearing, the Chair shall announce the rules that apply to the general conduct of the hearing. The above criterion will be read aloud and made part of the record. A violation of these rules shall be addressed by the Chair of the Planning Commission, and handled in accordance with Section 2.190. Staff finds the request complies with Section 2.190.

B. Chapter 3 – Basic Provisions

Section 3.650 – Wamic Residential (WAM-R2) Zone

Section 3.651 - Purpose
The purpose of the Wamic Residential (WAM-R2) Zone is to provide for a single family residential use including mobile homes plus related compatible uses such as schools and parks. New marijuana uses are prohibited in this zone.

Buildings or structures hereafter erected, structurally altered, enlarged or moved and land hereafter used in the Wamic Residential (WAM-R2) Zone shall comply with the following regulations.

FINDING: The purpose of the Wamic Residential Zone is to provide for single family residential uses including mobile homes plus related compatible uses such as schools and parks. The applicant has proposed a subdivision of a 44.38 acre parcel into 8 subdivision lots in the Wamic Residential Zone, as well as the dedication of a park. The intention of a subdivision is to provide lots for residential development which meets the purpose of the zoning. Staff finds the request complies with Section 3.651.

Section 3.654 - Uses Permitted Subject to Standards/Type II Review
The following uses may be permitted on a legal parcel on lands designated Wamic Residential (WAM-R2) Zone subject to Section 3.656 - Property Development Standards, Chapter 10 - Fire Safety Standards, Chapter 20 - Site Plan Review only if the request includes off-street parking, off-street loading or bicycle parking, as well as any other listed, referenced or applicable standards.

(***)

B. *Partitions, Property Line Adjustments and Subdivisions subject to Chapter 21 - Land Divisions. (Added 4/12)*

FINDING: The request is for a Subdivision to divide a 44.38 acre parcel into eight lots and one park. Legal parcel status was discussed above in (II)(A). Section 3.656, Chapter 10, Chapter 20, and Chapter 21 are addressed further on in this report. Staff finds the request complies with Criterion 3.654.B.

Section 3.656 - Property Development Standards

A. Property Size

1. New lots or parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum property size of two (2) acre with a one hundred twenty-five (125) foot average lot width.

2. New lots or parcels served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum property size of two (2) acres with a one hundred twenty-five (125) foot average lot width.

3. New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum width of 300 feet with a minimum area of five (5) acres In addition, an applicant shall demonstrate that:

a. The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval.

FINDING: The application has proposed 8 new residential lots. The proposed park will remain vacant. The proposed lots are not proposed to be served by an approved community, municipal, or public water system or an approved community or public sewage system. The lot sizes proposed range from 5 – 8.35 acres, which is all above the 5 acre minimum. All proposed lots will also have a minimum average width of 300'. The proposed park will be 1.08 acres, which is addressed in Criterion 21.100.Y of this report, and found to comply. No onsite septic evaluations were provided with the request, and the application submitted requested that the approvals be conditioned through the preliminary subdivision review, and required prior to the approval of the final subdivision plat. To ensure compliance, a **condition** of approval is included in the Notice of Decision stating that prior to the final subdivision plat being submitted for approval by the Planning Commission, onsite septic evaluations shall be performed for the proposed residential lots, demonstrating that each lot can meet the DEQ on-site sewage disposal rules in effect. With that condition, staff finds the request complies with Criterion 3.656.A.

B. Setbacks

1. Front Yard: No structure other than a fence or sign shall be located closer than twenty-five (25) feet from the right-of-way of a public road except where forty (40) percent of the frontage is developed with buildings having front yards with a variation of not more than ten (10) feet in depth, the average of such depth shall establish the front yard depth of the entire frontage.

2. Side Yard: No structure other than a fence shall be located closer than fifteen (15) feet from side property lines for interior lots and twenty (20) feet from exterior side property lines for corner building sites.

3. Rear Yard: No structure other than a fence shall be located closer than twenty (20) feet from the rear yard property line.

FINDING: No new structures are proposed that would be required to meet the setback standards addressed above. All of the proposed subdivision lots have been designed to allow adequate space for residential development, as illustrated in the preliminary partition plat submitted with the application. Staff finds the request complies with Criterion 3.656.B.

C. Vision Clearance: Vision clearance on corner properties shall be a minimum of thirty (30) feet.

D. Height: Maximum height for all dwellings shall be thirty-five (35) feet.

Detached accessory structures shall not exceed a maximum height of eighteen (18) feet.

FINDING: No new development is proposed through the request that would be required to meet the vision clearance or height standards. Criterion 3.656.C & D are not applicable to the request.

E. Stream Setbacks: All structures or similar permanent fixtures shall be setback from the high water line or mark along all streams or lakes a minimum distance of fifty (50) feet when measured horizontally at a right angle.

FINDING: No new development is proposed that would come into conflict with the required stream setbacks, and as proposed the lot configuration of the subdivision will not force any future development to be in violation of this criterion. Criterion 3.656.E is not applicable to the request.

F. Floodplain: Any development including but not limited to buildings, structures or excavation, proposed within a FEMA designated flood zone, or sited in an area where the Planning Director cannot deem the development reasonably safe from flooding shall be subject to Section 3.740 - Flood Hazard Overlay (EPD).

FINDING: The subject property does not contain any areas within a FEMA designated flood zone, Criterion 3.656.F is not applicable to the request.

G. Signs: Signs shall not extend over a public right-of-way or project beyond the property line.

1. Signs shall not be illuminated or capable of movement.

2. Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located.

3. Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road.

FINDING: No signs were proposed through the request, but if the developer does wish to install any signage for the subdivision, a **condition** of approval is included in the Notice of Decision stating that all signs shall not be illuminated or capable of movement. Signs shall be limited to twelve (12) square feet in area and shall describe only uses permitted and conducted on the property which the sign is located. Signs advertising the sale or rental of the premise and temporary in nature are permitted provided the sign is erected no closer than ten (10) feet from the right-of-way of public road. With that condition, staff finds the request complies with Criterion 3.656.G.

H. *Parking: Off street parking shall be provided in accordance with Chapter 20 - Site Plan Review.*

FINDING: No new development or uses are proposed that would be required to meet the off street parking requirements of Chapter 20 – Site Plan Review, Criterion 3.656.H is not applicable to the request.

I. *Lighting: Outdoor lighting shall be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways, and the Columbia River.*

FINDING: The proposal does not include any lighting. However, a **condition** of approval is included in the Notice of Decision requiring that if lighting is installed on the property, it shall comply with County lighting standards which require lighting to be sited, limited in intensity, shielded and hooded in a manner that prevents the lighting from projecting onto adjacent properties, roadways and waterways. Shielding and hooding materials shall be composed of non-reflective, opaque materials (see Attachment E). With that condition, staff finds the request complies with Criterion 3.226.J.

C. ***Chapter 10 – Fire Safety Standards***

Section 10.230 - Fire Safety Mitigation Plan
A fire safety mitigation plan is required when an applicant needs to request a modification to one or more fire safety standards listed on the self-certification check list. A fire safety mitigation plan is also required for any land division creating lots that can accommodate dwellings. A fire mitigation plan shall include the following:

A. One or more maps and accompanying narrative statement addressing the following:

1. *Site description.*
2. *Documentation of fire protection service or proposed plan for on-site fire protection.*
3. *Documentation of on-site water supply where required.*
4. *Driveway construction plan including gate features, size and locations of bridges or culverts and proposed signage.*
5. *Documentation of fuel break areas if land on adjoining properties is relied on to meet fuel break requirements.*
6. *Public or private road plans for new roads to serve proposed land divisions (including location, size, and type of bridges and culverts).*
7. *Other information deemed necessary to allow adequate review of the request for modification.*

B. Statement of need
A clear statement of why the fire safety standards cannot feasibly be met.

C. Risk Assessment
An assessment of increased risk of wildfire damage if standard is modified. Risk assessments shall consider the purpose of the standard that cannot be met, the specific proposal, and site conditions to determine what, if any, additional exposure to wild land fire risks could be created by approval of the modification to fire safety standards. The consideration shall include increased risk of the proposed structure becoming a source of ignition and risks to the proposed structure from a wild land fire ignited elsewhere and traveling through the site.

D. Statement of Additional Action Proposed to Eliminate or Minimize Increased Risks
A clear list of additional measures proposed by the applicant to address any increased risks identified in the risk assessment.

FINDING: All partitions are required to submit a Fire Mitigation Plan identifying all home sites, building envelopes, and access as necessary to demonstrate compliance with all applicable fire standards on proposed lots. The mitigation plan included a site description describing the area around both properties. Fire protection services in the area that would respond to the proposed subdivision are the Wamic Rural Fire Protection District for structural protection, and the Oregon Department of Forestry for wildland fire protection. Water sources for the proposed lots would be individual domestic wells until fire services could arrive. The properties would be accessed by Homestead Road and Emigrant Street. Neither road would have gates or bridges, and culverts will be placed as required by the Public Works Director. Speed and stop signs will be placed in accordance with county standards, at the direction of the Wasco County Public Works Director. All fire fuel breaks on the proposed subdivision lots would not rely on neighboring properties to meet the fuel break requirements. A statement of need is not required since the proposal can feasibly meet the fire safety standards.

The proposal can meet the fire safety standards, and a risk assessment is not required, eliminating the need for a statement of additional action as well.

Staff finds the request complies with Section 10.230.

D. ***Chapter 21 – Land Divisions***

Section 21.030 - Basic Provisions and Design Standards

A. Compliance Required: No land within the unincorporated territory of Wasco County shall be subdivided or partitioned, and no plat shall be filed or recorded until submitted to and approved by the Approving Authority.

B. Minimum Standards: The requirements and standards set forth in this chapter are the minimum ones to which a subdivision or partition must conform before approval by the Approving Authority.

C. Conformity with the Comprehensive Plan: All divisions of land shall conform to and be in harmony with the Wasco County Comprehensive Plan and Comprehensive Plan Map of that portion of the County within which the subdivision and partition lies.

D. Conformity with Zoning Chapter: All divisions of land, regardless of the number of lots or parcels, shall comply with all specifications authorized by Chapter 3 of this Ordinance. All lots created shall conform in all respects with the applicable regulations of Chapter 3, including uses of land, lot size and dimensions, space for off street parking, landscaping and other requirements as may be set forth.

FINDING: The request is for a subdivision of land to allow residential development. Prior to approval of the final plat, the Wasco County Planning Commission shall approve a preliminary subdivision plan (being addressed in this report). After receiving approval on the preliminary subdivision plan, a final subdivision plat shall be submitted in a separate application for approval from the Wasco County Planning Commission as well.

The standards in Chapter 21 have been applied as the minimum ones necessary for approval of the preliminary subdivision plan, and are addressed throughout this report.

The Comprehensive Plan lists the minimum parcel sizes in the WAM R-2 Zone as 2-5 acres, dependent upon the availability of a municipal water and/or sewer source. Goal 11 within the Wasco County Comprehensive Plan identifies the areas zoned Residential within Wamic, and identifies that until approved facility plans are acknowledged and community sanitary waste systems are in place, the five acre minimum will apply.

The zoning standards were addressed in Sections 3.216 & 3.217 of this report, where the proposal was found to comply.

A **condition** of approval is included in the Notice of Decision stating that the final subdivision plat shall not be filed or recorded until it has been submitted to and approved by the Wasco County Planning Commission. With this condition of approval, staff finds the request complies with Criterion 21.030.A-D.

E. Relation to Adjoining Street System: A subdivision or partition shall provide for the continuation of the principal streets existing in the adjoining subdivisions or of their proper projection when the adjoining property is not subdivided, and such streets shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where the Approving Authority determines that topographic conditions make such continuation or conformity impractical, exceptions may be made as provided for in Section 21.450 of this Chapter.

FINDING: No existing subdivisions adjoin the subject property. Neighboring properties to the east and south are zoned A-1(160) Exclusive Farm Use, where subdivisions are prohibited in accordance with Goal 3 of the Wasco County Comprehensive Plan. One street exists along the northern border of the proposed subdivision. Emigrant Street connects with Wamic Market Road, runs east along the northern border of the proposed subdivision, and ends at the eastern end of the proposed subdivision. Wamic Market road runs north and south along the western boundary of the subdivision, serving as a collector road. A new street has been proposed starting at Wamic Market Road, and along the southern border of the proposed subdivision, through application 921-21-000010-PLNG. Although the neighboring property is not eligible for future subdivisions, the existing and proposed streets will provide for the continuation of the local streets. Staff finds the request complies with Criterion 21.030.E.

F. Redevelopment Plan:

1. In subdividing or partitioning tracts of land into large lots which at some future time could be further divided, the Director may require that blocks and lots shall be of such size and shape, be so divided into lots, and meet such building site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots of a smaller size which shall have the minimum lot frontage on a street.

2. No lot in a platted subdivision shall be reduced in size from that shown on the recorded plat if the newly created lot will have less than the minimum lot area for the zone in which it is located.

3. Any lot in a platted subdivision may be enlarged to approximate more closely the minimum lot area for the zone in which the lot is located, provided that no leftover lot areas shall be less than the minimum lot area for the zone.

4. *Any person dividing tracts of land into large lots which at some future time could be further divided and still meet the minimum lot size requirement of the zone in which the land is located shall provide suitable road access to each created parcel so that the future development of each parcel will provide access for redevelopment parcels or lots.*

FINDING: The proposed subdivision is within the WAM R-2, Wamic Residential Zone, which allows for land to be divided into two acre lots, if they are served by an approved community, municipal, or public water system or an approved community or public sewage system. As proposed, the subdivision lots will not be served by either of those public utilities, and the minimum acreage requirement for that zoning is five acres. No minimum lot frontage is listed within the underlying zoning. If at some point in the future the properties are served by those utilities, they may be further divided into properties containing at least two acres each. The proposed park cannot be divided further since it will already be below the minimum acreage allowed in that zone, and findings for that can be found in Criterion 21.100.Y of this report. Lot 8 of the proposed subdivision, which would be 8.35 acres in size, is illustrated on the face of the preliminary subdivision plan with potential future lot line locations. If divided in the future, all of the lots would have frontage on Emigrant Street. Lots 1-7 of the proposed subdivision will be accessed by Homestead Road, and with the size of the proposed lots ranging from 5-5.20 acres, each lot will have the ability to be divided in half if public water and sewer services are provided. If this occurs, the lots can either be divided lengthwise or widthwise, with the ability to have frontage on Homestead Road. The newly created future lot may also be granted an access easement to Homestead Road, and dedication of this easement would be required at the time the future land division is applied for through the Wasco County Planning Department. Since the proposed preliminary subdivision plan can meet the requirements of the above redevelopment plan criteria, staff finds the request complies with Criterion 21.030.F.

G. *Access: A unit of land shall be considered to have access by way of a public road or street, private road, or private easement road, if the following criteria are satisfied:*

1. *The unit of land abuts on the road or street.*

2. *There is a legal right appurtenant to the unit of land to use the road or street for ingress and egress. A legal right to use a private road or private easement road may be evidenced by: (a) an express grant or reservation of an easement in a document recorded with the County Clerk; (b) a decree or judgment issued by a court of competent jurisdiction; (c) an order of the County Governing Body; or, (d) an express easement set forth in a duly recorded plat.*

3. *The road or street provides actual physical access for the unit of land.*

FINDING: The proposed subdivision lots must all have access by way of a public road or street, private road, or private easement road. As proposed and illustrated in the preliminary subdivision plan, Lot 8 and the Park will have frontage along Emigrant Street, which is a dedicated public road. Lots 1-7 will also have frontage along Homestead Road, which is currently being reviewed through application 921-21-000010-PLNG. Since all of the proposed lots will have frontage along a dedicated public road, staff finds the request complies with Criterion 21.030.G.

H. *Access Requirements for Land Divisions: Each unit of land shall be provided with access by a public road meeting standards noted in Table 1 (Rural Public Roadway Design*

Standards) & 2 (Urban Public Roadway Design Standards), except as provided below and in Table 3 (Private Access Standards):

1. *Private Easement Road In all zones a unit of land may have access by way of a private easement road upon a finding that such road provides access for not more than three (3) units of land, serves not more than three (3) units of land, and that the easement is a minimum 30' in width;*

   The requirements of Section 21.300 are not applicable to a Private Easement Road.

   If the private easement road could provide access for more than three (3) units of land based on existing zoning, structural setbacks shall be established from the potential right of way of the public or private road and not the right of way of the private easement road.

2. *Private Road In resource areas only (areas zoned F 1, F 2, and A 1), a unit of land may have access by way of a private road upon findings of the Approving Authority that:*

   a. *Such private road provides access for not more than ten (10) units of land and serves not more than ten (10) units of land;*

   b. *Private road approval is obtained pursuant to Section 21.300;*

   c. *Private road is constructed to standards of Section 21.420 when more than three (3) units of land use roadway;*

   d. *The primary use of the road is to provide access for resource activities. Conflicting uses shall be minimized;*

   e. *When service to more than ten (10) units of land is possible, provision shall be made to serve the area by public road, including but not limited to: (a) dedication of right of way; (b) extension and improvement of the roadway to public road standards such that not more than ten (10) units of land may be served.*

      If the private road could provide access for more than ten (10) units of land based on existing zoning, structural setbacks shall be established from the potential right of way of the public road and not the right of way of the private road.

FINDING: The proposed subdivision is not within a resource zone, and the proposed lots will be accessed by dedicated public roads. Criterion 21.030.H is not applicable to the request.

I. Alignment: As far as practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall wherever practical leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than one hundred twenty five (125) feet.

FINDING: No new streets within the proposed subdivision are proposed. Existing streets include Emigrant Street and Homestead Road run along the northern and southern boundaries from east to west. The only newly proposed section of road will be a reviewed through application 921-21-000010-PLNG, and will be located on the property directly south of the subdivision area. Criterion 21.030.I is not applicable to the request.

J. Half Streets: Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition when in conformity with the requirements of this Ordinance and when possible to require the dedication of the other half when the adjoining property is subdivided. Whenever an existing half street is adjacent to land to be subdivided, the remaining half of the street shall be dedicated within such subdivision. Reserve strips and street plugs may be required to insure the objectives of obtaining full width streets.

K. Streets Adjacent to Railroads, Freeways and Parkways: When a subdivision or partition contains or is adjacent to a railroad, a parallel street may be required on each side of such railroad. A land strip of not less than twenty five (25) feet in width shall be provided along a railroad right of way for screen planting or park purposes between the railroad and residential lots. Parallel, local service streets shall be provided on each side of a freeway or parkway either within or abutting their right of way. When such parallel streets are less than eighty (80) feet from such freeway or parkway the intervening property shall be used for only park or thoroughfare purposes. Streets paralleling railroads, at those cross streets where grade separations are proposed, shall be located at a distance from the railroad that provides for such grade separation structure.

FINDING: No new streets are proposed within the subdivision area, and none of the existing streets to be utilized are half streets. None of these streets are adjacent to railroads, freeways, or parkways either. Criterion 21.030.J & K are not applicable to the request.

L. Existing Streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided at the time of subdivision or partitioning.

FINDING: After the completion of the subdivision, and after all of the lots have been developed with single family dwellings, Emigrant Street and Homestead Road are projected to have 25-250 Annual Daily Trips (ADT), classifying them both as Rural Local Roads, in accordance with Table 21-1 – Rural Wasco County Public Roadway Design Standards, located in Chapter 21 of the Wasco County Land Use and Development Ordinance. This information was confirmed with Arthur Smith the Director for the Wasco County Public Works Department by email on April 28, 2021. The following table represents the design standards required for Emigrant Street and Homestead Road:

	Rural Local Roads								
	Unpaved			Unpaved			Paved		
Design ADT	<25			25-250			25-250		
Terrain[L]	L	R	M	L	R	M	L	R	M
Design Speed (mph)	30	30	20	30	30	20	30	30	20
Max Grade (%)	7	10	12	7	10	12	7	10	12
Stopping Sight Distance (ft)	220	235	135	220	235	135	220	235	135
Passing Sight Distance (ft)	-	-	-	-	-	-	1,090	[2]	[2]
Traveled Way Width (ft)	18	18	18	22	22	22	22	22	22
Paved Shoulder Width (each side)									
- Non Bike Route	-	-	-	-	-	-	-	-	-
- Bike Route (ft)	-	-	-	-	-	-	-	-	-
Gravel Shoulder Width (each side)	-	-	-	-	-	-	2	2	2
Roadway Width (Non Bike / Bike Route) (ft)	18	18	18	22	22	22	26	26	26
Number of Lanes	2	2	2	2	2	2	2	2	2
Minimum ROW Width (ft)	50	50	50	50	50	50	50	50	50
Preferred Access Spacing[3]	75			100			100		

While also coordinating with the Director for the Wasco County Public Works Department, he also stated that Emigrant Street and Homestead Road are both, "Public Roads of Local Access, so they will not be maintained by the county". This comment is addressed in the conditions below.

Emigrant Street is an existing dedicated public road that runs along the northern boundary of the proposed subdivision from east to west. This road serves seven existing properties to the north of the road, and will serve Lot 8 and the park in the proposed subdivision. To ensure the road meets the design standards, a **condition** of approval is included in staff's recommendation stating that Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance (see table above). It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request.

Homestead Road in an existing dedicated public road as well, running along the southern boundary from east to west. This road serves two existing properties to the south of the proposed subdivision, one property to the east of the proposed subdivision, and will serve Lots 1-7 of the proposed subdivision. The road is unimproved and is currently a single lane dirt road. To ensure the road meets the design standards, a **condition** of approval is included in staff's recommendation stating that Homestead Road shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Homestead Road must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Homestead Road shall also be developed, and presented as part of the request.

With those conditions, staff finds the request complies with Criterion 21.030.L.

M. Future Extension of Streets: Where necessary to give access to or permit a satisfactory future subdivision or partitioning of adjoining land, streets shall be extended to the

boundary of the subdivision or partition and the resulting dead end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.

FINDING: The land to the north of the proposed subdivision has already been divided, and is served by Emigrant Street, an existing dedicated public road. Lands to the west are separated by Wamic Market Road, and will not require an extension of streets. Land to the east and west of the proposed subdivision is zoned A-1(160) Exclusive Farm Use, where subdivisions of land are prohibited in accordance with the Wasco County Comprehensive Plan. Since these roads will not serve future subdivisions of land, an adequate turnaround must be provided, and is discussed in Criterion 21.030.P of this report. Staff finds the request complies with Criterion 21.020.M.

N. Alleys: The minimum width of alleys, when provided in residential blocks, shall be twenty (20) feet. Alleys shall be provided in commercial and industrial districts and shall not be less than twenty (20) feet in width. The corners of all alleys at their intersection with streets and other alleys shall be rounded and have a radius of not less than ten (10) feet.

FINDING: No blocks or alleys have been proposed through the subdivision request. Criterion 21.030.N is not applicable to the request.

O. Pedestrian Ways: When desirable for public convenience, pedestrian ways may be required to connect to cul-de-sacs or to pass through unusually long or oddly shaped blocks.

FINDING: Since all properties will have frontage along public roads and no blocks are proposed, a pedestrian way will not be required. However, a publically dedicated park has been proposed to serve the proposed subdivision, and the surrounding residentially zoned properties. As proposed, owners of property for lots 1-5 of the proposed subdivision would have to access the park by travelling back along the unimproved sidewalk along Homestead Road to Wamic Market Road, and then down to the end of Emigrant Street along the unimproved sidewalk. Wamic Market Road is a heavily trafficked county road, and could potentially be dangerous for foot traffic travelling to and from the park from the lower portion of the subdivision. To ensure all residents within the proposed subdivision have safe access to this public space, a **condition** of approval is included in the recommendation to the planning commission stating that when the final subdivision plat is submitted for approval by the Wasco County Planning Commission, an adequate pedestrian way shall be included from Homestead Road to the proposed park, allowing the owners within the lower portion of the subdivision to safely access the proposed park. The plat shall identify the responsible party(s) for maintaining the pedestrian way and confirm that the responsible party is not Wasco County. With that condition, staff finds the request complies with Criterion 21.030.O.

UPDATE: During the Planning Commission Hearing on June 1, 2021, the Planning Commission agreed to keep the condition in Section 21.030.Y, regarding the removal of the park. Since the proposed park will be removed from the proposed subdivision, no pedestrian ways will be required, and the condition will be removed from the Notice of Decision. Staff finds the request complies with Criterion 21.030.O.

P. Cul-de-sacs: In general, dead end (cul-de-sac) streets are not desirable, but if provided, shall terminate in a turnaround that is consistent with Chapter 10 and the local fire department.

FINDING: Since both Emigrant Street and Homestead Road will result in a dead end at the eastern portion of the subdivision, adequate turnarounds consistent with Chapter 10 and the Wamic Rural Fire

Protection District must be provided. In the preliminary subdivision plan submitted, a turnaround is illustrated near the end of Homestead road with no proposed dimensions. No turnaround is illustrated at the end of Emigrant Street on the preliminary subdivision plan. To ensure adequate access is provided to the area, a **condition** of approval is included in staff's recommendation to the planning commission stating that prior to submittal of the final subdivision plat, an adequate turnaround consistent with Chapter 10 shall be illustrated with dimensions shown at the end of Emigrant Street and Homestead Road. Proof shall also be provided demonstrating that the Wamic Rural Fire Protection District approves of the turnarounds as well. With that condition, staff finds the request complies with Criterion 21.030.P.

Q. Street Intersections:

1. All streets shall intersect at right angles (90 degrees) one to the other; where an intersection at ninety (90) degrees cannot be secured by reason of physical conditions of the site an angular intersection of not less than sixty (60) degrees may be permitted.

2. Property corners at street intersections shall be rounded and with a radius of not less than ten (10) feet.

3. Major thoroughfares intersections shall have roadway curb radii of not less than twenty five (25) feet; all other street intersections shall have roadway curb radii of not less than twenty (20) feet.

FINDING: No street intersections are proposed within the subdivision, and the only newly dedicated street is the portion of Homestead Road proposed with an entrance at Wamic Market Road. As evidenced by application 921-21-000010-PLNG, the new access with intersect Wamic Market Road at a 90-degree angle. The radius of the intersection corners will also be more than 10 feet. Staff finds the request complies with Criterion 21.030.Q.

R. Reserve Strips: Reserve strips or street plugs dedicated to the County and controlling the access to a street may be approved or required when necessary to:

1. Prevent access to the street on a side where additional width is required to meet the minimum right of way standards;

2. Prevent access to abutting property at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street; or

3. Prevent the uncontrolled development of land.

FINDING: As discussed in Criterion 21.030.L of this report, the roads accessing the subdivision will be of adequate width to meet the minimum right of way standards. The land to the north of the proposed subdivision already contains residential development, and utilizes Emigrant Street to access those properties. The land east of the ends of Emigrant Street and Homestead Road, and the land to the south of Homestead Road is zoned A-1(160), Exclusive Farm Use. These streets will provide access to these portions of land, but the zoning does not allow subdivisions, and development can only occur through the procedures outlined in that zoning. Uncontrolled development of land will not occur through this request, since the neighboring properties are in a resource zone that limits development to specific criteria. Criterion 21.030.R is not applicable to the request.

S. Marginal Access Streets: Where a subdivision or partition abuts or contains an existing or proposed arterial street, the Approving Authority may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

FINDING: The proposed subdivision does not abut any arterial streets, and none are proposed. Criterion 21.030.S is not applicable.

T. Utility Lines: Easements for sewers, water mains, electrical lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width.

FINDING: A **condition** is included in the Notice of Decision stating that if there are any existing easements for sewers, water mains, electrical lines, or other public utilities, they shall be illustrated and conveyed on the final subdivision plat, to be recorded with the Wasco County Clerk's Office. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width. With that condition, staff finds the request complies with Criterion 21.030.T.

U. Water Courses: If a subdivision or partition is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right of way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses may be required.

FINDING: One intermittent water course exists on the subject parcel. As this is an intermittent creek and not a major water body heavily impacted by storm water, and is not an irrigation ditch or canal that may require access easements, it does not qualify as a "drainage way, channel, or stream" that would rise to the level of requiring a storm water easement or drainage right of way on the plat. Given this information, Criterion 21.030.U. is not applicable to this request.

V. Environmental Hazards: If a subdivision or partition contains known hazards resulting from potential for flooding, land movement, high water tables, erosion, or similar natural phenomena, the Approving Authority may require dedication of protective easements for uses that would minimize aggravation of the environmental hazard.

FINDING: The subject properties are not located within an area mapped or known to contain environmental hazards with potential for flooding, land movement, high water tables, erosion, or similar natural phenomena. Staff finds Criterion 21.030.V is not applicable to the request.

W. Blocks: No block shall exceed twelve hundred (1200) feet in length between streets. In blocks over eight hundred (800) feet in length there shall be a cross walkway of not less than ten (10) feet in width, near the middle of the block. The width of blocks shall be such as to allow two tiers of lots, except where in the opinion of the Approving Authority a relatively short length of double frontage lots are unavoidable.

FINDING: No blocks have been proposed for the subdivision, Criterion 21.030.W is not applicable to the request.

X. Lots:

1. *Lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the types of use permitted. Lot dimensions shall not include part of existing or proposed streets. All lots shall be buildable, except a public utility lot. Depth and width of utility lots shall be adequate to provide for standard setbacks for service structures, and to furnish off street parking facilities required by the kind of use contemplated. In no other case shall the width or area be less than that prescribed for the zone in which the lot is proposed.*

FINDING: The proposed subdivision will be located in WAM R-2, Wamic Residential Zone. The proposed subdivision has been reviewed in accordance with the property development standards for that zoning, where it was found to comply. The purpose of the zoning, and intent of a subdivision is to allow for residential development. The proposed lots will be a minimum of 300 feet wide, which will allow adequate room for property line setbacks for all development. The minimum requirements for new lots in the WAM R-2, Wamic Residential Zone, state that if a property is not served by either an approved community, municipal or public water system or an approved community or public sewage system, the lots shall have a minimum width of 300 feet with a minimum area of five (5) acres. The lot dimensions illustrated on the face of the plat meet those standards, and do not include existing or proposed streets. No utility lots are proposed. Staff finds the request complies with Criterion 21.030.X.1.

2. *Each side lot line shall be at right angles to the adjacent street line or radial to a curved street line, unless the Approving Authority determines that variation from these requirements is necessitated by unusual circumstances such as topography and site location.*

3. *Lots with double frontage shall be avoided, except where the Approving Authority determines that such lots are essential to provide separation or residential development from major traffic arterials or adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement at least ten (10) feet wide, across which there shall be no rights of access, may be required along the line of lots abutting such a traffic arterial or other incompatible use. Such area shall be considered the rear portion of the lot.*

4. *Flag lots shall not be permitted, except when unusual circumstances exist. Such circumstances may include characteristics of topography and site which affect construction on the property or access to the property. Approval of the creation of flag lots by the Approving Authority shall be based on specific findings indicating what unusual circumstances exist.*

FINDING: As illustrated in the preliminary subdivision plan, all of the proposed side lot lines will be at right angles to Emigrant street and Homestead Road. The proposed lots will also not have double frontage on either of those two public roads, and their design will not fall under the classification of flag lots. Staff finds the request complies with Criterion 21.030.X.2, 3, & 4.

Y. Public Open Space:
Elementary and high school sites, neighborhood playgrounds, parks and recreation areas shall be located in accordance to the development pattern of the County or the County area. When such public school or recreation sites are within the area of an approved subdivision they may be dedicated to the County or shall be reserved until such time as

the County is able to acquire them. Parks and recreation areas shall be provided at the rate of one (1) acre of recreation area to every one hundred people.

FINDING: The applicant has proposed a 1.08 acre park, located in the northeast portion of the proposed subdivision at the end of Emigrant Street. The owner did not submit a maintenance plan, and only stated within the application materials that the "applicant is proposing to dedicate a park". If approved, the park would end up in the ownership of the Wasco County, or would be reserved until the county is able to acquire it. The proposed park would be within the jurisdiction of the South Wasco Parks and Recreation District (SWPRD). On April 28, 2021, staff contacted SWPRD to foster comment towards the proposed development. SWPRD then made the decision to discuss the matter during a board meeting, and have a discussion prior to making official comments to staff. The board meeting was held on May 4, 2021, at the Wamic Community Center. SWPRD then provided a comment letter by email on May 9, 2021, stating the following,

"The South Wasco Park and Recreation District (SWPRD) board met on May 4, 2021 and agreed to the following with respect to the **Pine Ridge Subdivision** that is currently under review by the Wasco County Planning Department

a) Because Wasco County does not have a Parks Department, nor any personnel or funds designated for park development or park maintenance in the Wamic area, nor at any other location in South Wasco County with the exception of the Wasco County Fairgrounds in Tygh Valley.

b) Therefore, the SWPRD board recommends that the Wasco County Planning Commission require that the developers of the **Pine Ridge Subdivision** pay to Wasco County a sum equal to 6-2/3% of the assessed value of the proposed subdivision, as required by ordinance, rather than requiring the donation of land to potentially be used for a park.

c) Additionally, the SWPRD board asks that the funds paid to Wasco County by the developer of the **Pine Ridge Subdivision** be donated to SWPRD because, as stated above, Wasco County does not have any funds or personnel dedicated to recreation in South Wasco County, and SWPRD has a proven track record of providing recreational services in South Wasco County."

The portion of the above statement that addresses the 6 and 2/3% assessed value of the land is from Section 21.210.H, which states the following,

Recreational Fund: Where no parks, playgrounds or recreational areas are required by the Commission, the subdivider shall pay to the County a sum equal to six and two thirds percent (6 2/3%) of the assessed value of the land area, exclusive of streets, within the subdivision. Such sum shall be paid to the County Clerk prior to recording of the final subdivision plan and such sum shall be held by him in a special fund for acquisition and development of parks, playgrounds, and recreational areas within the immediate area of the subdivision.

The Recreational Fund criterion is not under review until the final subdivision plat approval is applied for. However, based on the comments provided by SWPRD towards the County's ability to maintain the proposed park, and the lack of funds to improve this area, staff does not recommend that the Planning Commission approve the proposed park within the proposed subdivision. A condition of approval is included in the Notice of Decision stating that prior to submittal of the final subdivision plat for approval, the park shall be removed, and the acreage distributed to the proposed adjacent subdivision lots. With that condition, staff finds the request complies with Criterion 21.030.Y.

Z. Subdivision Name: The name of any subdivision shall not duplicate or be so similar as to be confused with the name of any existing subdivision or parcel or area within the County.

FINDING: To ensure that the name of the proposed subdivision would not duplicate or be so similar as to be confused with the name of any existing subdivision or parcel or area within the county, staff contacted Bradley Cross, the Wasco County Surveyor by email for confirmation. Staff received a response on April 28, 2021, stating "We have a few subdivisions using the word "Pine", but "Pine Ridge" is unique enough so it's a good name." Since the name will not duplicate, or be similar enough to be confused with the name of an existing subdivision or parcel or area within the county, staff finds the request complies with Criterion 21.030.Z.

AA. Street Names: Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the names of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and, if near a city, to the pattern in the city, and shall be subject to the approval of the Approving Authority.

BB. Street Signs: All street and highway signs shall meet the County standards for such signs.

FINDING: All streets serving the proposed subdivision area have been previously approved by the county, and have been verified to be unique names that conform to the established pattern in the surrounding area. Emigrant street is already in use by other properties in the area, and contains adequate signage. Homestead Road is a new road however, that will require improvements and signage. Staff contacted Arthur Smith, Director of the Wasco County Public Works Department by email for comment. On April 28, 2021, he stated that, "All signage within the subdivision is the responsibility of the developer. The county will place a sign for Homestead Rd at its intersection with Wamic Market Road." To ensure compliance with the criterion, a **condition** of approval is included in the Notice of Decision stating that The county will place a sign for Homestead Road at its intersection with Wamic Market Road. All other signage within the subdivision shall be the responsibility of the developer, and prior to placement shall have it approved by the Wasco County Public Works Department to ensure it meets county standards. With that condition, staff finds the request complies with Criterion 21.030.AA & BB.

Section 21.200 - Preliminary Subdivision Plan Approval
The approval of a preliminary subdivision plan is reviewed by the Planning Commission subject to the provisions of Section 2.060 (c) of this Ordinance.

A. Application for Preliminary Subdivision Plan Approval:

1. An application for preliminary subdivision plan approval shall be initiated as provided in Chapter 2 of this Ordinance.

2. The applicant shall file with the Director a preliminary subdivision plan, together with improvement plans and other supplementary information required by subsection B of this Section to demonstrate the design and objectives of the subdivision.

3. The preliminary plan shall be clearly and legibly drawn. It shall show all required information to scale so that the Approving Authority may have an adequate understanding of what is proposed. Under ordinary circumstances, the scale of the

drawing is to be one (1) inch equals one hundred (100) feet, or one (1) inch equals fifty (50) feet.

FINDING: An application for a subdivision was submitted to the Planning Department on January 19, 2021 as an Administrative, Subject to Standards/Type II Review, which will be decided upon by the Planning Commission. Any other improvement plans or supplementary information required is addressed in subsection B below. The preliminary subdivision plan that was received was legibly drawn and all information located on it was to scale so that the approving authority would have an adequate understanding of what was proposed. The scale of the preliminary subdivision plan submitted was 1" = 100'. Staff finds the request complies with Criterion 21.200.A.1.

B. Information Required in the Preliminary Subdivision Plan:

1. *The proposed name of the subdivision or major partition.*

2. *North point, scale, date of application, and basis of bearing.*

3. *Names and addresses of the subdivider, engineer, surveyor, land planner or landscape architect.*

4. *The tract description according to the real estate records of Wasco County.*

5. *The boundary lines (accurate in scale) of the tract to be subdivided.*

6. *Contour lines may be required at intervals to be determined by the Director.*

7. *The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land.*

8. *The location, width and names of all existing or plotted streets or other public ways within or adjacent to the tract, existing permanent buildings, railroad rights of way and other important features such as section lines, political subdivisions or corporation lines and school district boundaries.*

9. *Existing sewers, water mains, culverts or underground utilities and improvements within the tract or immediately adjacent thereto together with pipe sizes, grades and locations indicated.*

10. *All parcels of land intended to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purpose of conditions or limitations of such reservation, if any.*

11. *The location, names, width and approximate grades of all streets proposed or existing in the subdivision, and the approximate widths and locations of proposed easements for drainage, sewerage and public utilities.*

12. *Typical cross sections of proposed streets, showing all improvements proposed within the street right of way at such scale to clearly show the details thereof.*

13. *Approximate location of all areas subject to inundation or storm water overflow and the location, width and direction of flow of all watercourses.*

14. *Proposed lots, approximate lot dimensions, and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots.*

15. *Parks, playgrounds, recreation areas, parkways, and other open space for public use.*

16. *Locations of proposed tree plantings or other plantings. Appropriate information clearly stating the map is a tentative plan.*

17. *Proposed source of water supply, if any; estimated volume to be available, together with data regarding the location, type, and size of all storage facilities, distribution lines, fire hydrants, and gate valves.*

18. *If domestic water supply proposed by the developer includes the drilling of wells, information on the feasibility of well drilling. Such information will be provided even if the developer is not required by the Commission to drill the wells.*

19. *The proposed method of sewage disposal.*

    a. *If to be served by a community sewer system, data regarding the location, type, size, approximate grade, and capacity of all collection lines, feeder lines, trunk lines, pumping stations, storage facilities, backflow prevention devices, and gate valves. If treatment is to be accomplished by an existing municipal or public sewage facility, a statement regarding the ability of the facility to accommodate the projected increased load. If treatment is to be accomplished by a new installation or privately owned treatment facility, a statement regarding conformity to applicable regulations of the Oregon State Department of Environmental Quality.*

    b. *If to be served by a community collection and storage system, data regarding the location, type, size, approximate grade, and capacity of all lines, holding tanks, storage facilities, pumping facilities, and valves.*

    c. *If to be served by subsurface sewage disposal, a statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.*

20. *Information on the source of other public utilities; proposed deed restrictions, if any; and the irrigation district involved and provisions for delivering irrigation water to the lots in the subdivision.*

21. *The location of any environmental hazard; area unsuitable for building purposes; or land subject to mass movement, excessive erosion, or similar natural phenomena.*

22. *Proposed building setback lines.*

23. *Vicinity sketch showing how the proposed streets and alleys may connect with existing streets in neighboring subdivisions or undeveloped property.*

FINDING: A preliminary subdivision plan containing the items required in Subsections 1-23 above was submitted to the Planning Department on January 19, 2021, with the exception of Subsections 17, 18, & 19 which were not required by this proposed use. The location of the water supply and septic approvals were not provided or required for each lot to contain residential uses. A **condition** of approval is included in the Notice of Decision stating that prior to approval of the final subdivision plat by the Planning Commission, the location of the water supply for each parcel shall be identified on the face of the plat. Location of these water sources, type, and any distribution lines shall also be illustrated on the face of the plat. A statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian shall also be provided regarding the approval of each lot or parcel to be sold for installation of septic tank facilities. With that condition, staff finds the request complies with Section 21.200.B.1-23.

C. Development Phasing:

i. A preliminary subdivision plan may provide for platting in as many as three (3) phases. The preliminary plan must show each phase and be accompanied by proposed time limitations for approval of the final plat for each phase.

ii. Time limitations for the various phases must meet the following requirements:

a. Phase 1 final plat shall be approved within twelve (12) months of preliminary approval.

b. Phase 2 final plat shall be approved within twenty four (24) months of preliminary approval.

c. Phase 3 final plat shall be approved within thirty six (36) months of preliminary approval.

FINDING: The applicant has not proposed phasing the development of the subdivision, therefore the timeline criterion in Subsection E below will apply, and Criterion 21.200.C is not applicable to the request.

D. Criteria for Approval of Preliminary Subdivision Plan:

1. A decision on the preliminary subdivision plan application shall be made by the Approving Authority as provided in Chapter 2 of this Ordinance.

2. The preliminary subdivision plan shall be approved if the Approving Authority finds the following:

a. The information required by this Chapter has been provided;

b. The design and development standards of Section 21.030 of this Chapter have been met; and

c. If the preliminary plan provides for development in more than one phase, the Approving Authority makes findings and conclusions that such phasing is necessary due to the nature of the development, and that the applicant will be able to comply with the proposed time limitations.

FINDING: As identified in Chapter 2, the decision on the preliminary subdivision plan will be determined by the Planning Commission. The Planning Commission hearing will be held on June 1, 2021. Staff has recommended approval of the preliminary subdivision plan since the information required by Chapter 21 was provided, and the proposal was found to comply with the development standards of Section 21.030. The development of the subdivision will not be phased. Staff finds the request complies with Criterion 21.200.D.

E. Duration of Preliminary Subdivision Plan Approval:

1. *Approval of a preliminary subdivision plan shall be valid for twenty-four (24) months from the date of approval of the preliminary plan, provided that if the approved preliminary plan provides for phased development, the approval shall be valid for the time specified for each phase, subject to the limitations of Section 21.200 C 2 of this Ordinance.*

2. *If any time limitation is exceeded, approval of the preliminary subdivision plan, and any subsequent phases, shall be void. Any subsequent proposal by the applicant for division of the property shall require a new development request.*

F. Granting of Extensions: Extensions of time may be allowed as outlined in Section 2.125 B.

FINDING: Following approval from the planning commission, the preliminary subdivision plan will be valid for a 24-month period, with no phasing proposed in accordance with Section 21.200C.2. To ensure compliance, a **condition** of approval has been included in the Notice of Decision stating that approval of the preliminary subdivision plan is valid for 24 months from the date of final approval, which is the end of the 12-day appeal period following the final decision from the Planning Commission. A final subdivision plat must be submitted for review by the Planning Commission prior to the expiration of the 24 month period of validity. If that time limitation is exceeded, approval of the preliminary subdivision plan shall be void. Any subsequent proposal by the applicant for a division of the property shall require a new development request. An extension of time may be granted, if it is applied for in accordance with Section 2.125.B of the Wasco County Land Use and Development Ordinance. With that condition, staff finds the request complies with Criterion 21.200.E & F.

Good Neighbor OUTDOOR LIGHTING

PRESENTED BY THE NEW ENGLAND LIGHT POLLUTION ADVISORY GROUP (NELPAG) AND SKY PUBLISHING CORP.

What is good lighting?

Good outdoor lights improve visibility, safety, and a sense of security, while minimizing energy use, operating costs, and ugly, dazzling glare.

Why should we be concerned?

Many outdoor lights are poorly designed or improperly aimed. Such lights are costly, wasteful, and distractingly glary. They harm the nighttime environment and neighbors' property values.

Glare Here's the basic rule of thumb: If you can see the bright bulb from a distance, it's a bad light. With a good light, you see lit ground instead of the dazzling bulb. "Glare" is light that beams directly from a bulb into your eye. It hampers the vision of pedestrians, cyclists, and drivers.

Light Trespass Poor outdoor lighting shines onto neighbors' properties and into bedroom windows, reducing privacy, hindering sleep, and giving the area an unattractive, trashy look.

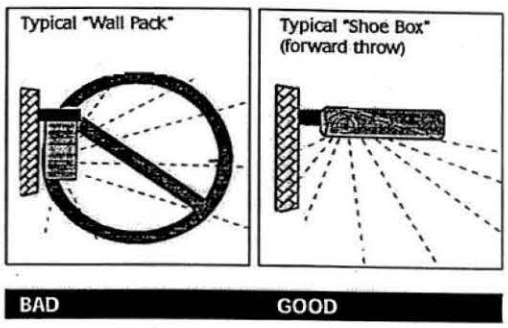
Energy Waste Many outdoor lights waste energy by spilling much of their light where it is not needed, such as up into the sky. This waste results in high operating costs. We waste over a billion dollars a year in the United States needlessly lighting the night sky.

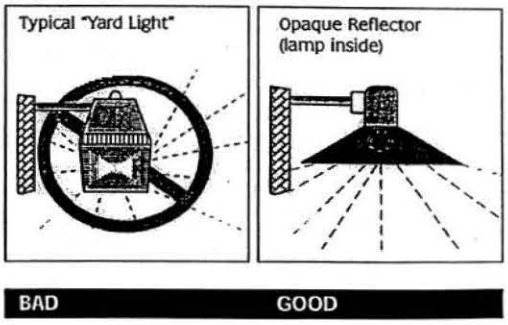
Sky Glow Rays that beam uselessly above the horizon create murky skyglow – the "light pollution" that washes out our view of the stars.

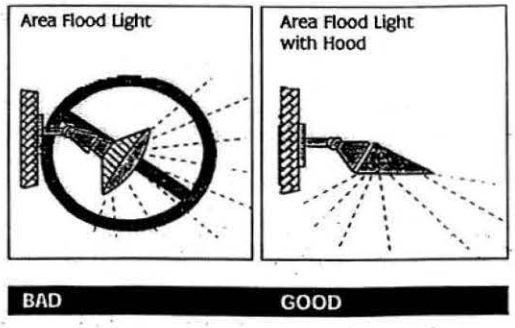
How do I switch to good lighting?

1 Provide only enough light for the task at hand; don't over-light, and don't spill light off your property. Specifying enough light for a job is sometimes hard to do on paper. Remember that a full Moon can make an area quite bright. Some lighting systems illuminate areas 100 times more brightly than the

Some Good and Bad Light Fixtures







full Moon! More importantly, by choosing properly shielded lights, you can meet your needs without bothering neighbors or polluting the sky.

2. Aim lights down. Choose "full-cutoff shielded" fixtures that keep light from going uselessly up or sideways. Such fixtures produce minimum glare. They create a pleasant-looking environment. They increase safety because you see illuminated people, cars, and terrain, not dazzling bulbs.
3. Install fixtures carefully to maximize their effectiveness on the targeted area and minimize their impact elsewhere. Proper aiming of fixtures is crucial. Most are aimed too high. Try to install them at night, when you can see where all the rays actually go.

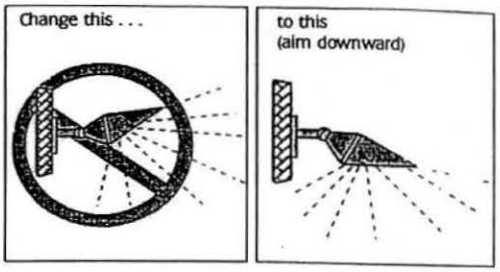
Properly aimed and shielded lights may cost more initially, but they save you far more in the long run. They can illuminate your target with a low-wattage bulb just as brightly as a wasteful light does with a high-wattage bulb.

4. Choose energy-efficient low-pressure sodium (LPS) or high-pressure sodium (HPS) lamps wherever yellowish light will do the job. Use less efficient white lights only where ideal color rendition is important.
5. Where feasible, put lights on timers to turn them off each night after they are no longer needed. Put home security lights on a motion-detector switch, which turns them on only when someone enters the area; this provides a great deterrent effect!

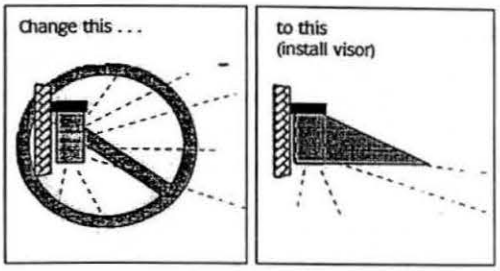
Replace bad lights with good lights.

You'll save energy and money. You'll be a good neighbor. And you'll help preserve our view of the stars.

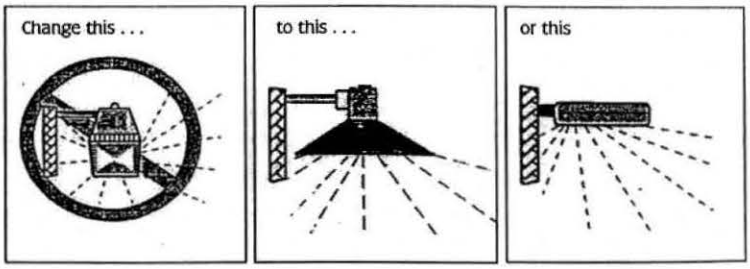
What You Can Do To Modify Existing Fixtures



FLOOD LIGHT



WALL PACK



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We urge all individuals and groups interested in the problems of light pollution and obtrusive lighting to support the IDA and subscribe to its newsletter. IDA membership costs $30 per year; send your check to IDA, 3225 N. First Avenue. Tucson. AZ 85719. U.S.A.

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ATTACHMENT F – CHAPTER 21 – LAND DIVISIONS

SECTION 21.100.C, Final Land Partition Plat Requirements

1. Conformance to Preliminary plan. The plat shall substantially conform to the preliminary plan as approved.

2. Preparation of the Plat.

a. A plat shall be prepared on 4 mill (minimum) double matte polyester film, approved by the County Surveyor, on a standard 18" x 24" sheet, with archival permanent black ink, in a format available at the Wasco County Surveyors Office.

b. All signatures on the original must be in archival quality black ink.

c. The lettering shall be a size or type to be clearly legible when copies are made.

d. A face sheet and index must be included for a plat with 3 or more sheets.

3. Compliance with ORS 209.250. A plat shall comply with all requirements of ORS 209.250 including:

a. Narrative

b. Location of the survey by one-fourth section, Township and Range.

c. Date of the survey.

d. Scale and North Arrow. The plat shall be drawn to a standard engineering scale sufficient to depict the change, approved by the County Surveyor.

e. The distance and course of all lines traces or established, giving the basis of bearing.

f. Measured bearings and distances used as a basis for establishing or reestablishing lines or monuments separately indicated from those of record.

g. Monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and all monuments set shall be separately indicated from those found.

h. The surveyor's seal and original signature.

i. The surveyor's business name and address.

4. Compliance with 92.050. A person shall not submit a plat of a partition for record until all the requirements of ORS 209.250 and the plat requirements of the partition have been met.

a. The survey for the plat shall be done in a manner to achieve sufficient accuracy that measurements may be taken between monuments within one-tenth of a foot or one ten-thousandth of the distance shown on the plat, whichever is greater.

b. The plat shall be made by professional land surveyor.

c. The plat shall be of sufficient scale and lettering size, approved by the County Surveyor, so that:

(1) The survey and mathematical information and all other details are clearly and legibly shown on the plat.

(2) Each lot or parcel is numbered consecutively.

(3) The lengths and courses of the boundaries of each lot or parcel are shown on the plat.

(4) Each street is named and shown on the plat.

d. The locations and descriptions of all monuments found or set must be carefully recorded upon the plat and the proper courses and distances of all boundary lines, conforming to the Surveyor's Certificate, must be show.

e. The location, dimensions and purpose of all recorded and proposed public and private easements must be shown on the plat along with the County Clerk's recording reference if the easement has been recorded with the County Clerk. Private easements become effective upon the recording of the plat.

f. The area of each lot or parcel must be shown on the plat, to the nearest one-hundredth of an acre.

g. In addition to showing bearings in degrees, minutes and seconds, and distances in feet and hundredths of a foot, the following curve information must be shown on the plat:

(1) Arc length

(2) Chord length

(3) Chord bearing

(4) Radius

(5) Central Angle

h. The final plat may not be required to show any information or requirement that is or may be subject to administrative change or variance by the county, or any other information unless authorized by the County Surveyor. Examples of authorized information include:

(1) Parcels located in an "A-1", "F-1" or "F-2" zone shall contain the following statement" "No investigation has been made of the suitability of any given parcel by an authorized representative of the Department of Environmental Quality, and no warranty is made that any given parcel will be used for subsurface sewage disposal. If subsurface sewage disposal evaluations have been completed, a copy shall be filed with the Wasco County Planning Department.

(2) Parcels located in any other zone shall contain the following statement: "The parcels have been approved for subsurface sewage disposal by an authorized representative of the Oregon Department of Environmental Quality."

(3) Planning Department File Number

(4) Tax lot Information

(5) Zoning classification and Comprehensive Plan Designation

(6) Table indicating the acreages of all existing and newly created parcels.

(7) Assessor Account Number for each existing property.

J. Monuments.

a. The Initial Point of a plat must be on the exterior boundary of the plat and must be marked with a monument meeting the specifications of ORS 92.060(1). The location of the monument shall be with reference by survey to a known corner, per ORS 92.060 and shown on the plat.

b. The exterior boundary and all parcel corners must be monumented per ORS 92.060.

c. For partitions involving land in a flood plain, the provisions of Section 21.210(5) shall apply.

6. Surveyor's Certificate. The plat must include a Surveyor's Certificate, together with the seal and signature of the surveyor of record, to the effect that the surveyor has correctly surveyed and marked with proper monument the lands represented, including the initial point of the plat and its location, and accurately describing by metes and bounds, or other description as approved by the County Surveyor, the tract of land upon which the parcels are laid out.

7. Declaration.

a. The plat shall include a declaration, taken before a notary public, stating that the declarant has caused the plat to be prepared in accordance with the provisions of ORS 92.

b. Any dedication of land to public purposes or any public or private easements create, or any other restrictions made, shall be included in the Declaration.

c. If the declarant is not the fee owner of the property, the fee owner and the vendor under any instrument of sale shall also execute the Declaration for the purpose of consenting to the property being partitioned.

d. If the plat contains any dedication or donation of land to public purposes, the holder of any mortgage or trust deed shall also execute the Declaration

e. Notwithstanding the provisions of subsection a. to d., the fee owner, vendor or the mortgage trust deed holder may record an affidavit consenting to the declaration, pursuant to ORS 92.075(4).

8. General Information. No plat shall be approved unless:

a. Streets or Road for public use are dedicated without reservation or restriction other than reversionary rights upon vacation.

b. All easements provided for public services, utilities, or access are shown on the face of the plat along with the legal description and any limitations of the easements. If it is a pre-existing easement or if the easement has been filed with the County Clerk prior to the final approval of the land partition, then the Recorders number shall appear on the face of the plat.

c. Names and addresses of the partitioner, owner, mortgagee, if any, and the person preparing the plat are shown.

d. The names of any streets intersecting or within the parcels are shown.

e. All easements provided for public services, utilities, or access must be shown on the face of the map along with the legal description and any limitations of the easements. If it is a pre-existing easement or if the easement has been filed with the County Clerk prior to the final approval of the land partition, then the Recorder's number shall appear on the face of the map.

f. Zoning classification and Comprehensive Plan Designation

g. Space for date and signatures of the following officials is made:

(1) Planning Director or designee

(2) County Surveyor

(3) County Assessor

(4) County Tax Collector

h. Any additional information made a condition of approval of the tentative plan is shown.

WASCO COUNTY PLANNING COMMISSION
June 1, 2021
3:00 p.m.
Presented via Zoom
by phone: 1 (253) 215 8782
Meeting ID: 898 8021 7094

YouTube Video of Live Stream:
https://www.youtube.com/watch?v=9MOKLQH23oY&t=69s
(Minutes timestamp from beginning of livestream)

CALL TO ORDER

ROLL CALL:
Members Present: Chair Lynne MacIntyre; Vice Chair Kate Willis; Vicki Ashley; Russell Hargrave; Brad DeHart; Mike Davis; Chris Schanno

Absent Members: Alternate Marcus Swift

Staff Present: Planning Director Angie Brewer; Long Range Planner Kelly Howsley Glover; Associate Planner Lisa Johnson; Associate Planner Brent Bybee; Planning Coordinator Jensi Smith

Chair MacIntyre called the meeting to order at 3:01.

Chair MacIntyre asked **Director Brewer** for roll call.

Chair MacIntyre reviewed meeting platform and procedure.

PUBLIC COMMENT ON NON-AGENDA ITEMS:
4:14 **Chair MacIntyre** asked for comments on non-agenda items. There were none.

PLANNING COMMISSION HEARING #1:
5:43 **Chair MacIntyre** opened the hearing at 3:06 p.m. **Chair MacIntyre** reviewed the request to be presented. She reviewed the procedure and rules of evidence for the hearing.

- There was no Disclosure of Interest or Ex Parte Contact from Commissioners. Commissioner Ashley shared that she knows the applicants but will not affect her decision.
- There were no challenges to the right of any Commission member to hear the matter.
- There were no questions regarding the Commissions jurisdiction to hear the matter.
- No Commissioners have visited the subject property.

11:17 **Chair MacIntyre** reviewed the rules of evidence.

12:35 Chair MacIntyre called for the staff presentation of File #921-21-000017-PLNG: Conditional Use Permit for a non-farm dwelling.
12:43 Associate Planner Johnson presented PowerPoint slides. (Attachment A)
20:25 Director Brewer added summary comments regarding applicable criteria and soils challenge.
21:00 Chair MacIntryre asked for Commission questions.
21:09 Commission discussions regarding complexity, implications of approving with conditions, legality of approval, history of property, precedence, uniqueness of proposal and research of previous Planning decisions on other properties created at the same time as this parcel. It was noted that of the eight that were created in the area only two other properties have applied for development and were approved.
31:20 Commission discussion regarding interpretation and intent of judge's request in the past to make these properties legal through rezoning with a goal exception and path forward. The current soil classification and legal parcel status were also discussed.
39:57 Chair MacIntyre called for further Commissioner comments. There were none.
40:05 Chair MacIntyre asked for comment from the applicant.
40:16 Bill & Kim Mead introduced themselves. The Meads thanked Commission and staff. **Ms. Mead** presented information on their proposal.
45:50 Director Brewer clarified proposal and outlined options for the Commission that would align with past acknowledgements.
47:31 Chair MacIntyre calls for Commission questions for the applicants.
47:42 Staff and Commission discussion about parcel ownership and possible recent legislation that might impact this proposal.
50:43 Chair MacIntyre called for any further questions for applicants. There were none.
50:50 Chair MacIntyre asked if anyone would like to speak in favor of the proposal.
51:06 Gary Nychyk spoke in favor of the request, stating his relationship to the applicant and previous work for Wasco County Planning Department. He shared the history known to him regarding the parcel creation.
55:03 Chair MacIntyre asked for any questions for **Mr. Nychyk**. There were none.
55:13 Commission discussed what the criteria should include. Staff provided clarification.
57:57 Chair MacIntyre asked for any other testimony in favor of the request? There was none.
58:13 Chair MacIntyre asked for testimony in opposition to the request? There was none.
58:53 Chair MacIntyre called for other Planning Commission questions for staff or applicants? There was none.
59:19 Chair MacIntyre closed the hearing at 3:59 pm and opened deliberations.
59:38 Commission deliberation.
1:05:55 Chair MacIntyre reviewed decision options for Commission. She called for a motion.
1:06:31 Commissioner Hargrave motioned to approve request as stated in the staff report, option A, with amended findings. **Commissioner Davis** 2nd.
1:06:42 Chair MacIntyre called for further discussion**.**

1:06:47 Vice Chair Willis asked for clarification on the limited scope of approval as indicated in staff report.
1:07:10 Commission discussion on the proposal not including a zone change or making the parcel legal, just approval of development for a dwelling.
1:09:12 Director Brewer restated available options to consider. She requested an amendment to the motion if the Commission would like to change the finding noted in the staff report regarding the legal parcel status, to be consistent with past staff reports.
1:10:24 Commission discussed if motion should stand or be amended.
1:11:45 Chair MacIntyre called for further discussion. There was none.
1:11:46 Chair MacIntyre called for the vote.

The motion was approved 7 to 0
A listing of the vote, as required by Oregon Revised Statute 192.650.c. is as follows:
Chair MacIntyre- yes
Vice Chair Willis - yes
Commissioner Schanno – yes
Commissioner Hargrave – yes
Commissioner DeHart – yes
Commissioner Ashley – yes
Commissioner Davis – yes
Alternate Swift – NA

The proposal to construct a dwelling on this parcel was approved.
Chair MacIntyre closed the hearing at 4:12 pm

1:13:09 Chair MacIntyre opened Hearing #2 at 4:13 pm.

Chair MacIntyre reviewed the subdivision request - File #921-21-000009-PLNG.
She reviewed procedures and rules of evidence.

- There was no Disclosure of Interest or Ex Parte Contact from Commissioners.
- There were no challenges to the right of any Commission member to hear the matter.
- There were no questions regarding the Commissions jurisdiction to hear the matter.
- No Commissioners have visited the subject property.

1:19:21 Chair MacIntyre called for the staff presentation of File #921-21-000009-PLNG: Subject to standards for subdivision of 44.38 parcel.

1:19:27 Associate Planner Bybee presented PowerPoint slides. (Attachment B)

1:31:52 Associate Planner Bybee asked for questions.

1:32:04 Chair MacIntryre inquired about the plan for road maintenance, how it would be funded and creation of a homeowners association.

1:32:34 Associate Planner Bybee responded the intention of that criteria is to leave it open to be creative. He noted it would be sent to the Public Works Director before final approval. It would be left to the applicant to figure out the maintenance.

1:33:35 Chair MacIntryre called for commissioner questions. There were none.

1:33:43 Chair MacIntryre asked if the Applicant wish to provide any comment.

1:33:57 Austin Justesen stated he had none.

1:34:02 Kirk Farland introduced himself, stating he was working with the Applicant. He questioned the park fee and asked for more guidance on that.

1:34:46 Associate Planner Bybee explained the process, when fee would need to be paid and coordination with the Assessor's office.

1:36:00 Director Brewer stated that would be a Condition of Approval.

1:36:13 Associate Planner Bybee stated it would need to be paid prior to filing the final subdivision plan.

1:36:32 Discussion on Conditions - timing of drilling of wells and standards for Emigrant Street.

1:43:24 Chair MacIntryre called for other questions or comments from applicant. There were none.

1:43:35 Chair MacIntryre called for questions from the Commission. There were none.

1:43:50 Chair MacIntryre asked if anyone would like to speak in favor of the proposal. There were none.

1:44:15 Chair MacIntryre asked if anyone would like to speak in opposition to proposal. There were none.

1:44:40 Chair MacIntryre called for questions from the Commission. There were none.

1:44:55 Chair MacIntryre closed hearing at 4:44 pm.

1:45:00 Chair MacIntyre called Commission deliberation. There were no questions or comments from members of the Commission.

1:45:30 Chair MacIntryre reviewed options for motions for the Commission.

1:46:03 Commissioner Davis motioned to approve proposal as it is. **Commissioner Schanno** 2nd.

1:46:17 Chair MacIntryre called for further discussion. There was none.

1:46:22 Chair MacIntryre called for the vote.

The motion was approved 7 to 0
A listing of the vote, as required by Oregon Revised Statute 192.650.c. is as follows:
Chair MacIntyre- yes
Vice Chair Willis - yes
Commissioner Schanno – yes
Commissioner Hargrave – yes
Commissioner DeHart – yes
Commissioner Ashley – yes
Commissioner Davis – yes
Alternate Swift – NA

Preliminary plan for the subdivision is approved.

1:46:46 Chair MacIntryre closed the hearing.

APPROVAL OF PAST MINUTES 4:48pm
1:48:05 Chair MacIntyre called for any additions or corrections for the Minutes from April 6, 2021. There were none.

1:48:19 Chair MacInytre called for a motion to approve the Minutes.

1:48:24 Vice Chair Willis motioned to approve the Planning Commission minutes from April 6, 2021 as submitted. **Commissioner Davis** 2nd.

The motion was approved 6 to 0; (1 abstained)
A listing of the vote, as required by Oregon Revised Statute 192.650.c. is as follows:
Chair MacIntyre- yes
Vice Chair Willis - yes
Commissioner Schanno – yes
Commissioner Hargrave – yes
Commissioner DeHart – yes
Commissioner Ashley – abstained
Commissioner Davis – yes
Alternate Swift – NA

The Planning Commission Minutes from April 6, 2021 were approved.

PLANNING DIRECTOR'S REPORT
1:49:01 Director Brewer and Long Range Planner Howsley-Glover gave updates on budget process, the Periodic Review completion, Scenic Area Ordinance (Gorge 2020), staff recruitment and the Community Wildfire Protection Plan. **Director Brewer** shared that she will be leaving her current position at the end of June.

2:05:04 Commissioner Schanno motioned to adjourn the meeting**. Commissioner Davis** 2nd.

2:05:07 Chair MacInytre called for the vote.

The motion was approved 7 to 0;
A listing of the vote, as required by Oregon Revised Statute 192.650.c. is as follows:
Chair MacIntyre- yes
Vice Chair Willis - yes
Commissioner Schanno – yes
Commissioner Hargrave – yes
Commissioner DeHart – yes
Commissioner Ashley – yes
Commissioner Davis – yes
Alternate Swift – NA

Meeting adjourned at 5:06 pm.

_____	_____
Lynne MacIntyre, Chair	Angie Brewer, Director
Wasco County Planning Commission	Wasco County Planning & Development



Planning Department

Planning Commission Public Hearing

Application #: 921-21-000017-PLNG

MEAD

June 1, 2021

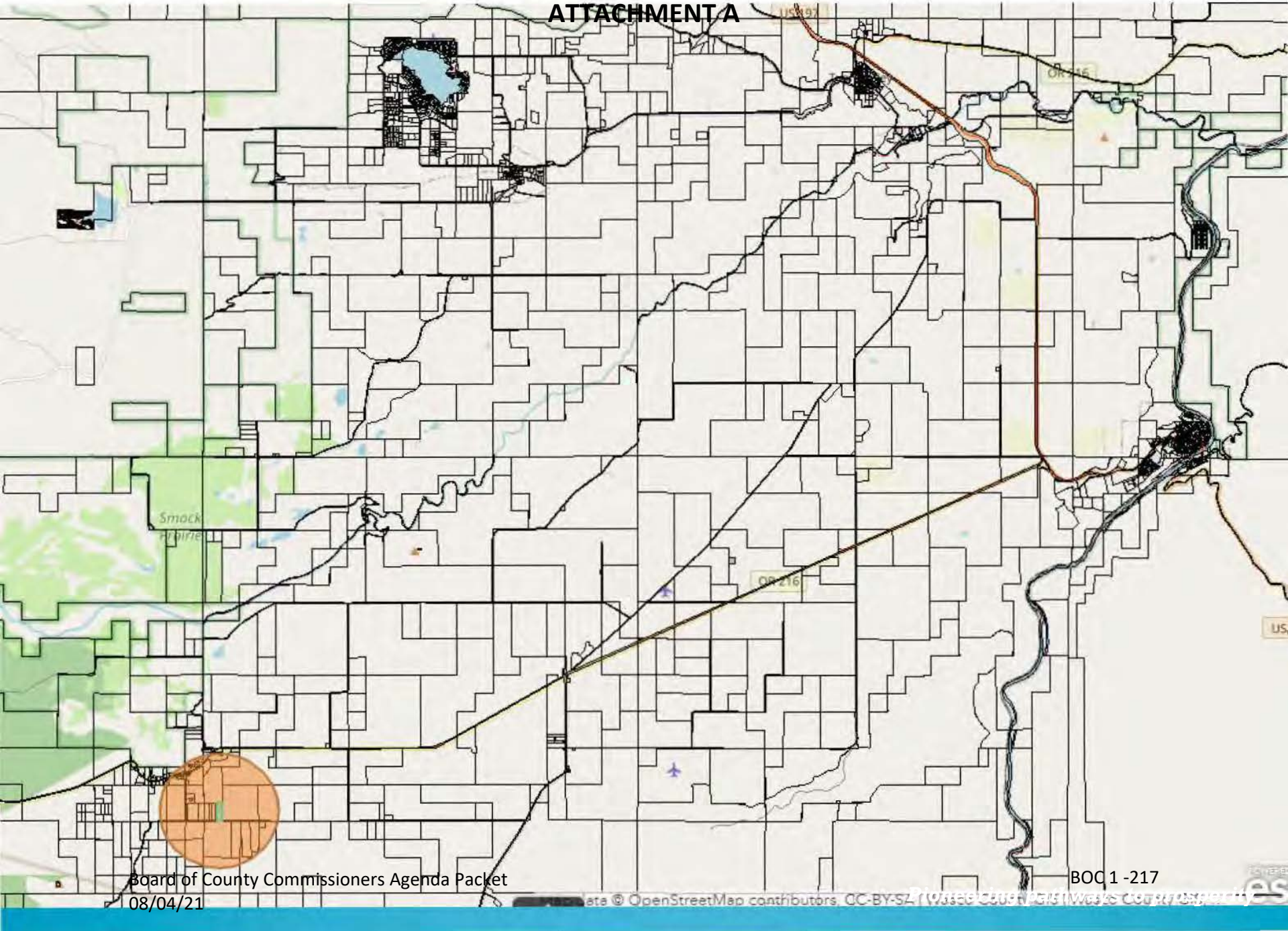
Request

Conditional Use Permit for a 1,404 Square Foot (SF), 52'L x 28'W x 14'H, Non-Farm Dwelling, to be reviewed through the Planning Commission, per request of the applicant.

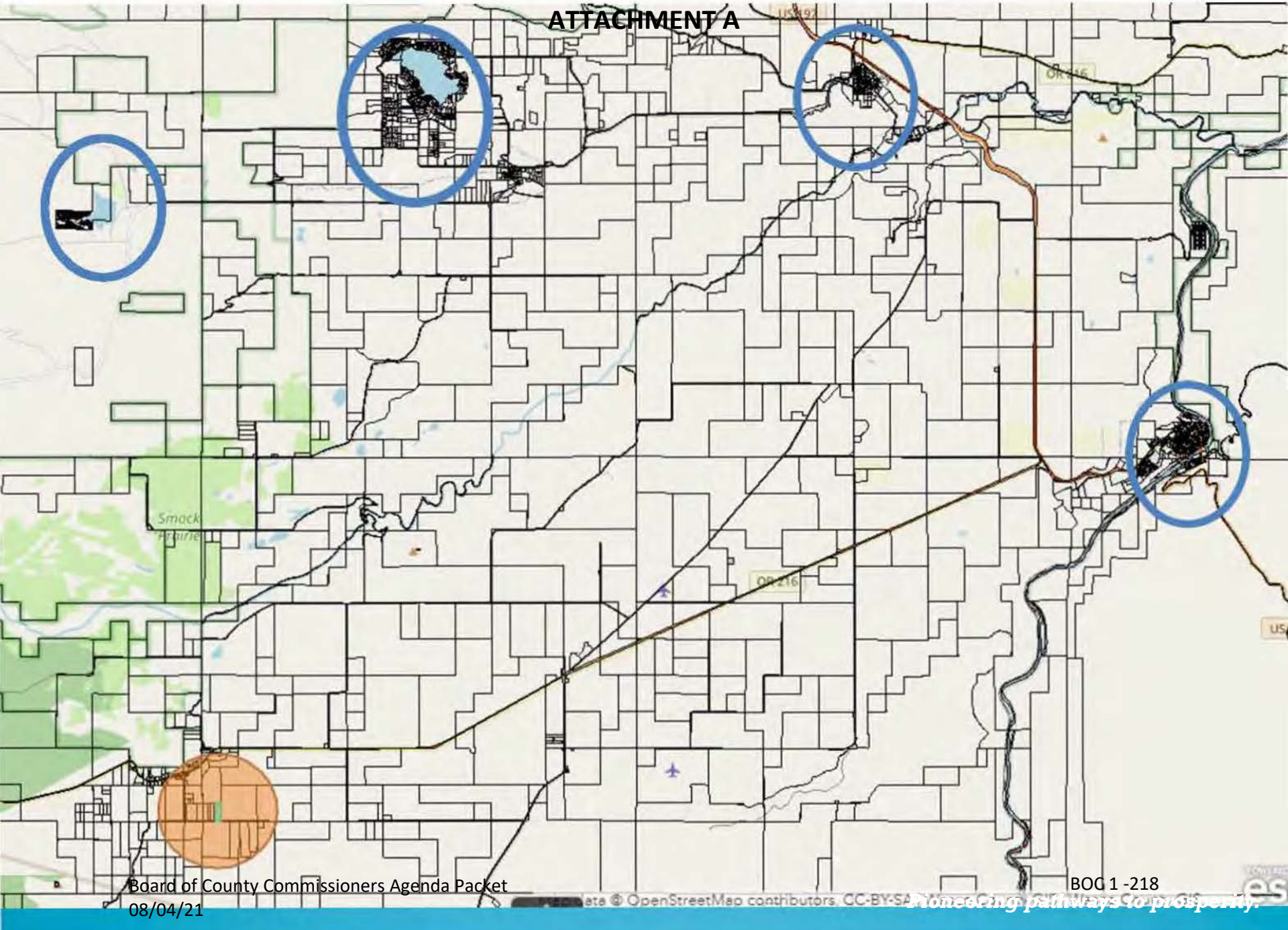
- Applicant/Property Owners: Bill & Kim Mead
- Location: North side of Walters Road, approximately 0.5 miles east of its intersection with Kelly Springs Road, approximately 1 mile southeast of Pine Grove, OR.
- 5S 12E 30 200, Account 13041, 10.73 acres,

  A-1 (160) Exclusive Farm Use Zone

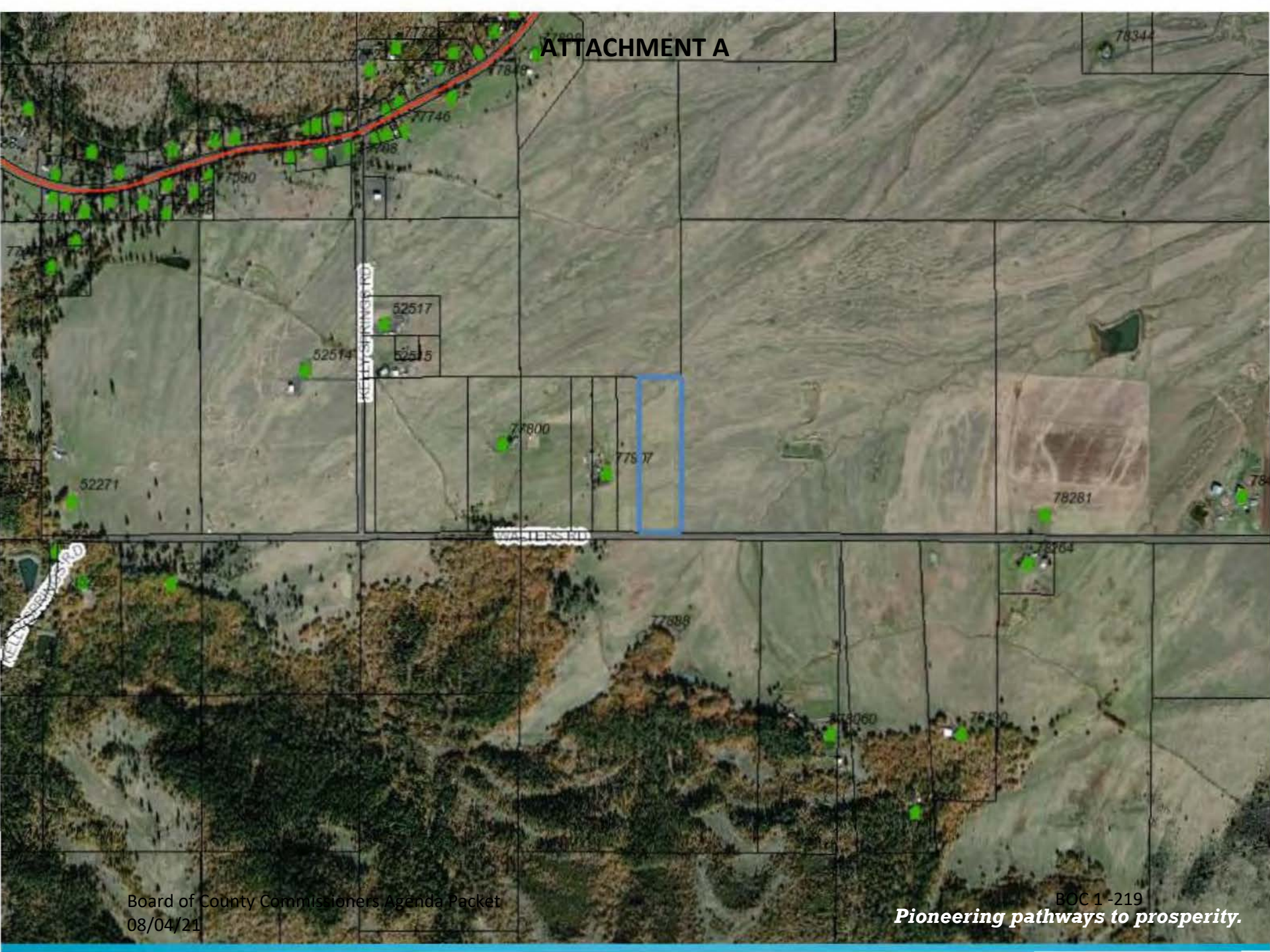
ATTACHMENT A



ATTACHMENT A

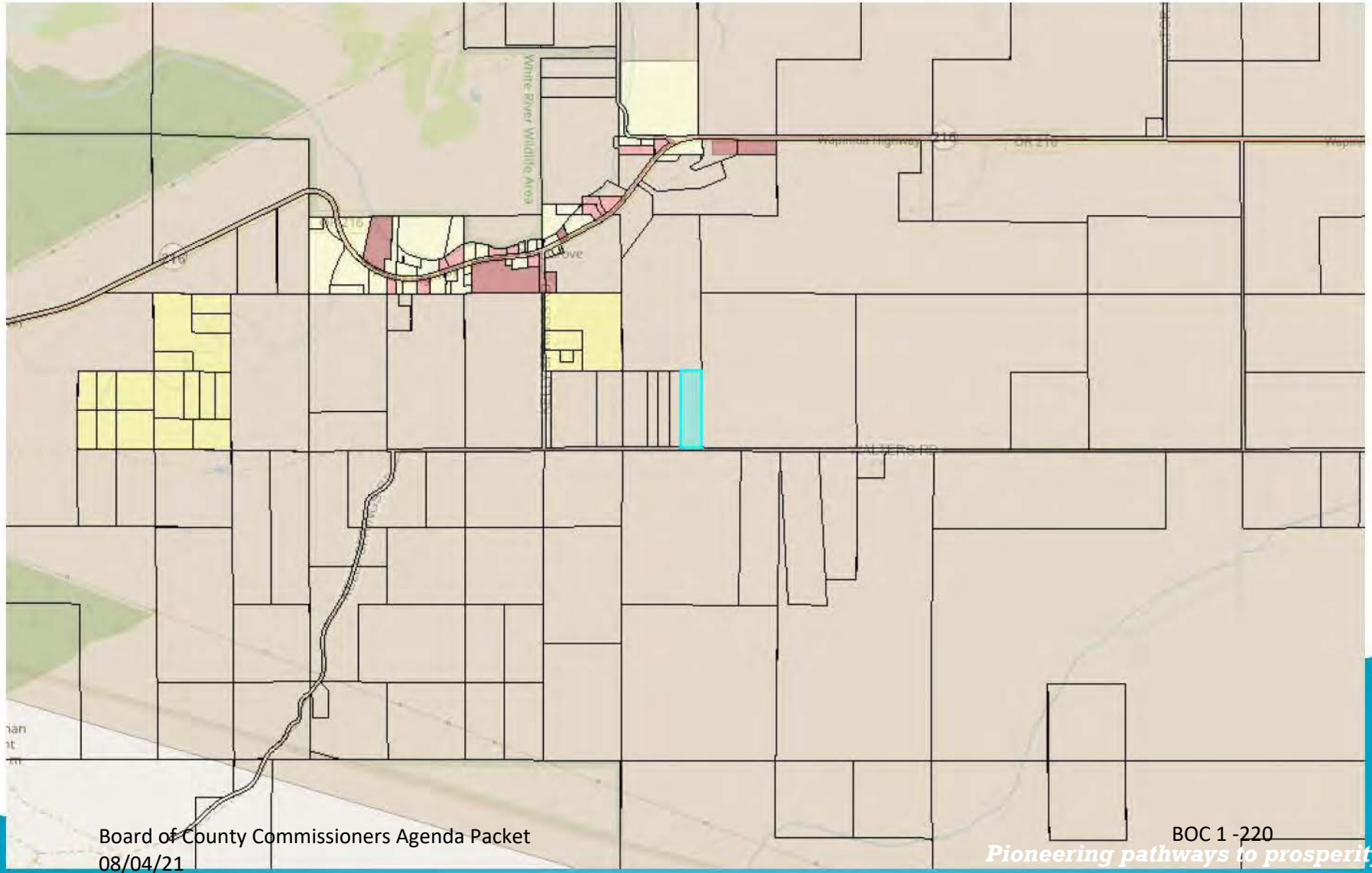


ATTACHMENT A



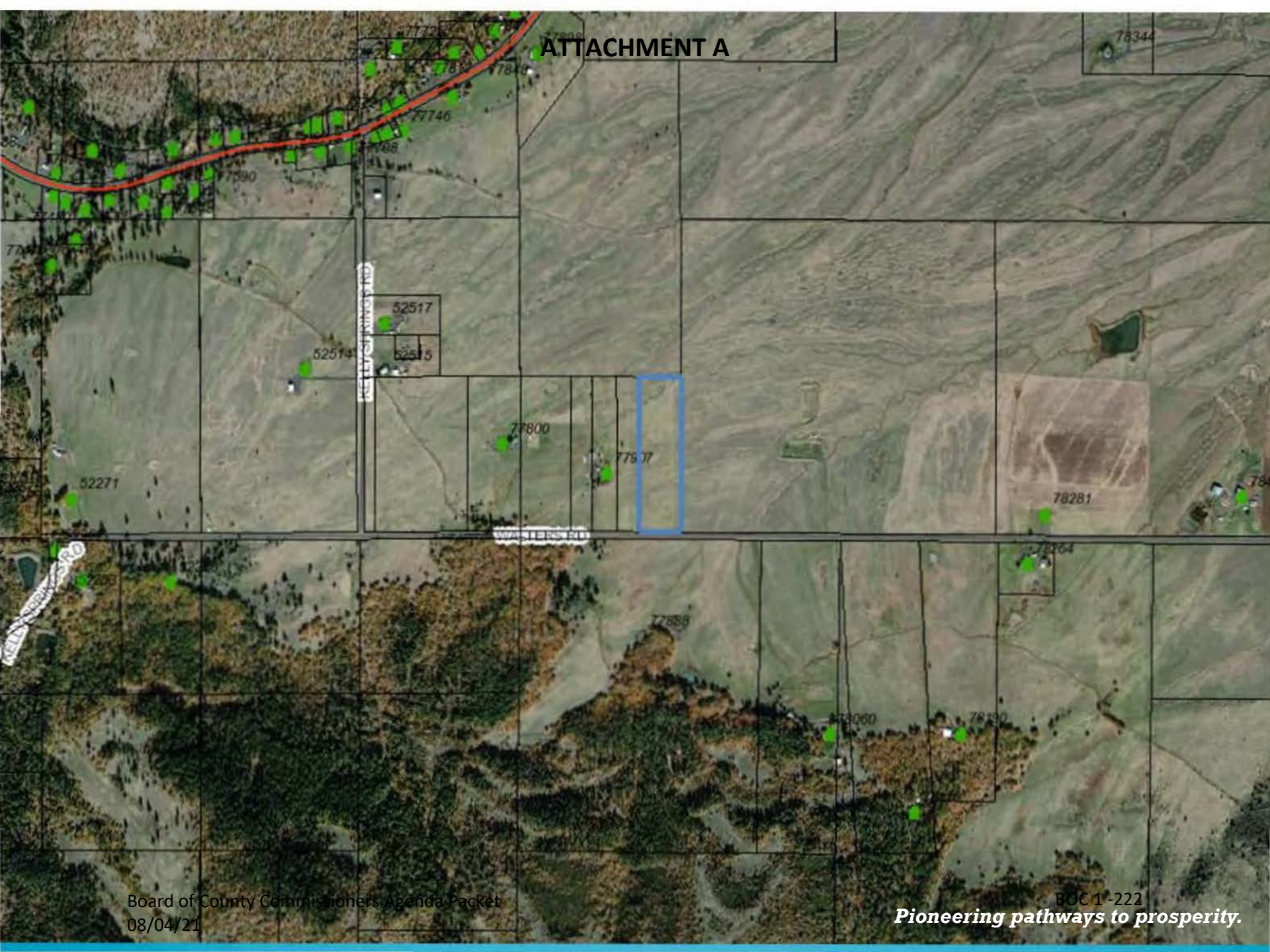
ATTACHMENT A

Vicinity Map



ATTACHMENT A

Parcel history


ATTACHMENT A
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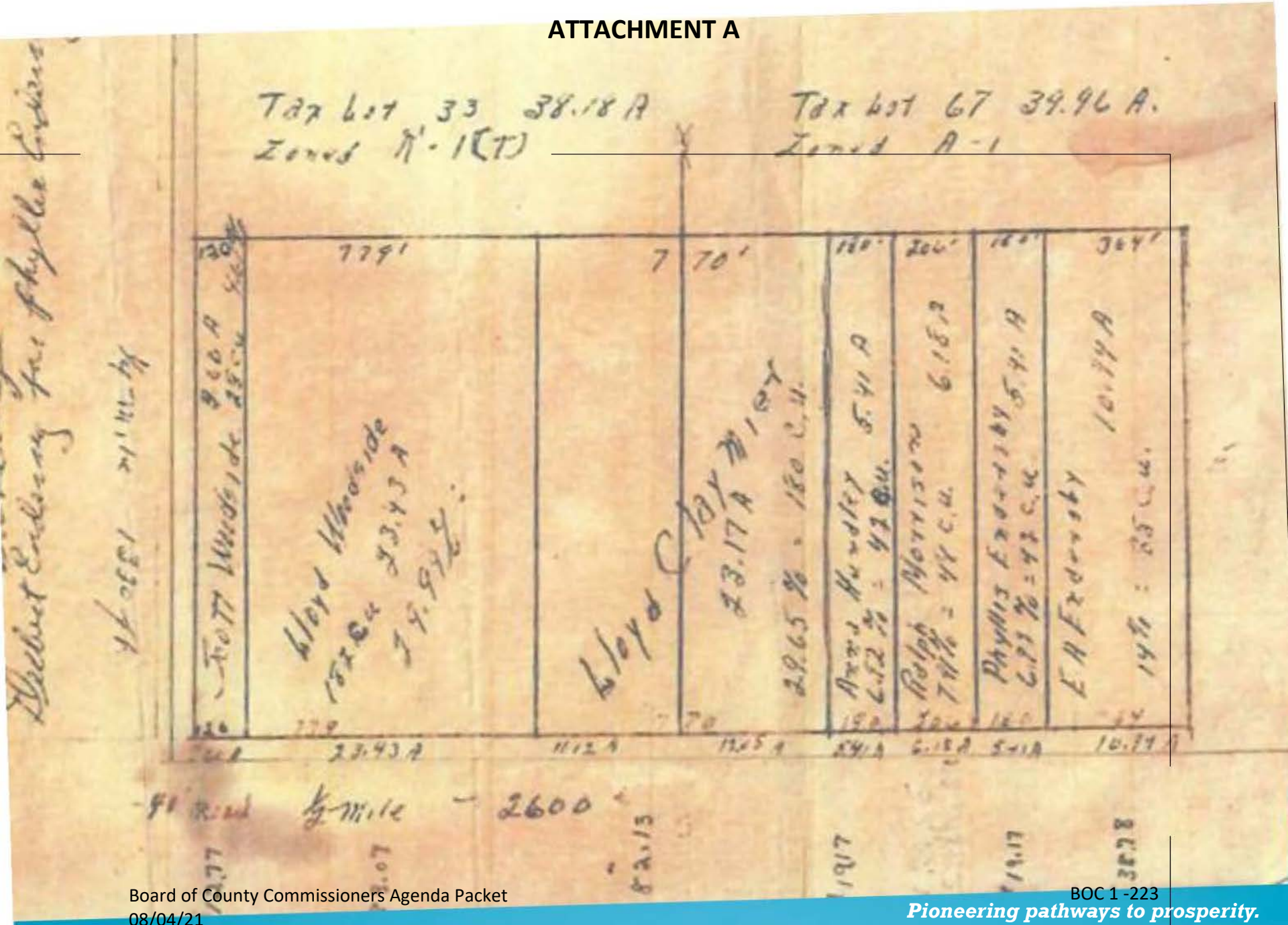
ATTACHMENT A


Tax Lot 33 38.18 A
Zoned A-1(T)
Tax Lot 67 39.96 A.
Zoned A-1
Floyd Clay
Floyd Clay
Floyd Clay

FINDINGS:

A. Background Information

1. Legal Parcel Size: 12.44 acres. Deed research was unable to show whether or not this parcel was created legally, however the applicant was able to provide a letter dated October 5, 1979, from the (then) Wasco County Judge, Rick Cantrell. This letter contains a note from the Planning Director, Dorothy Brown, which advises that per the District Attorney this property should be treated as a pre-existing, nonconforming subdivision. (There are a total of eight lots in this "subdivision". The applicant plans to purchase two lots.)

ATTACHMENT A



- *As noted previously in this report, the subject parcel is unique because it is one of eight parcels ranging from 5.33 acres to 12.44 acres in size on Walters County Road that is considered to be a legal, pre-existing, nonconforming subdivision. As a result of the minimum parcel size in this area, 80 acres, there is no potential for any new similarly sized parcels to be created in the immediate area.*

ATTACHMENT A

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

DATE: October 5, 1979

TO: Cattleman's Association (Scott Woodside, Lloyd Woodsi
Lloyd Claymire, Lewis Hundley, Ralph Morrison,
Delbert Endersby, and Earnie Endersby

FROM: Rick Cantrell, County Judge

At the last Court meeting we put in the plan that the Cattleman's 80 acres will go to LCDC as 10 acre lot size.

Soctt's acres and that 40 his land ~~is~~ in is currently RMH-2 which does qualify for home sites, BUT again that is an illegal subdivision because it was divided into too many parcels. To correct this your attorney should get with Dave Moon, the Wasco County Planner, immediately and get this divided up legally so if anything goes wrong on our end you people will be squared away.

Hopefully this will solve your problems.

7-14-81
Telecon B. Smith, District Atty.
advised that the property be
treated as a pre-existing, non-conforming
subdivision. Also
advised signing building permit.
contrary to advice given 7-13-81 via telecon.
RB.

Rick Cantrell
Rick Cantrell

RC:jh

Dorothy - This is the
letter Earnie & I referred to. Ralph Morrison
& Delbert will go together & Rick

Staff Recommendation

PLANNING COMMISSION OPTIONS

A. Approve the request, with amended Conditions and Findings; or

B. Deny the request as described in the Staff Report; or

C. If additional information is needed, continue the hearing to a date and time certain to allow the submittal of additional information.

STAFF RECOMMENDATION

Option B: Deny the request as described in the Staff Report.

Questions?



Planning Department

Planning Commission
Public Hearing
June 1, 2021

Applicant: Austin Justesen
Owner: Jonnie & Fred Justesen
(921-21-000009-PLNG)

Details of the Request & Area

Request

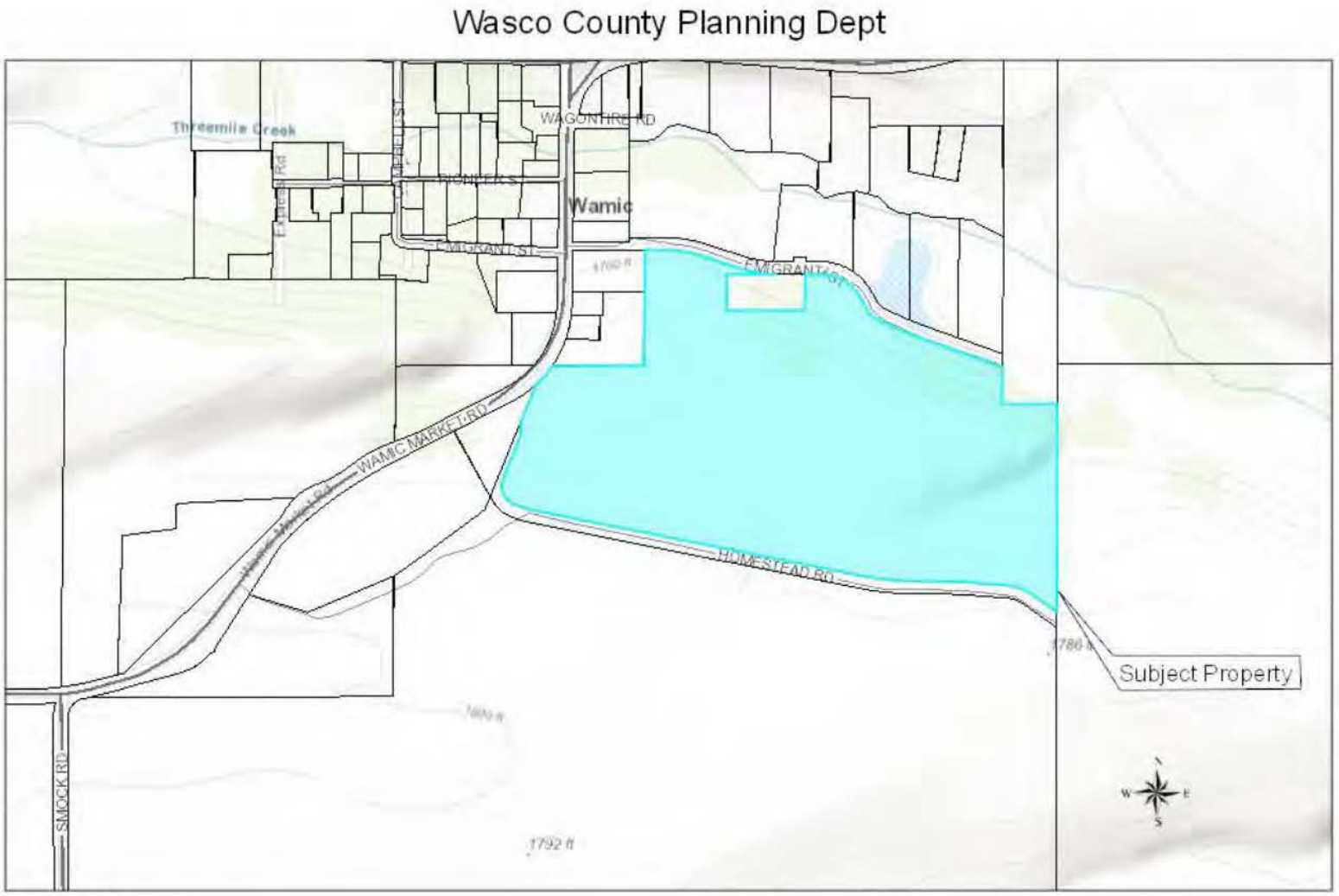
- Subdivision to divide a 44.38 acre parcel into eight lots ranging from 5-8.35 acres, and one 1.08 acre park

Area

- Subject property is zoned Wamic Residential (WAM-R2) Zone
- Neighboring lots/parcels to the north are zoned (WAM-R2) as well. Parcels to the east and south are in the Exclusive Farm Use (A-1) Zone. Parcels to the west are in the Wamic Residential (WAM-R5) Zone.
- Slopes in the northern portion of the parcel are north facing and average approximately 30-40%. The southern portion of the subject parcel is generally flat with an average of 10% slopes

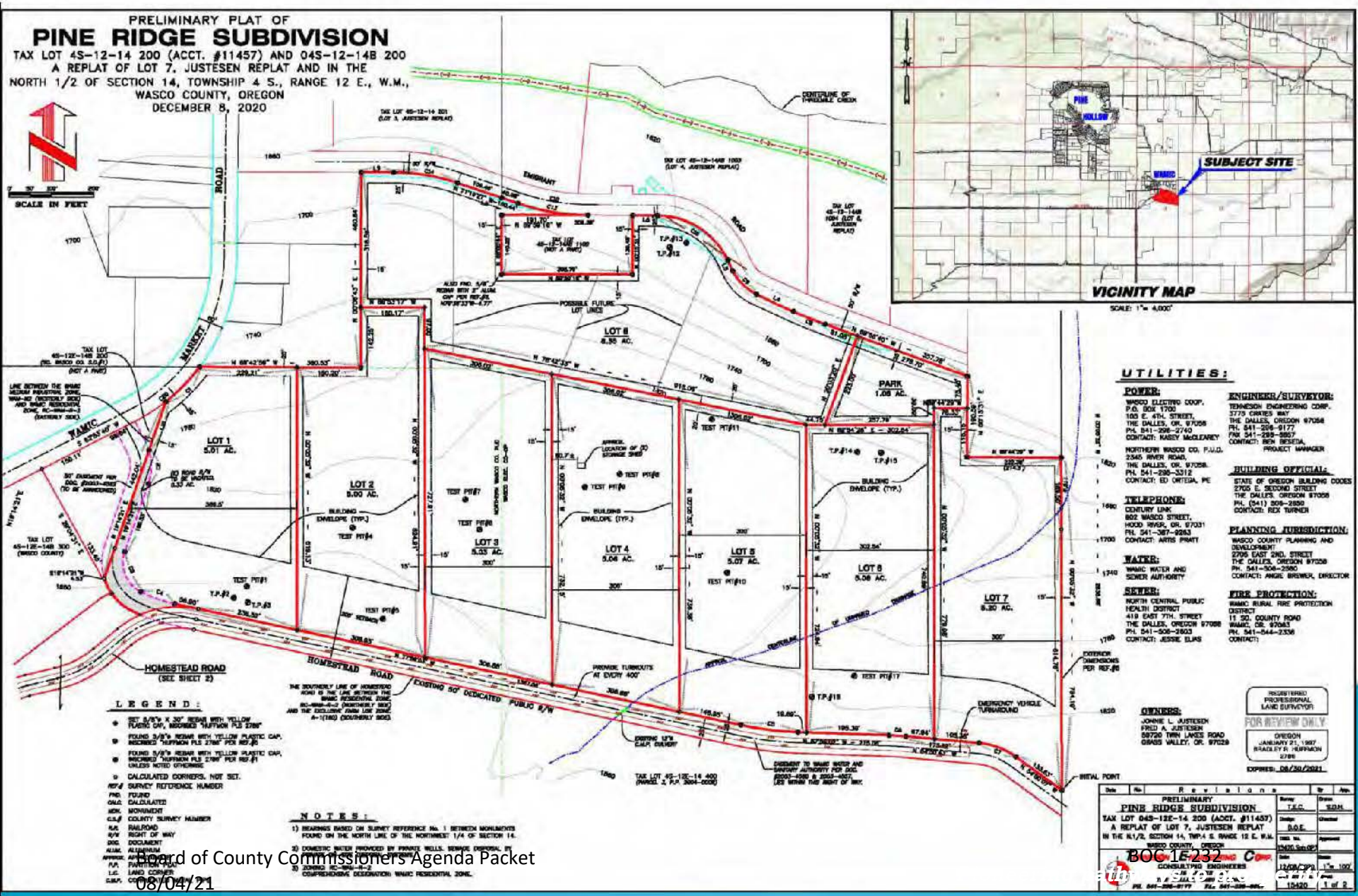
ATTACHMENT B

Vicinity Map



Preliminary Subdivision Plan

ATTACHMENT B



ATTACHMENT B

Wasco County Standards Addressed

Chapter 3 Basic Provisions

- ***Section 3.650 – Wamic Residential (WAM-R2) Zone:***
  - ***Section 3.654 – Uses Permitted Subject to Standards/Type II Review***
    - *Partitions, Property Line Adjustments and Subdivisions subject to Chapter 21*
  - ***Section 3.656 - Property Development Standards***
    - *Property Size*
      - *New lots or parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum property size of two (2) acre with a one hundred twenty-five (125) foot average lot width.*
      - *New lots or parcels served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum property size of two (2) acres with a one hundred twenty-five (125) foot average lot width.*
      - *New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum width of 300 feet with a minimum area of five (5) acres In addition, an applicant shall demonstrate that:*
        - *The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval.*

WC Standards Addressed (cont.)

Chapter 10 - Fire Safety Standards

- **Section 10.230 – Fire Safety Mitigation Plan**

ATTACHMENT B

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.030 – Basic Provisions and Design Standards**

L. Existing Streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided at the time of subdivision or partitioning.



	Rural Local Roads								
	Unpaved			Unpaved			Paved		
Design ADT	<25			25-250			25-250		
Terrain[1]	L	R	M	L	R	M	L	R	M
Design Speed (mph)	30	30	20	30	30	20	30	30	20
Max Grade (%)	7	10	12	7	10	12	7	10	12
Stopping Sight Distance (ft)	220	235	135	220	235	135	220	235	135
Passing Sight Distance (ft)	-	-	-	-	-	-	1,090	[2]	[2]
Traveled Way Width (ft)	18	18	18	22	22	22	22	22	22
Paved Shoulder Width (each side) - Non Bike Route	-	-	-	-	-	-	-	-	-
- Bike Route (ft)	-	-	-	-	-	-	-	-	-
Gravel Shoulder Width (each side)	-	-	-	-	-	-	2	2	2
Roadway Width (Non Bike / Bike Route) (ft)	18	18	18	22	22	22	26	26	26
Number of Lanes	2	2	2	2	2	2	2	2	2
Minimum ROW Width (ft)	50	50	50	50	50	50	50	50	50
Preferred Access Spacing[3]	75			100			100		

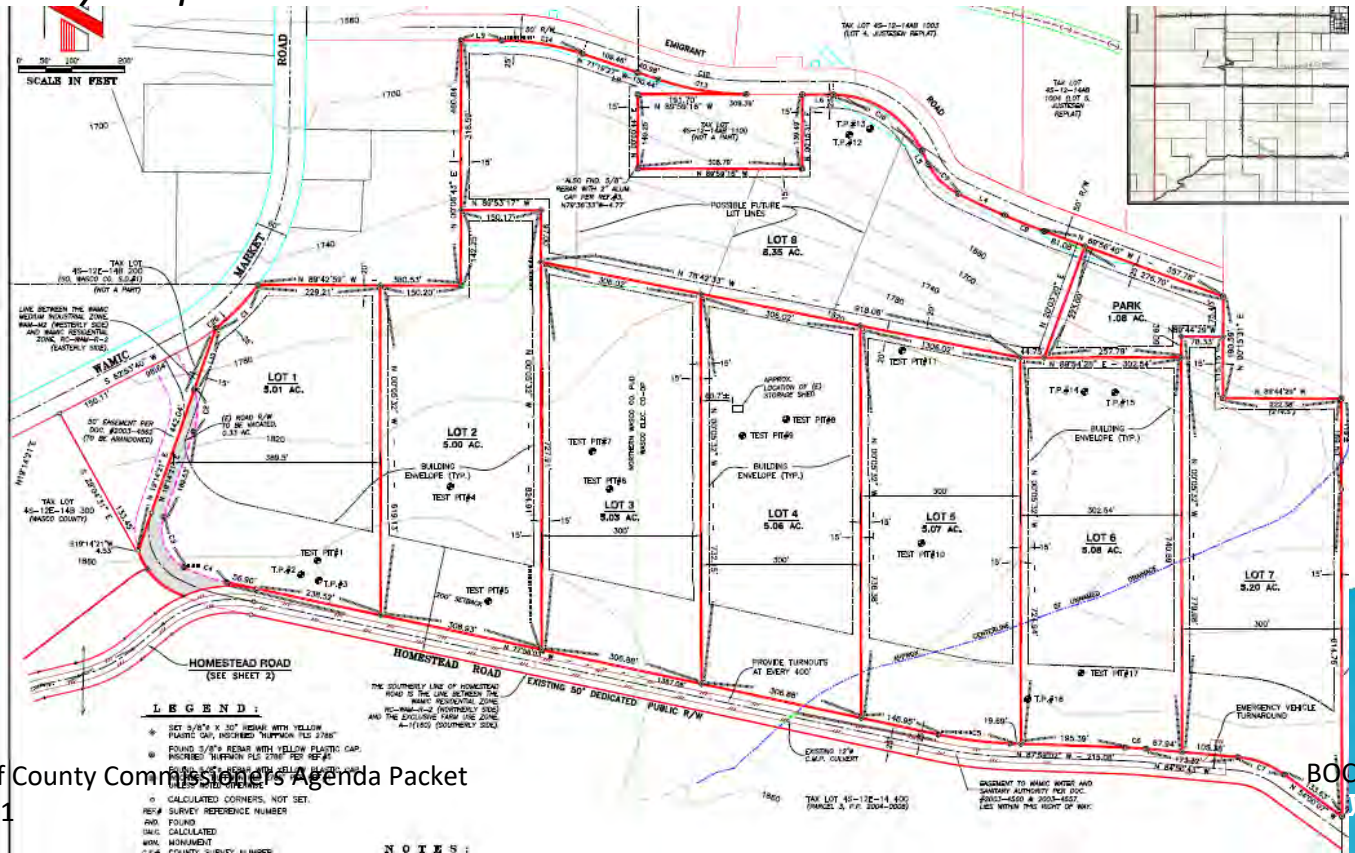
ATTACHMENT B

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.030 – Basic Provisions and Design Standards**

O. Pedestrian Ways: When desirable for public convenience, pedestrian ways may be required to connect to cul-de-sacs or to pass through unusually long or oddly shaped blocks.



ys to prosperity.

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.030 – Basic Provisions and Design Standards**

Y. Public Open Space: Elementary and high school sites, neighborhood playgrounds, parks and recreation areas shall be located in accordance to the development pattern of the County or the County area. When such public school or recreation sites are within the area of an approved subdivision they may be dedicated to the County or shall be reserved until such time as the County is able to acquire them. Parks and recreation areas shall be provided at the rate of one (1) acre of recreation area to every one hundred people.

South Wasco County Parks and Recreation District Comments

ATTACHMENT 2

"Because Wasco County does not have a Parks Department, nor any personnel or funds designated for park development or park maintenance in the Wamic area, nor at any other location in South Wasco County with the exception of the Wasco County Fairgrounds in Tygh Valley."

"Therefore, the SWPRD board recommends that the Wasco County Planning Commission require that the developers of the **Pine Ridge Subdivision** pay to Wasco County a sum equal to 6-2/3% of the assessed value of the proposed subdivision, as required by ordinance, rather than requiring the donation of land to potentially be used for a park."

"Additionally, the SWPRD board asks that the funds paid to Wasco County by the developer of the **Pine Ridge Subdivision** be donated to SWPRD because, as stated above, Wasco County does not have any funds or personnel dedicated to recreation in South Wasco County, and SWPRD has a proven track record of providing recreational services in South Wasco County."

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.210 – Final Subdivision Plat Approval (NOT CURRENTLY UNDER REVIEW)**

G. Parks, Playgrounds, or Recreational Areas: The Approving Authority may require parks, playgrounds, or recreational areas be provided in the final subdivision plan and dedicated to the County in locations and of size indicated by the Comprehensive Plan for the area in which the subdivision is located.

H. Recreational Fund: Where no parks, playgrounds or recreational areas are required by the Commission, the subdivider shall pay to the County a sum equal to six and two thirds percent (6 2/3%) of the assessed value of the land area, exclusive of streets, within the subdivision. Such sum shall be paid to the County Clerk prior to recording of the final subdivision plan and such sum shall be held by him in a special fund for acquisition and development of parks, playgrounds, and recreational areas within the immediate area of the subdivision.

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.200 – Preliminary Subdivision Plan Approval**

Partner Agency and Public Comments

Comments are addressed throughout the Staff Report.

Staff Recommendation

Staff Recommends:

- Approve the preliminary subdivision plan as submitted by the applicant, to subdivide the 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, with the condition that the park be removed from the plan and the acreage added into the adjacent lots.

Questions?

PLANNING DEPARTMENT

2705 East Second Street • The Dalles, OR 97058
p: [541] 506-2560 • f: [541] 506-2561 • www.co.wasco.or.us

Pioneering pathways to prosperity.

FILE NUMBER: PLAAPL- 921-21-000009-PLNG

FEE: _____

APPEAL OF LAND USE DECISION

ORIGINAL PLANNING DEPARTMENT FILE NUMBER: 921-21-000009-PLNG

Date Received: 6/11/2021 **Planner Initials:** BB **Date Complete:** **Planner Initials:**

APPELLANT INFORMATION

Name: Jonnie L. Justesen and Fred A. Justesen, Contact: Austin Justesen

Mailing Address: 59720 Twin Lakes Road

City/State/Zip: Grass Valley, OR 97029

Phone: 541 980-6351 **Email:** austinjustesen@hotmail.com

APPEAL INFORMATION

1. Appeal Type

   ☐ Administrative Decision to the Planning Commission: Fee = $250
   ■ Planning Commission Decision to the Board of County Commissioners: Fee = $_____

   If appellant prevails at Planning Commission or a subsequent appeal, the $250 fee for the initial appeal shall be refunded per ORS 215.416(11)(b). This is not applicable for any subsequent appeal costs.

2. Appeal Deadline: June 9, 2021

   Date Submitted: June 11, 2021

   All appeal documents filed with Wasco County must be delivered to the Wasco County Planning Department Office by postal service or in person. Documents faxed are not considered filed. An appeal will not be considered timely unless received no later than 4:00 p.m. on the deadline stated on the Notice of Decision or Resolution. AN APPEAL IS NOT CONSIDERED COMPLETE UNTIL BOTH THE SIGNED NOTICE OF APPEAL AND FILING FEE ARE RECEIVED.

3. Party Status: State how the petitioner(s) qualifies as a party to this matter:
   The petitioner is the applicant.

Party includes the following:

- The applicant and all owners or contract purchasers of record, as shown in the files of the Wasco County Assessor's Office, of the property which is the subject of the application.
- All property owners of record, as provided in (a) above, within the notification area, as described in section 2.080 A.2., of the property which is the subject of the application.
- A Citizen Advisory Group pursuant to the Citizen Involvement Program approved pursuant to O.R.S. 197.160.
- Any affected unit of local government or public district or state or federal agency.
- Any other person, or his representative, who is specifically, personally or adversely affected in the subject matter, as determined by the Approving Authority. (Revised 1/92)

4. Grounds for appeal: List the **specific** grounds relied upon in the petition request for review (e.g. ordinance criteria not met, procedural error, etc.) Additional pages may be attached.
This appeal requests the review of Condition of Approval 6 as approved by the Planning Commission. Emigrant Street currently serves multiple dwellings as well as well as the community of Wamic's sanitary services. The proposed subdivision would create the possibility of only one additional dwelling to be served by the street. The street adequately serves the current uses and any additional traffic generated by an additional dwelling. If improvements to Emigrant Street are deemed necessary, this should not be the sole responsibility of the applicant.

5. De Novo vs. On The Record: All appeals to Planning Commission are De Novo meaning new information can be entered into the record. All appeals to the Board of Commissioners are on the record unless a request is made as part of this request by party filing the petition. Any other party must make such a request no more than seven (7) calendar days after the deadline for filing a petition for review has expired.

The appeal is to the Board of Commissioners? ☐NO ☐YES

I request the hearing to be De Novo or partial De Novo? ☐NO ■YES

State the reasons you are requesting a De Novo or partial De Novo without addressing the merits of the land use action:

The land use action is to approve a subdivision, which is not being contested. This appeal specifically addresses Condition of Approval 6 regarding the improvement of Emigrant Street.

Indicate any persons known to be opposed to a request for a De Novo hearing.

There are no persons known to be opposed to this request.

When practicable, the requesting party shall advise the other parties and attempt to gain their consent.

I have attempted to gain the consent of the other parties associated with this file? ■NO ☐YES

- A De Novo hearing is necessary to fully and properly evaluate a significant issue r proposed development action;
- The substantial rights of the parties will not be significantly prejudiced; and
- The request is not necessitated by improper or unreasonable conduct of the req failure to present evidence that was available at the time of the previous review

5. Outstanding Appeal Fees: Any person wishing to appeal any decision shall be requ outstanding appeal fees prior to their appeal application being considered comple

List prior appeals filed:

N/A

I have paid all outstanding fees asspciated with prior appeals: ☐NO

SIGNATURES

APPLICANT 6-11-21

Name, Title Date

OWNER 6-11-2

Name, Title Date

Additional petitioner(s):

Owner 6-11-21

Name Address

Name Address

Name Address

Name Address

P:\Development Applications\Appeal_Decision.doc Last updated 3/9/2017

PLANNING DEPARTMENT
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LAND USE APPLICATION COVERPAGE

FILE NUMBER: _____

FEE: _____

Date Received: **Planner Initials:** **Date Complete:** **Planner Initials:**

APPLICANT INFORMATION

Name: Austin Justesen
Address: 81491 Fairgrounds Road
City/State/Zip: Tygh Valley, Oregon 97063
Phone: Representative: Ben Beseda
Email: BBeseda@tennesoneng.com

OWNER INFORMATION

Name: Jonnie L. and Fred A. Justesen
Address: 59720 Twin Lakes Road
City/State/Zip: Grass Valley, Oregon 97029
Phone: 541-296-9177 (Tenneson Engineering Corp.)
Email:

PROPERTY INFORMATION

Township/Range/Section/Tax Lot(s)	Acct #	Acres	Zoning
4S 12E 14 200	11457	45	WAM R-2

Property address (or location): East of Wamic Market Road, 0.1 mi. south of Emigrant Road in Wamic
Zoning Designation: WAM R-2 **Environmental Protection District:** None
Proposed Use: 8 lot subdivision **Permitted Subject to Section:** 3.654.B.
Water source: Well **Sewage disposal method:** Individual septic systems
Are there wetlands/waterways on your property? ☐ NO ☑ YES (description) Unnamed drainage through proposed lots 4,5,6,& 7
Name of road providing access: Homestead Road
Current use of property: Vacant/grazing **Use of surrounding properties:** W/N/E:Residential; S: farm use
Do you own neighboring property? ☐ NO ☑ YES (description) 4S 12E 14B 400; 4S 12E 14 400

SIGNATURES

Applicant(s): _____ **Date:** 12-1-20
_____ **Date:** 12-1-20
Property Owner(s): _____ **Date:** 12-1-20
_____ **Date:** _____

**Signatures are only valid for one year from the date of signature. Signing indicates that the property owner(s) is/are aware that an application is being made on the subject property and also authorizes Planning Department staff reasonable access to the site in order to evaluate the application.*

DETAILED PROJECT DESCRIPTION (proposed use, structures, dimensions, etc.):
Subdivision to divide a 44.38 acre parcel into 8 lots: five 5.01 acre lots, one 5 acre lot, one 5.2 acre lot and one 8.1 acre lot; and Variance to the 300 foot minimum lot width for Lots 3-6

☑ **Additional description/maps/pictures attached**

LEGAL PARCEL STATUS
Partition, Subdivision, OR
***Most Recent* Pre-9/4/1974 Deed #:** PAR-03-109 MP#2004-0008 **Date Filed:** 4/7/2004
Current Deed #: 2002-1204 **Date Filed:** 3/5/2002

The deed and a map showing the property described in the deed(s) must accompany this application.

PLEASE NOTE: Before this application will be processed, you **must** supply all requested information and forms, and address **all listed or referenced criteria**. Pursuant to ORS 215.428, this office will review the application for completeness and notify Applicant of any deficiencies within 30 days of submission. By signing this form, the property owner or property owner's agent is granting permission for Planning Staff to conduct site inspections on the property.

ALL LAND USE APPLICATIONS MUST INCLUDE:

- ☑ Application Fee – Cash or Check (credit cards now accepted with additional fee)
- ☐ Site Plan
- ☐ Elevation Drawing
- ☐ Fire Safety Self-Certification
- ☑ Other applicable information/application(s):
  - ☑ Subdivision application
  - ☑ Variance application

APPLICATIONS FOR PROPERTIES IN THE NATIONAL SCENIC AREA MUST *ALSO* INCLUDE:

- ☐ Scenic Area Application/Expedited Review
- ☐ Color and Material Samples
- ☐ Landscaping Plan
- ☐ Grading Plan
- ☐ Other applicable information/application(s):
  - ☐ _____
  - ☐ _____

SHADED AREA TO BE COMPLETED BY PLANNING DEPARTMENT

Legal Parcel ❑ NO ❑ YES
Deed/Land Use Action: _____

Previous Map and Tax Lot: _____

Past Land Use Actions: If yes, list file #(s) _____ ❑ NO ❑ YES

_____

_____
Subject to previous conditions? ❑ NO ❑ YES

Assessor Property Class: _____

Zoning: _____

Environmental Protection Districts – List applicable EPDs:

❑ EPD # _____

❑ EPD # _____

❑ EPD # _____

❑ EPD # _____

Water Resources
Are there bodies of water or wetlands (seasonal or permanent) on property or adjacent properties? ❑ NO ❑ YES

Describe (include setback distances): _____
❑ Fish bearing ❑ Non fish bearing ❑ Seasonal Creek
❑ Irrigation ditch ❑ Wetland ❑ Pond/Lake ❑ Not identified
(Note: Check buffers. Different zones have different setback requirements that may require a more extensive permitting process.)

Access:
County or ODOT approach permit on file? ❑ NO ❑ YES, # _____

Address:
Address exists and has been verified to be correct? ❑ NO ❑ YES
Address needs to be assigned after approval? ❑ NO ❑ YES

Fire District: _____

Fees (List Review Type and Cost): _____

_____

_____

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File Number:_____

WASCO COUNTY
PRELIMINARY SUBDIVISION APPLICATION

DETAILED SPECIFIC WRITTEN REQUEST

Subdivision to divide a 44.38 acre parcel into 8 lots: five 5.01 acre lots, one 5 acre lot, one 5.2 acre lot and one 8.1 acre lot; and Variance to the 300 foot minimum lot width for Lots 3-6.

Number of proposed lots & their dimensions:

8 lots are proposed: five 5.01 acre lots, one 5 acre lot, one 5.2 acre lot and one 8.1 acre lot.

PRELIMINARY SUBDIVISION PLAN REQUIREMENTS

The approval of a preliminary subdivision plan is reviewed by the Planning Commission subject to the following requirements:

1. Preliminary Site Plan: A preliminary site plan shall be submitted containing the following information. Check all items that are indicated on your submitted site plan.

☑ The proposed name of the subdivision.
☑ North point, scale, date of application and bases of bearing.
☑ Names and addresses of the subdivider and of the engineer, surveyor or land planner or landscape architect.
☑ The tract designation or other description according to the real estate records of Wasco County.
☑ The boundary lines (accurate in scale) of the tract to be subdivided.
☑ Contour lines (may be required at intervals to be determined by the Director).
☑ The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of un-subdivided land.
☑ The location, width and names of all existing or plotted streets or other public ways within or adjacent to the tract, existing permanent buildings, railroad rights-of-way and other important features such as section lines, political subdivisions or corporation lines and school district boundaries.
☑ Existing sewers, water mains, culverts or underground utilities and improvements within the tract or immediately adjacent thereto together with pipe sizes, grades and locations indicated.
☑ All parcels of land intended to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purpose of conditions or limitations of

such reservation, if any.

☑ The location, names, width and approximate grades of all streets proposed or existing in the subdivision, and the approximate widths and locations of proposed easements for drainage, sewerage and public utilities.

☑ Typical cross-sections of proposed streets, showing all improvements proposed within the street right-of-way at such scale to clearly show the details thereof.

☑ Approximate location of all areas subject to inundation or storm water overflow and the location, width and direction of flow of all watercourses.

☑ Proposed lots, approximate lot dimensions, and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots.

☑ Parks, playgrounds, recreation areas, parkways, and other open space for public use.

☐ I request to pay a sum for future park acquisition in place of dedicating land.

☑ Locations of proposed tree plantings or other plantings. Appropriate information clearly stating the map is a tentative plan.

☑ Proposed source of water supply, if any; estimated volume to be available, together with data regarding the location, type, and size of all storage facilities, distribution lines, fire hydrants, and gate valves.

☑ If domestic water supply proposed by the developer includes the drilling of wells, information on the feasibility of well drilling. Such information will be provided even if the developer is not required by the Commission to drill the wells.

☑ Method of sewage disposal.

☐ If to be served by a community sewer system, data regarding the location, type, size, approximate grade, and capacity of all collection lines, feeder lines, trunk lines, pumping stations, storage facilities, backflow prevention devices and gate valves. If treatment is to be accomplished by an existing municipal or public sewage facility, a statement regarding the ability of the facility to accommodate the projected increased load. If treatment is to be accomplished by a new installation or privately owned treatment facility, a statement regarding conformity to applicable regulations of the Oregon State Department of Environmental Quality.

☐ If to be served by a community collection and storage system, data regarding the location, type, size, approximate grade, and capacity of all lines, holding tanks, storage facilities, pumping facilities, and valves.

☑ If to be served by subsurface sewage disposal, a statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.

☑ Information on the source of other public utilities; proposed deed restrictions, if any; and the irrigation district involved and provisions for delivering irrigation water to the lots in the subdivision.

☑ The location of any environmental hazard; area unsuitable for building purposes; or land subject to mass movement, excessive erosion, or similar natural phenomena.

☑ Proposed building setback lines.

☑ Vicinity sketch showing how the proposed streets and alleys may connect with existing streets in neighboring subdivisions or undeveloped property.

2. <u>Development Phasing:</u> A preliminary subdivision plan may provide for platting in as many as three

(3) phases. The preliminary plan must show each phase and be accompanied by proposed time limitations for approval of the final plat for each phase.

Will the subdivision be phased? ☑ NO ☐ YES

If yes, time limitations for the various phases must meet the following requirements:

a. Phase 1 final plat shall be approved within twelve (12) months of preliminary approval.
b. Phase 2 final plat shall be approved within twenty-four (24) months of preliminary approval.
c. Phase 3 final plat shall be approved within thirty-six (36) months of preliminary approval.

The preliminary site plan includes the phases of the development? ☑ NO ☐ YES

Describe why such phasing is necessary due to the nature of the development, and how you will be able to comply with the required time limitations (attach additional sheets as necessary):
N/A

3. Basic Provisions and Design Standards

a. Conformity with Zoning Chapter: Lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the types of use permitted within the zone. Lot dimensions shall not include part of existing or proposed streets. All lots shall be buildable, except a public utility lot.

(1) Minimum Lot Size and Width for Zone 5 acres & 300 ft. width

All of the proposed subdivision lots comply with this standard? ☑ NO ☐ YES

(2) Fire Safety: If the subdivision is for residential use, a Fire Mitigation Plan is required identifying all home sites, building envelopes and access as necessary to demonstrate compliance with all applicable fire standards.

The subdivision is for residential use and a Fire Mitigation Plan has been submitted that shows all the proposed lots will be able to meet all of the applicable fire safety standards? ☐ NO ☑ YES

(3) Setbacks

Front Yard 25 feet
Side Yard 15/20 feet
Rear Yard 20 feet

Agricultural N/A

If the subdivision is for residential use, an evaluation must be done for each proposed lot which shows based on the above setbacks, on site septic requirements, on site water requirements and the fire safety requirements referenced above, future residential development will be able to be accommodated without the need for a variance.

A residential evaluation has been done and is included with the application? ☐ NO ☑ YES

4. Relation to Adjoining Street System: A subdivision shall provide for the continuation and alignment of the principal streets existing in the adjoining areas or of their proper projection when the adjoining property is not subdivided, and such streets shall be of a width not less than the minimum requirements for streets set forth in these regulations.

Does the subdivision provide for the continuation of existing principal streets? ☑ NO ☐ YES

If it does, explain how. If it does not, explain why not:

The road terminates at the eastern boundary of proposed lot 7.

5. Redevelopment Plan

Based on the current zoning, will any of the proposed lots be eligible for further division? ☐ NO ☑ YES

If yes, public road right of way may be required to be dedicated which conforms to the number of future lots and extended to the boundary of the subdivision. Lot dimensions shall not include part of existing or proposed streets.

6. Access Requirements: Each proposed lot shall be required to have access by way of a street, either private or public.

A unit of land is required to have legal access. Indicate how all of the proposed lots will have legal access.

a. Direct Access: The unit of land has frontage along a public street or road. Will all or some of the proposed parcels have direct physical access from a publicly dedicated street or road? ☐ NO ☑ YES

If yes, indicate the publicly dedicated street or road and which lots will have direct physical access from it:

Proposed lots 1-7 will have direct access to Homestead Road. Proposed lot 8 will have direct access to Emigrant Road.

Improvements at the time of subsequent development will be limited to County or ODOT road approach requirements and fire safety access requirements.

b. Private Easement Road: In resource and non-resource zones, a unit of land may have access by way of a private easement road only if the road provides access for not more than three (3) units of land, serves not more than three (3) units of land, and that the easement is a minimum 30 feet in width. The unit of land abutting the publicly dedicated street or road shall be counted among the three (3) units of land only if it uses the same road for access.

If the private easement road accesses more than three (3) units of land it must become a private road if in a resource zone and a public road if in a non-resource zone.

Will all or some of the lots have access by way of a private easement road? ☑ NO ☐ YES

If yes, indicate which lots will have access:

N/A

Improvements at the time of subsequent development will be limited to County or ODOT road approach requirements and fire safety access requirements.

The 30 foot wide access easement is indicated on the preliminary plan? ☑ NO ☐ YES

c. Private Road: **In resource zones only**, a unit of land may have access by way of a private road only if:

(1) Such private road provides access for not more than ten (10) units of land and serves not more than ten (10) units of land. The unit of land abutting the publicly dedicated street or road shall be counted among the (10) units of land only if it uses the same road for access.

(2) The primary use of the road is to provide access for resource activities. If the primary use of the private road is residential, a publicly dedicated road will be required upon the fourth (4th) unit of land using the road for access.

(3) If the existing or proposed private road will provide access to more than ten (10) units of land it will

be required to a publicly dedicated road.
Will all or some of the lots have access by way of an existing private road that will not provide access to more than ten (10) units of land used primarily for resource purposes? ☑ NO ☐ YES

If yes, indicate the existing and proposed units of land that will have access and provide a legal right of access:
N/A

The subdivision will result in the requirement of a private road dedication. I have submitted an Access Road Easement application that will be reviewed by the Wasco County Planning Commission? ☑ NO ☐ YES

The preliminary plat includes the 30 foot wide private road dedication? ☑ NO ☐ YES

d. Publicly Dedicated Road: This is required if the partition results in the access easement or private road accessing more than three (3) units of land in a non-resource zone, more than four (4) units of land in a resource zone where the primary purpose of the private road is non-resource related, or more than ten (10) units of land in a resource zone.

The partition will result in the requirement of a publicly dedicated road. I have submitted an Access Road Easement application that will be reviewed by the Wasco County Planning Commission and the Wasco County Board of County Commissioners? ☐ NO ☑ YES

The preliminary plat includes the required public road dedication? ☐ NO ☑ YES

7. Utility Lines: Easements for sewers, water mains, electrical lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least twelve (12) feet wide and centered on lot lines where possible, except for utility pole tieback easements which may be reduced to six feet in width.

Utility easements meeting these standards are located on the preliminary plan? ☐ NO ☑ YES

8. Water Courses: If a subdivision is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to major water courses may be required.

Are there any watercourses which traverse the subdivision? ☐ NO ☑ YES

If yes, is storm water easement or drainage right of way located on the preliminary plan? ☐ NO ☑ YES

9. Environmental Hazards: If a subdivision contains known hazards resulting from potential for flooding, land movement, high water tables, erosion, or similar natural phenomena, the Approving Authority may require dedication of protective easements for uses that would minimize aggravation of the environmental hazard.

Does the proposed subdivision contain any known hazards such as floodplain or geological movement? ☑ NO ☐ YES

If yes, indicate the hazard and describe any proposed dedications that would minimize aggravation of the hazard:

N/A

10. Public Open Space or Recreational Fund:

a. Parks and recreation areas shall be provided at the rate of one (1) acre of recreation area to every one hundred people.

According to the 2000 US Census the average household for Wasco County is 2.47.

Number of residentially proposed lots 8
multiplied by 2.47 = 19.76
divided by 100 = .1976

This is the number of acres that shall be provided as public open space. Describe the location of the proposed public open space dedication and its intended purpose:

A 1.35 acre park is proposed adjacent to proposed lot 8.

The public open space dedication is located on the preliminary plan? ☐ NO ☑ YES

b. Rather than dedicating public open space you may request to pay a sum equal to six and two-thirds percent (6 2/3%) of the assessed value of the land area, exclusive of streets, within the subdivision. This sum will held in a special fund for acquisition and development of parks, playgrounds, and recreational areas within the immediate area of the subdivision.

Do you request to pay this sum rather than dedicating public open space? ☑ NO ☐ YES

If yes, what is the assessed value of the land area, exclusive of streets, within the subdivision?

_____

Describe how this information was obtained:

_____

_____

_____

6 2/3% of assessed value = _____

11. Subdivision Name: The name of any subdivision shall not duplicate or be so similar as to be confused with the name of any existing subdivision or area within the County.

Research has determined the proposed subdivision name is unique? ☐ NO ☑ YES

SHADED AREA TO BE COMPLETED BY PLANNING DEPARTMENT

AUTHORITY AND CRITERIA

Review Authority: Chapter 2, Sections 2.060 (B)(3)_____

Review Criteria: Chapters 3, Sections_____

Chapter 21, Sections 21.030 and 21.200

Other_____

☐ **Legal Parcel:** Property has been determined to be a legal parcel?

☐ **Fire Safety:** A Fire Safety Self Certification Form has been submitted?

Preliminary Plan - A preliminary plan has been submitted that includes all the required information. Verify by using check boxes. ☐ NO ☐ YES

Zoning Overlays – Development Site is within the following Divisions:

1. Flood Hazard: Specify Zone:_____ ☐ NO ☐ YES
2. Geological Hazards: ☐ NO ☐ YES
4. Cultural, Historic and Archeological _____ ☐ NO ☐ YES
5. Mineral & Aggregate ☐ NO ☐ YES
7. Natural Areas _____ ☐ NO ☐ YES
8. Sensitive Wildlife Habitat _____ ☐ NO ☐ YES
12. Sensitive Bird Sites: ☐ NO ☐ YES
13. Pond Turtles Sensitive Area: ☐ NO ☐ YES

Natural Resources

Are there natural water sources on property or adjacent properties? ☐ NO ☐ YES

If yes, indicate resource type, location and required buffer.

_____

Setbacks

Existing development will not be in violation of setback standards? ☐ NO ☐ YES

Future Development

If division will allow for future development, is there an adequate site for development considering fire safety, overlays, setbacks, slopes, natural resource buffers and visibility to the National Scenic Area? ☐ NO ☐ YES

Previous Map and Tax Lot #s: _____

_____

Past Actions: If yes, list review #(s)_____ ☐ NO ☐ YES

Is property still subject to conditions from previous review? ☐ NO ☐ YES

If yes, list review # and condition(s)_____

Additional Comments: _____

_____

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FIRE SAFETY STANDARDS
SELF CERTIFICATION FORM

This checklist certifies that Applicant/Owner has reviewed, understands, and commits to maintain compliance with Wasco County Fire Safety Standards. The information contained in this form shall be recorded with the Wasco County Clerk.

Fire standards are listed in their entirety, with illustrations, in **Chapter 10** of the Wasco County Land Use & Development Ordinance (WC LUDO) and **Chapter 11** of the Wasco County National Scenic Area Land Use & Development Ordinance (NSA LUDO). Please confirm compliance by marking the appropriate box and providing written comment if necessary. If compliance with applicable standards cannot be certified by Applicant, please contact the Planning Department to request a modification to Fire Safety Standards.

File Number: _____

PROJECT DESCRIPTION: _____
8 lot subdivision

APPLICANT INFORMATION

Name: Austin Justesen
Address: 81491 Fairgrounds Road
City/State/Zip: Tygh Valley, Oregon 97063
Phone: Rep.:Tenneson Engineering
Email: BBeseda@tennesoneng.com

OWNER INFORMATION

Name: Jonnie L. and Fred A. Justesen
Address: 59720 Twin Lakes Road
City/State/Zip: Grass Valley, Oregon 97029
Phone: 541-296-9177
Email: _____

PROPERTY INFORMATION

Township/Range/Section/Tax Lot(s)	Acct #	Acres	Zoning
4S 12E 14 200	11457	45	WAM R-2

Property address (or location): East of Wamic Market Road, 0.1 mi. south of Emigrant Road in Wamic

***SITING* 10.110/11.110** – *Please show approximate areas of steep slopes and proposed building locations relative to the slopes on the site plan. Information shall be sufficient to demonstrate the following:*
NOTE: Select either B(1) or B(2).

A. You have identified site(s) for your building(s) that are not steeper than 40%.
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

B(1). If your property is located in a Resource (A-1, F-1 or F-2) or Large Lot Residential Zone please show, on the site plan, that you have identified site(s) for your building(s) that are at least 50 feet back from the top of any slopes steeper than 30%;
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

B(2). If your property is located in a Resource or Large Lot Residential Zone please show you have identified site(s) for your building(s) that are at least 30 feet back from the top of any slopes steeper than 30% on the site plan and certify that you will be implementing the structural techniques for increasing fire resistance discussed in **10.110(B)(2)/11.110(B)(2)** of the ordinance.
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

***DEFENSIBLE SPACE* 10.120/11.120** – *Please show building location(s) including a boundary for the 50 foot fire fuel break boundary on the site plan. Information shall be sufficient to demonstrate the following:*
NOTE: Select either A or B.

A. You have identified site(s) for the proposed building(s) that allow for a full 50 foot fire fuel break either on the parcel or by easement over the necessary portion of an adjoining parcel;
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

B. Your property is located in an exception area or smaller lot residential zone and building(s) are located to accommodate a 30 foot fire fuel break where a full 50 foot fire fuel break cannot be provided for.
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

***CONSTRUCTION STANDARDS* 10.130/11.130** – *Please provide the following information about construction details you will implement to increase the fire resistance of your proposed building(s):*

A(1). Fire resistant roofing will be installed to the manufacturers' specifications. Please confirm the type of roofing and that the rating of the roof material by Underwriter's Laboratory Classification system is Class A, B, or its equivalent.
☑ Ye s – Comment N/A, no buildings

A(2). Please verify that all spark arrestors will be installed to cap all chimneys and stove pipes. (The spark arrestors must meet NFPA standards)
☑ Yes – Comment N/A, no buildings

B(1). Please verify the following for all decks:

Decks will be kept clear of fire wood, flammable building material, dry leaves and needles, and other flammable chemicals.

☑ Yes – Comment N/A, no buildings

Decks less than three feet above ground will be screened with noncombustible corrosion resistant mesh screening material with openings ¼" or less in size.

☑ Yes – Comment N/A, no buildings

When required by standard **10.110(B)(2)/11.110(B)(2)** decks will be built of fire resistant material.

☑ Yes – Comment N/A, no buildings

All flammables will be removed from the area immediately surrounding the structure to be stored 20' from the structure or enclosed in a separate structure during fire season.

☑ Yes – Comment N/A, no buildings

B(2). Please confirm that all openings into and under the exterior of the building including vents and louvers, will be screened with noncombustible corrosion resistant mesh screening material with openings of ¼" or less.

☑ Yes – Comment N/A, no buildings

B(3). Please acknowledge that you will limb up all trees overhanging the building to 8' above the ground, as required by fire fuel break requirements, that vegetation will be trimmed back 10 feet away from any chimney or stove pipe, and that trees overhanging the building will be maintained free of all dead material.

☑ Yes – Comment N/A, no buildings

B(4). Please verify that the utilities will:

Be kept clear along their route if your private utility service lines are not underground

☑ Yes – Comment N/A, no buildings

Have a single point of access to the building if service is not provided underground.

☑ Yes – Comment N/A, no buildings

Include a clearly marked main power disconnect switch at the pole or off grid power source for all electrical service to new buildings and structures. This has been located on the site plan.

☑ Yes – Comment N/A, no buildings

B(5). Please confirm that a stand pipe will be provided 50 feet from the dwelling and any structure served by a plumbed water system. This has been located on the site plan.

☑ Yes – Comment N/A, no buildings

***ACCESS* 10.140/11.140** – *Please confirm that access onto and through your property meets the following standards (Note: please show route, width, and alignment of access drives on the site plan):*

A(1). New or improved driveways will be built and maintained to all weather design standards. (2-3" of ¾ minus over 6-8" of pitrun base rock OR capable of supporting 75,000 lbs GVW)
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

A(2). Minimum widths – 12' to 16', depending on number and severity of curves – will be maintained.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

B(1). Corners will meet the minimum curve radius (20' or 48') required for large vehicles.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

B(2). Average grade or slope will be 10% or less. Short sections, 100' or less, may reach 12%.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

B(3). Turnouts 40' long by 20' wide will be provided at least every 400'.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

C(1). Minimum clearance of 13' vertical and 14' horizontal will be maintained for emergency vehicles.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

C(2). Fire fuel break extending 10' both sides of driveway center line will be maintained.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

D. Driveways longer than 150' will end with a 95' diameter turnaround (or 120' hammerhead).
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

E. Bridges and culverts will support 75,000 lbs gross vehicle weight.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

F. Gates will provide minimum clearance width of 14' and will be operable by emergency responders in accordance with access standards.
☑ Yes – Comment _____

G. Legible signs will be installed to identify parking limitations, fire lanes, on site water source, electrical service shut off, and any necessary posted weight limits. Signs will be maintained in accordance with requirements.
☑ Yes – Comment _____

H. Roads leading to the property will allow emergency response at a reasonable rate of speed with little risk of damage to equipment or roads themselves;
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

OR..... The following improvements to public and private roads have been determined to be necessary:

_____

_____

All necessary improvements will be made and maintained to ensure basic access to the property.
■ Yes – Comment _____ ☐ No, See Attached Fire Safety Plan

***ON-SITE WATER* 10.150/11.150** – *On site water requirements will be met in the following way:*
NOTE: Select either A or B. Previous requirements to install NFPA sprinkler systems have been found to conflict with State Building Codes.

A. The proposed dwelling is 3,500 SF or smaller and will be located within a fire protection district.
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

B. The proposed dwelling is 3,500 SF or smaller, will be located outside a fire protection district, and will provide at least 4,000 gallons of water on site for fire protection.
■ Yes – Comment N/A, no buildings ☐ No, See Attached Fire Safety Plan

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I/we acknowledge receipt of the full **WC LUDO Chapter 10/NSA LUDO Chapter 11 – Fire Safety Standards** text and illustrations applicable to the land use or building permit request at the time of application. I/we have reviewed and certify that the standards have been reviewed and understood. I/we further certify that all responses to the above questions and improvement designs and locations shown on the site plan are true and accurate, and that all planned future compliance will be achieved within one year and maintained in perpetuity.

_____ 12-1-20
Owner Signature Date

_____ 12-1-20
Owner Signature Date

P:\Development Applications\FireSafety_Self-Certification.doc **Last Updated 3/31/2020**

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Requests:

(1) Subdivide a 44.38-acre parcel into 8 lots containing 5.01. acres, 5 acres, 5.01 acres, 5.01 acres, 5.01 acres, 5.01 acres, 5.20 acres, and 8.2 acres; and

(2) Variance to the minimum lot width for 4 proposed subdivision lots.

Applicant: Austin Justesen

Owner: Jonnie Justesen and Fred Justesen

Location: The subject property is located east of Wamic Market Road on the north side of Homestead Road in the community of Wamic, Oregon.

Zoning: The property is zoned WAM R-2, Wamic Residential Zone

CHAPTER 3 – BASIC PROVISIONS

Section 3.650 – Wamic Residential (WAM-R2) Zone

Section 3.654 - Uses Permitted Subject to Standards/Type II Review

The following uses may be permitted on a legal parcel on lands designated Wamic Residential (WAM-R2) Zone subject to Section 3.656 – Property Development Standards, Chapter 10 - Fire Safety Standards, Chapter 20 - Site Plan Review only if the request includes off-street parking, off-street loading or bicycle parking, as well as any other listed, referenced or applicable standards.

B. Partitions, Property Line Adjustments and Subdivisions subject to Chapter 21 - Land Divisions. (Added 4/12)

FINDING: The applicant has submitted a request for a Subdivision to divide a 44.38 acre parcel into 7 residential lots. Section 3.656, and Chapters 10 and 21 are addressed below. The request complies with Criterion B.

Section 3.656 - Property Development Standards

A. Property Size

FINDING: The proposed lots are 5.01, 5, 5.01, 5.01, 5.01, 5.01, 5.2, and 8.1 acres in size. Lots 3, 4, 5, and 6 do not meet the 300-foot minimum lot width; a variance request is included with this application.

3. New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum width of 300 feet with a minimum area of five (5) acres In addition, an applicant shall demonstrate that:

a. The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval.

FINDING: The proposed lots are 5.01, 5, 5.01, 5.01, 5.01, 5.01, 5.2, and 8.1 acres in size. The new lots are able to connect to Wamic Water and Sewer Authority but the owner proposes to use wells for domestic water. All proposed lots will be served by individual on-site septic disposal systems. Septic evaluations have been completed and approved, and a copy of these approvals has been submitted with the application. Proposed Lots 1, 2 and 8 contain a minimum width of 300 feet, however Lots 3-7 are less than 300 feet, therefore a request for a variance to the minimum lot width has been submitted. With approval of a variance, addressed in Chapter 6 below, the request complies with Criterion 3.

B. Setbacks

1. Front Yard: No structure other than a fence or sign shall be located closer than twenty-five (25) feet from the right-of-way of a public road except where forty (40) percent of the frontage is developed with buildings having front yards with a variation of not more than ten (10) feet in depth, the average of such depth shall establish the front yard depth of the entire frontage.

2. Side Yard: No structure other than a fence shall be located closer than fifteen (15) feet from side property lines for interior lots and twenty (20) feet from exterior side property lines for corner building sites.

3. Rear Yard: No structure other than a fence shall be located closer than twenty (20) feet from the rear yard property line.

FINDING: With the exception of a small storage shed on proposed Lot 4, the proposed lots are vacant. The building meets setback requirements, see attached drawings. The request complies with Criterion B.

CHAPTER 10 – FIRE SAFETY STANDARDS

Section 10.230 - Fire Safety Mitigation Plan

A fire safety mitigation plan is required when an applicant needs to request a modification to one or more fire safety standards listed on the self-certification check list. A fire safety mitigation plan is also required for any land division creating lots that can accommodate dwellings. A fire mitigation plan shall include the following:

A. One or more maps and accompanying narrative statement addressing the following:
1. Site description.

FINDING: With the exception of the small storage shed on proposed Lot 4, the subject parcel is vacant and undeveloped. The property lies within the community of Wamic Oregon. Slopes on the southern portion of the property sit atop a hill, with a gentle 2-5% north aspect. Slopes run downhill to the north, with slopes of approximately 30%+/- along the northern boundary. An unnamed drainage is located in the southeast portion of the property, flowing from southwest to northeast. It originates

from a stock pond on the property to the south. Vegetation on the southern portion of the parcel is generally composed of grasses and shrubs. Vegetation on the northern portion generally consists of scattered trees, grasses, and shrubs and is used for grazing. The request complies with Criterion 1.

2. *Documentation of fire protection service or proposed plan for on-site fire protection.*

FINDING: The property is serviced by Wamic Rural Fire Protection District for structural fire protection and Oregon Department of Forestry for wildfire protection. The request complies with Criterion 2.

3. *Documentation of on-site water supply where required.*

FINDING: The property will have access to water from a domestic well on each lot-until fire services arrive. The request complies with Criterion 3.

4. *Driveway construction plan including gate features, size and locations of bridges or culverts and proposed signage.*

FINDING: The owners propose the construction of a public road, to be named Homestead Road. No gates or bridges are proposed on Homestead Road; culverts will be placed as required by the Public Works Director. Signage will include a stop sign and speed limit sign and will be placed as required by the Public Works Director. The request complies with Criterion 4.

5. *Documentation of fuel break areas if land on adjoining properties is relied on to meet fuel break requirements.*

FINDING: There is a small existing building on proposed Parcel 4. Property owners can maintain a fifty-foot fuel fire break around this building and do not have to rely on adjoining properties to meet the requirements. The request complies with Criterion 5.

6. *Public or private road plans for new roads to serve proposed land divisions (including location, size, and type of bridges and culverts).*

FINDING: Proposed Parcel 8 has direct access to Emigrant Road. A new public road, Homestead Road will connect to Wamic Market Road and serve Parcels 1, 2, 3, 4, 5, 6, and 7. Road plans have been prepared for Homestead Road, these plans meet public road standards. The request complies with Criterion 6.

7. *Other information deemed necessary to allow adequate review of the request for modification.*

FINDING: All necessary information has been submitted to allow adequate review of the proposed subdivision; therefore, the request complies with Criterion 7.

B. *Statement of need*
A clear statement of why the fire safety standards cannot feasibly be met.

FINDING: The request complies with all the fire safety standards in LUDO Chapter 10. Criterion B. is not applicable to this request.

C. *Risk Assessment*
An assessment of increased risk of wildfire damage if standard is modified. Risk assessments shall consider the purpose of the standard that cannot be met, the specific proposal, and site conditions to determine what, if any, additional exposure to wild land fire risks could be created by approval of the modification to fire safety standards. The consideration shall include increased risk of the proposed structure becoming a source of ignition and risks to the proposed structure from a wild land fire ignited elsewhere and traveling through the site.

FINDING: This subdivision application does not include a request to modify any fire safety standard because it meets all standards in Chapter 10 – Fire Safety Standards. Criterion C. is not applicable to this request.

D. *Statement of Additional Action Proposed to Eliminate or Minimize Increased Risks*
A clear list of additional measures proposed by the applicant to address any increased risks identified in the risk assessment.

FINDING: This application does not include a request to modify any fire safety standard because it meets all standards in Chapter 10 – Fire Safety Standards. There is no increased risk of fire danger from the subdivision. No new structures are proposed. Criterion D. is not applicable to this request.

CHAPTER 21 – LAND DIVISIONS

Section 21.200 - Preliminary Subdivision Plan Approval

The approval of a preliminary subdivision plan is reviewed by the Planning Commission subject to the provisions of Section 2.060 (c) of this Ordinance.

A. *Application for Preliminary Subdivision Plan Approval:*

1. *An application for preliminary subdivision plan approval shall be initiated as provided in Chapter 2 of this Ordinance.*

2. *The applicant shall file with the Director a preliminary subdivision plan, together with improvement plans and other supplementary information required by subsection B of this Section to demonstrate the design and objectives of the subdivision.*

3. *The preliminary plan shall be clearly and legibly drawn. It shall show all required information to scale so that the Approving Authority may have an adequate understanding of what is proposed. Under ordinary circumstances, the scale of the drawing is to be one (1) inch equals one hundred (100) feet, or one (1) inch equals fifty (50) feet.*

FINDING: The application and preliminary plan have been submitted to Wasco County, the Approving Authority. If found to meet all the standards the County will approve it. The request complies with Criterion A.

B. Information Required in the Preliminary Subdivision Plan:

1. *The proposed name of the subdivision or major partition.*

2. *North point, scale, date of application, and basis of bearing.*

3. *Names and addresses of the subdivider, engineer, surveyor, land planner or landscape architect.*

4. *The tract description according to the real estate records of Wasco County.*

5. *The boundary lines (accurate in scale) of the tract to be subdivided.*

6. *Contour lines may be required at intervals to be determined by the Director.*

7. *The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land.*

8. *The location, width and names of all existing or plotted streets or other public ways within or adjacent to the tract, existing permanent buildings, railroad rights of way and other important features such as section lines, political subdivisions or corporation lines and school district boundaries.*

9. *Existing sewers, water mains, culverts or underground utilities and improvements within the tract or immediately adjacent thereto together with pipe sizes, grades and locations indicated.*

10. *All parcels of land intended to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purpose of conditions or limitations of such reservation, if any.*

11. *The location, names, width and approximate grades of all streets proposed or existing in the subdivision, and the approximate widths and locations of proposed easements for drainage, sewerage and public utilities.*

12. *Typical cross sections of proposed streets, showing all improvements proposed within the street right of way at such scale to clearly show the details thereof.*

13. *Approximate location of all areas subject to inundation or storm water overflow and the location, width and direction of flow of all watercourses.*

14. *Proposed lots, approximate lot dimensions, and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots.*

15. *Parks, playgrounds, recreation areas, parkways, and other open space for public use.*

16. *Locations of proposed tree plantings or other plantings. Appropriate information clearly stating the map is a tentative plan.*

17. *Proposed source of water supply, if any; estimated volume to be available, together with data regarding the location, type, and size of all storage facilities, distribution lines, fire hydrants, and gate valves.*

18. *If domestic water supply proposed by the developer includes the drilling of wells, information on the feasibility of well drilling. Such information will be provided even if the developer is not required by the Commission to drill the wells.*

19. *The proposed method of sewage disposal.*

    a. *If to be served by a community sewer system, data regarding the location, type, size, approximate grade, and capacity of all collection lines, feeder lines, trunk lines, pumping stations, storage facilities, backflow prevention devices, and gate valves. If treatment is to be accomplished by an existing municipal or public sewage facility, a statement regarding the ability of the facility to accommodate the projected increased load. If treatment is to be accomplished by a new installation or privately owned treatment facility, a statement regarding conformity to applicable regulations of the Oregon State Department of Environmental Quality.*

    b. *If to be served by a community collection and storage system, data regarding the location, type, size, approximate grade, and capacity of all lines, holding tanks, storage facilities, pumping facilities, and valves.*

    c. *If to be served by subsurface sewage disposal, a statement from an authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian regarding the approval of each lot or parcel to be sold for installation of septic tank facilities.*

20. *Information on the source of other public utilities; proposed deed restrictions, if any; and the irrigation district involved and provisions for delivering irrigation water to the lots in the subdivision.*

21. *The location of any environmental hazard; area unsuitable for building purposes; or land subject to mass movement, excessive erosion, or similar natural phenomena.*

22. *Proposed building setback lines.*

23. *Vicinity sketch showing how the proposed streets and alleys may connect with existing streets in neighboring subdivisions or undeveloped property.*

FINDING: The applicant has submitted a preliminary subdivision application, plan and supporting documentation as required by Section B. 1-23. The request complies with Criterion B.

C. Development Phasing:

1. A preliminary subdivision plan may provide for platting in as many as three (3) phases. The preliminary plan must show each phase and be accompanied by proposed time limitations for approval of the final plat for each phase.

FINDING: The proposed subdivision will be completed all in one phase. The proposal complies with Criterion 1.

2. Time limitations for the various phases must meet the following requirements:

a. Phase 1 final plat shall be approved within twelve (12) months of preliminary approval.

b. Phase 2 final plat shall be approved within twenty four (24) months of preliminary approval.

c. Phase 3 final plat shall be approved within thirty six (36) months of preliminary approval.

FINDING: The proposed subdivision will be completed in one phase; therefore Criterion 2 is not applicable to this request.

D. Criteria for Approval of Preliminary Subdivision Plan:

1. A decision on the preliminary subdivision plan application shall be made by the Approving Authority as provided in Chapter 2 of this Ordinance.

2. The preliminary subdivision plan shall be approved if the Approving Authority finds the following:

a. The information required by this Chapter has been provided;

b. The design and development standards of Section C. of this Chapter have been met; and

c. If the preliminary plan provides for development in more than one phase, the Approving Authority makes findings and conclusions that such phasing is necessary due to the nature of the development, and that the applicant will be able to comply with the proposed time limitations.

FINDING: The application and all required information has been submitted to Wasco County, the Approving Authority. If found to meet all the standards the County will approve it. The request complies with Criterion D.

E. Duration of Preliminary Subdivision Plan Approval:

1. *Approval of a preliminary subdivision plan shall be valid for twenty-four (24) months from the date of approval of the preliminary plan, provided that if the approved preliminary plan provides for phased development, the approval shall be valid for the time specified for each phase, subject to the limitations of Section 21.200 C 2 of this Ordinance.*

2. *If any time limitation is exceeded, approval of the preliminary subdivision plan, and any subsequent phases, shall be void. Any subsequent proposal by the applicant for division of the property shall require a new development request.*

FINDING: With a recommended condition of approval requiring the final partition plat to be submitted within 24 months from the date of approval, the request complies with Criterion E.

Section 21.210 - Final Subdivision Plat Approval

Approval of a final subdivision plat is reviewed by the Planning Commission and subject to the provision of Section 2.060(2) of this Ordinance.

A. Application for Final Subdivision Approval:

1. *Before expiration of the validity of the preliminary subdivision plan approval obtained pursuant to Section 21.200 of this Ordinance, the applicant shall cause an Oregon licensed land surveyor to survey the subdivision and to prepare a final plat, in conformance with the approved preliminary plan.*

FINDING: The property has been surveyed by an Oregon licensed land surveyor (Tenneson Engineering Corporation) and a final plat will be prepared before expiration of the preliminary subdivision plan approval. The proposal complies with Criterion 1.

2. *The applicant shall initiate a request for final plat approval by filing with the Director a final plat, an exact reproducible copy, other supporting documents as described in subsections B to F of this Section, and the appropriate fees as established by the County Governing Body.*

FINDING: Prior to expiration of the validity of the preliminary subdivision plan approval, the required documents and fees will be submitted by the applicant upon filing a final plat with the Director. The proposal complies with Criterion 2.

B. Final Subdivision Plat Requirements:

1. *The final plat shall be prepared in conformance with all provisions of Section 21.210.*

2. *Prior to submission for final approval, the final subdivision plat shall be signed by all persons who own land in the subdivision and the mortgagees, or by their authorized representatives or any title holder. The plat shall bear the signature and seal of the licensed land surveyor responsible for its preparation and certification that the plat has been correctly surveyed and properly monumented. All signatures must be with black ink.*

FINDING: The final subdivision plat shall be prepared in conformance with Section 21.210. The plat will be signed by all necessary persons in black ink. The request complies with Criterion B.

C. *Information Required in the Final Subdivision Plat: The following information shall be included on the final plat or in the supporting documents, and the plat shall otherwise comply with ORS 209.250:*

1. *Name of Subdivision.*

2. *North point, scale and date the plat was prepared.*

3. *Legal description of the subdivision boundaries, area of the subdivision in acres, and the location of the subdivision by one fourth section and Donation Land Claim, Township and Range.*

4. *Names and addresses of the subdivider, owner, mortgagee, if any, and the person preparing the plat.*

5. *Subdivision block and lot boundary lines and street right of way and center lines with dimensions to the nearest 1/100th of a foot, bearings or deflection angles, radii, arcs, points of curvature, chord bearings and distances, and tangent bearings. Subdivision boundaries, lot boundaries, and street bearings shall be shown to the nearest thirty (30) seconds with basis of bearings.*

6. *Names and width of the portion of streets being dedicated, the width of any existing right of way, and the width on each side of the center line. 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.*

7. *Easements denoted by fine dotted lines, clearly identified and, if already of record, their recorded reference. If an easement is not of record, a certified copy of the easement shall be provided. The width of the easement, its length and bearing, and sufficient ties to locate the easement with respect to the subdivision must be shown. If the easement is being dedicated by the map, it shall be properly referenced in the owner's declaration.*

8. *Locations and widths of drainage channels, railroad rights of way, reserve strips at the end of stubbed streets or along the edge of partial width streets on the boundary of the subdivision.*

9. *Numbering of blocks and lots, as follows:*

    a. *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 or lot numbers. In an addition to a subdivision of the same name, numbers shall be a continuation of the numbering in the original subdivision.*

b. Lot numbers beginning with the number "1" and numbered consecutively in each block.

10. *Ties to any city, county, or adjacent subdivision boundary lines.*

11. *Zoning classification of the property within the subdivision.*

12. *The course of all lines traced or established, giving the basis of bearing and the distance and course to a section corner, one sixteenth corner or Donation Land Claim corner in Township and Range.*

13. *Space for date and signature of the County officials specified in subsection K of this Section.*

14. *Any conditions specified by the Approving Authority upon granting preliminary approval.*

15. *A copy of the covenants, if any, that will be placed on the subdivision, including the volume and page(s) of recording with Wasco County.*

16. *A copy of all documents relating to establishment and maintenance of private facilities, common areas and easements, including the volume and page(s) of recording with Wasco County.*

17. *A copy of all documents relating to additional requirements or restrictions required by the County as a condition of approval.*

18. *A declaration and acknowledged by all parties having any record title interest in the land consenting to the preparation and recording of the plat.*

19. *A declaration signed and acknowledged by all parties having any record title interest in the land dedicating all land intended for public use and common improvements, including but not limited to streets, roads, parks, sewage disposal and water supply systems the donation of which was made a condition of the approval of the tentative plan.*

20. *A narrative per ORS 209.250(2).*

21. *All subdivisions outside the boundaries of an irrigation district, drainage district, water control district, or district improvement company must file a statement of water rights. If a water right is appurtenant to the lands of the subdivision, the statement of water right and a copy of the subdivision plan must be submitted to the Oregon Water Resources Department. A copy of the acknowledgment from the Water Resources Department must be submitted with the final subdivision plat.*

FINDING: The final subdivision plat shall be prepared in conformance with Section 21.210 and will contain all information stated in C. The request complies with Criterion C.

D. Survey Requirements for Final Plat:

1. *Format. The plats shall be drawn with an archival quality black permanent ink, approved by the County Surveyor, on 4 mil (minimum) thick polyester based transparent drafting film, or an equivalent, matted on both sides, eighteen inches by twenty four inches (18"x24") in size. The quality of said drafting film and any other drafting particulars will be subject to the County Surveyor's approval. No diazo process may be used.*

2. *Scale. The plat shall be drawn to a standard engineering scale sufficient to depict the subdivision of land approved by the County Surveyor.*

3. *Survey Accuracy. The survey for the plat shall be done in such a manner to achieve sufficient accuracy that measurements may be taken between monuments within one-tenth of a foot or one ten-thousandth of the distance shown on the plat, whichever is greater.*

4. *Measurements. The subdivision plat shall contain the following measurements:*

    a. *The boundary lines with distance and bearing of the exact location and width of existing or recorded streets intersecting the boundary.*

    b. *The arc, length, chord length, chord bearing, radii, central angles, of curves.*

    c. *Block indications, lot numbers and lot lines with dimensions in feet and hundredths and bearings and angles to street and alley lines.*

    d. *The area of each lot in either acres, to the nearest 1/100th of an acre, or square feet.*

    e. *All measured bearings or angles and distances separately indicated from those of record.*

    f. *All monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and all monuments set shall be separately indicated from those found.*

        Any additional information shall be typed or printed in narrative form.

5. *Monuments. The subdivision plat shall contain the location, material, and size of all monuments which have been set. A monument shall be set at each of the following locations.*

    a. *The Initial Point, which must be on the exterior boundary of the plat and must be marked with a monument meeting the specifications of ORS 92.060(1). The location of the monument shall be with reference by survey to a known corner per ORS 92.060.*

    b. *The exterior boundary including every angle point or curve point along the boundary lines. Any exceptions shall be allowed only with approval of the County Surveyor. All monuments for the exterior boundaries of a subdivision shall be set and referenced on the plat before the plat is offered for approval.*

c. All lot corners, except lot corners of a cemetery. All monuments for the interior boundaries of a subdivision shall be set and referenced on the plat before the plat is offered for approval, unless the surveyor certifies the remaining monuments will be set. If the interior monuments are not set prior to the approval of the plat:

(1) The person performing the survey work shall, by affidavit, certify that the interior monuments will be set by a date specified by him, such a date not exceeding one year from the date of submission of the plat for approval. The County Surveyor may extend the one year period and such extension shall be in writing. The County Surveyor shall submit a written copy of the extension to the Director.

(2) The subdivider shall furnish to the Wasco County Surveyor's Office a bond or cash deposit, at the option of the Wasco County Surveyor's Office in the amount equal to not more than 120 percent of the County Surveyor's estimate of the cost to perform the work for the interior monumentation.

(3) Space will be provided on the face of the plat for endorsement of the recording reference to the plat copy to be filed upon completion of such interior monumentation.

(4) Upon completion of the interior monumentation, the person performing the survey shall indicate upon a copy of the plat that monumentation has been completed.

(5) The County Surveyor shall check the interior monumentation, and, if the conditions required on the tentative plan have been complied with, he shall so certify on the plat copy and file it with the County Clerk.

(6) The County Clerk shall file the plat copy and reference the filing number on the original plat. The County Clerk shall advise the County Surveyor of such number for notation on the plat previously filed with him.

d. Flood Plain Monumentation for Subdivisions and Partitions.

For subdivisions and partitions involving land in a flood plain, the following specifications shall apply:

(1) A standard Bench Mark shall be a minimum of thirty six inches (36") in depth and eight inches (8") in diameter, constructed of concrete with a brass cap set in the center. The brass cap shall bear the name of the Bench Mark, the year set and the agency or Registered Land Surveyor's license number. The Bench Mark shall be set at least thirty inches (30") in the ground in a stable, protected area of the partition or subdivision. The elevation established shall be 3rd order or higher.

(2) The Bench Mark location shall be indicated on the face of the Plat or Final Survey Map along with its name and elevation and the name, year, and elevation of the Bench Mark upon which the elevation is based.

(3) *The level notes or a copy thereof shall be filed with the final map. Any exceptions shall be allowed only with the approval of the County Surveyor.*

(4) *Field notes and closure copies to County Surveyor:*

(a) *Copies of all lot closures, block closures and plat closures of the subdivision shall be furnished to the County Surveyor upon his request.*

(b) *If the interior monuments are not set prior to the approval of the plat, the field notes or legible copies for the original survey of the subdivision shall be furnished to the County Surveyor upon his request.*

6. *Surveyor's Certificate. The plat must include a Surveyor's Certificate, together with the seal and signature of the surveyor of record, to the effect that the surveyor has correctly surveyed and marked with proper monument the lands represented, including the initial point of the plat and its location, and accurately describing by metes or bounds, or other description as approved by the County Surveyor, the tract of land upon which the parcels are laid out.*

7. *Declaration*

a. *The plat shall include a declaration, taken before a notary public, stating that the declarant has caused the plat to be prepared in accordance with the provisions of ORS 92.*

b. *Any dedication of land to public purposes or any public or private easements created, or any other restrictions made, shall be included in the Declaration.*

c. *If the declarant is not the fee owner of the property, the fee owner and the vendor under any instrument of sale shall also execute the Declaration for the purpose of consenting to the property being partitioned.*

d. *If the plat contains any dedication or donation of land to public purposes, the holder of any mortgage or trust deed shall also execute the Declaration.*

e. *Notwithstanding the provisions of subsections a. to d., the fee owner, vendor or the mortgage or trust deed holder may record an affidavit consenting to the declaration, pursuant to ORS 92.075 (4).*

8. *Supplemental Information with Final Plat: The following data shall accompany the final plat, if requested by the Director or County Surveyor:*

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 all distances, angles, and courses shown on the final map.

(3) Ties to existing monuments, proposed monuments, adjacent subdivision, street corners, and state highway stationing.

c. A copy of any dedication requiring separate documents.

d. A Plan and Profile on Federal Aid sheets showing the following:

(1) Widths of the proposed dedication throughout the length of the proposal.

(2) Centerline alignment showing P.C. and P.T. stationing on all curves, necessary curve data and bearings of tangents.

(3) Ground line and grade line profile on the centerline of the proposed street or road.

(4) Vertical curve data showing P.I. elevations and stations, length of vertical curve and tangent grades.

(5) Proposed drainage structures, showing both size and type of structure.

(6) Earthwork distribution, i.e., volume of cuts and fills shown in appropriate haul distribution brackets.

(7) Provisions for waste or borrow areas if widened cuts or fills do not provide the desired balance of material.

(8) Toe of slope and top of cut lines showing the limits of the construction area within the dedication.

(9) Typical section of roadbed to be constructed.

(10) Sections lines, fractional section lines and/or Donation Land Claim lines tied to corner from which dedication description is prepared.

(11) Vicinity map in the upper left hand corner of the first plan sheet showing roughly the relationships of the proposed road to cities, state highways, county roads, or other well defined topographical features.

(12) The stamp and signature of the registered Professional Engineer or qualified land surveyor preparing the plans.

e. Cross Sections

(1) Shall be platted on rolls of ten inch (10"), on standard cross section paper. Computer cross section print outs may be submitted in lieu of platted cross sections.

(2) Shall show proposed widened cuts or fill if these are needed for material balance.

f. If sewer and/or water facilities are required as the condition of approval of the Final Plat, the following may be required to be submitted with the Final Plat:

(1) Plans and profiles of proposed sanitary, and storm water sewers, with grades, pipe sizes and the location of manholes indicated.

(2) Plans and profiles of the proposed water distribution system showing pipe sizes and the location of valves and fire hydrants.

(3) Specification for the construction of all proposed sewer and water lines and other utilities.

(4) Grading plans and specifications as required for areas other than streets and ways.

(5) Planting plans and specifications for street trees and other plantings in public areas.

9. County Surveyor Fees: The subdivider shall pay a subdivision review fee to the County Surveyor as provided in ORS 92.100(2) which is included in the cost at the time of application. In the event a second field and/or office check becomes necessary because of substantial discrepancies found in the first check, the County Surveyor may, at his discretion, charge a second fee or partial fee.

FINDING: The applicant's surveyor will provide a final plat containing the required information. With a recommended condition of approval requiring the final subdivision plat to contain all items in A.-D., the request complies with Criteria A.-D.

E. Agreement for Improvements

1. Before approval of the final subdivision plat, the applicant shall either install the improvements required by the preliminary plan approval and repair existing streets and other public facilities damaged in the development of the subdivision, or shall execute and file with the County Governing Body an agreement between himself and the County specifying the period within which required improvements and repairs will be completed. The agreement may provide that if work is not completed within the period specified, the County may complete the work and recover the full cost and expense thereof from the applicant.

FINDING: The applicant and owners propose to install all required improvements prior to making a request for final subdivision plat approval. A condition of approval is recommended requiring all structural improvements (water, power, road) to be installed prior to receiving approval on the final subdivision plat. With the proposed condition of approval, the request complies with Criterion E.

2. *An applicant may request an extension of time for completion of required improvements. Such request will be considered an application for administrative action. Such extension shall be approved only if changed conditions for which the applicant is not responsible have made it impossible for him to fulfill the agreement within the original time limit(s).*

FINDING: If the applicant/owners are unable to complete required improvements prior to expiration of the preliminary subdivision approval, they will request an extension of time from Wasco County. The request complies with Criterion 2.

G. *Parks, Playgrounds, or Recreational Areas: The Approving Authority may require parks, playgrounds, or recreational areas be provided in the final subdivision plan and dedicated to the County in locations and of size indicated by the Comprehensive Plan for the area in which the subdivision is located.*

FINDING: The applicant is proposing to dedicate a 1.35-acre park to be located on Emigrant Road adjacent to proposed Lot 8. The proposal complies with Criterion G.

H. *Recreational Fund: Where no parks, playgrounds or recreational areas are required by the Commission, the subdivider shall pay to the County a sum equal to six and two thirds percent (6 2/3%) of the assessed value of the land area, exclusive of streets, within the subdivision. Such sum shall be paid to the County Clerk prior to recording of the final subdivision plan and such sum shall be held by him in a special fund for acquisition and development of parks, playgrounds, and recreational areas within the immediate area of the subdivision.*

FINDING: The applicant is proposing to dedicate a park; criterion H. does not apply.

I. *Development Phasing: If the preliminary subdivision plan approval, pursuant to Section 21.200 of this ordinance, provided for phasing of development, the applicant may request final plat approval for an individual phase of the subdivision by filing with the Director a final plat and supporting documents, as provided in subsections (A) through (F) of this section, for that phase only.*

FINDING: The proposal will happen in one phase. Criterion I. does not apply.

J. *Standards for Final Subdivision Plat Approval*

1. *The Planning Commission shall grant final subdivision plat approval if they determine that the final plat and supporting documents are in substantial conformance with the approved preliminary plan, including any conditions imposed by the Approving Authority. Substantial conformance means that any differences between the preliminary and final plans are "minor amendments", as defined in Section 21.110 A 1 of this Ordinance.*

2. *The granting of final plat approval shall not be affected by a change in the zone or plan map designation of the subject property made after approval of the preliminary subdivision plan.*

FINDING: If zoning on the subject parcel changes after approval of the preliminary partition plat, the approval will stay in force and will not become null and void. The request complies with Criterion J.

3. *Approval of a final plat by the Approving Authority shall constitute an acceptance by the public of the dedication of any street shown on the plat. Acceptance of a street by approval of the final plat shall not constitute an acceptance to maintain the street. Acceptance for maintenance of any street by virtue of approval of the final plat shall be by a separate process of petitioning the County Governing Body for acceptance of road maintenance. Approval of the final plat shall not act as an acceptance by the public of any other land for public purposes.*

FINDING: The existing access road from Wamic Market Road is being vacated and the applicant proposes dedicating a new road (Homestead Road) directly to the south of proposed lots 1 through 7. The request complies with Criterion 3.

K. Filing and Recording of Final Plat

1. *After final plat approval, the applicant shall submit without delay the final plat for signatures of the following County officials:*

   a. *Planning Commission Chairman;*
   b. *County Surveyor;*
   c. *County Assessor;*
   d. *An authorized representative of the Department of Environmental Quality, State of Oregon, or the County Sanitarian;*
   e. *County Tax Collector;*
   f. *County Commissioners;*
   g. *County Clerk.*

FINDING: The final plat will be submitted to all necessary County Officials a.-g. within the required time. The request complies with Criterion 1.

2. *The final plat shall be recorded within thirty (30) days of the date that the signatures and approvals required by subsections J and K of this section were obtained.*

FINDING: Within thirty days of obtaining all necessary approvals and signatures the applicant will record the final plat as required. The request complies with Criterion 2.

CHAPTER 6 – VARIANCES

Section 6.020 - Criteria for Decision

A variance to the requirements of this Ordinance may be granted with respect to lot dimensions, setbacks, yard area, lot coverage, height of structures, vision clearance, fences and walls, and other dimensional requirements, except property size, only if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist: (Revised 1-92)

A. *Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity which result from lot size or shape, topography, or other circumstances over which the property owner since the enactment of this Ordinance has had no control.*

FINDING: The proposed subdivision includes a request for a variance to the minimum lot width. Proposed lot widths are as follows: Lot 3, 299 feet; Lot 4, 297 feet; Lot 5, 297 feet; and Lot 6, 292.5 feet. Lot 6 requests the largest deviation (2.5%) to the minimum lot width. The zoning for property in the WAM-R-2, Wamic Residential Zone, allows 2 acre lot if served by either public water or public sewer, otherwise it requires a 5 acre minimum lot size. The applicant is proposing to create lots not served by any public service, therefore all lots must have a minimum lot size of 5 acres and a minimum lot width of 300 feet. Lot widths are proposed as follows:

Lot 3, 299 feet,
Lot 4, 297 feet,
Lot 5, 297 feet; and
Lot 6, 292.5 feet

According to LUDO Chapter 3, Section 3.651 – Purpose, "The purpose of the Wamic Residential (WAM-R2) Zone is to provide for a single family residential use including mobile homes plus related compatible uses such as schools and parks…"

The proposed lots in Pine Ridge Subdivision are generally 5 acres in size because they will not be connected to public services. In order to maximum the number of lots in the proposed subdivision, and meet the minimum lot size of 5 acres, 4 of the proposed lots must have a substandard lot width. Two lots will be 1 foot below the minimum lot width, one will be 3 feet below the minimum lot width, and one will be 7.5 feet below the minimum lot width. The lot width varies based on the lot configuration. One lot contains access to the north to Emigrant Street. It is longer therefore its width is slightly less than the others. The extraordinary or exceptional circumstance that applies to this property is its size and configuration. If the minimum lot width of 300 feet must be maintained, the land cannot be developed to its maximum potential. Residential land is currently in high demand due to a statewide housing shortage, so it would be beneficial to the community that the land be developed to its maximum capability. The request complies with Criterion A.

B. *The variance is necessary for the preservation of a property right of the applicant which is the same as that enjoyed by other property owners in the same zoning district in the area.*

FINDING: The Wamic Residential Zone allows the creation of 2 acre/5 acre lots for residential use. If the requested variance to the minimum lot width is not granted, the owner will not be able to maximize the use of the land for residential purposes even though all lots meet the minimum lot size. Other owners of land in this zone and vicinity are able to create lots of 2 and

5 acres. If the variance to the minimum lot width is not approved, the applicant will be denied a property right that is the same as that enjoyed by other property owners in the WAM R-2 Zone. The request complies with criterion B.

C. *The variance would conform with the purposes of this Ordinance and would not be materially detrimental to property in the same zone or vicinity in which the property is located, or otherwise conflict or reasonably be expected to conflict with the Comprehensive Plan.*

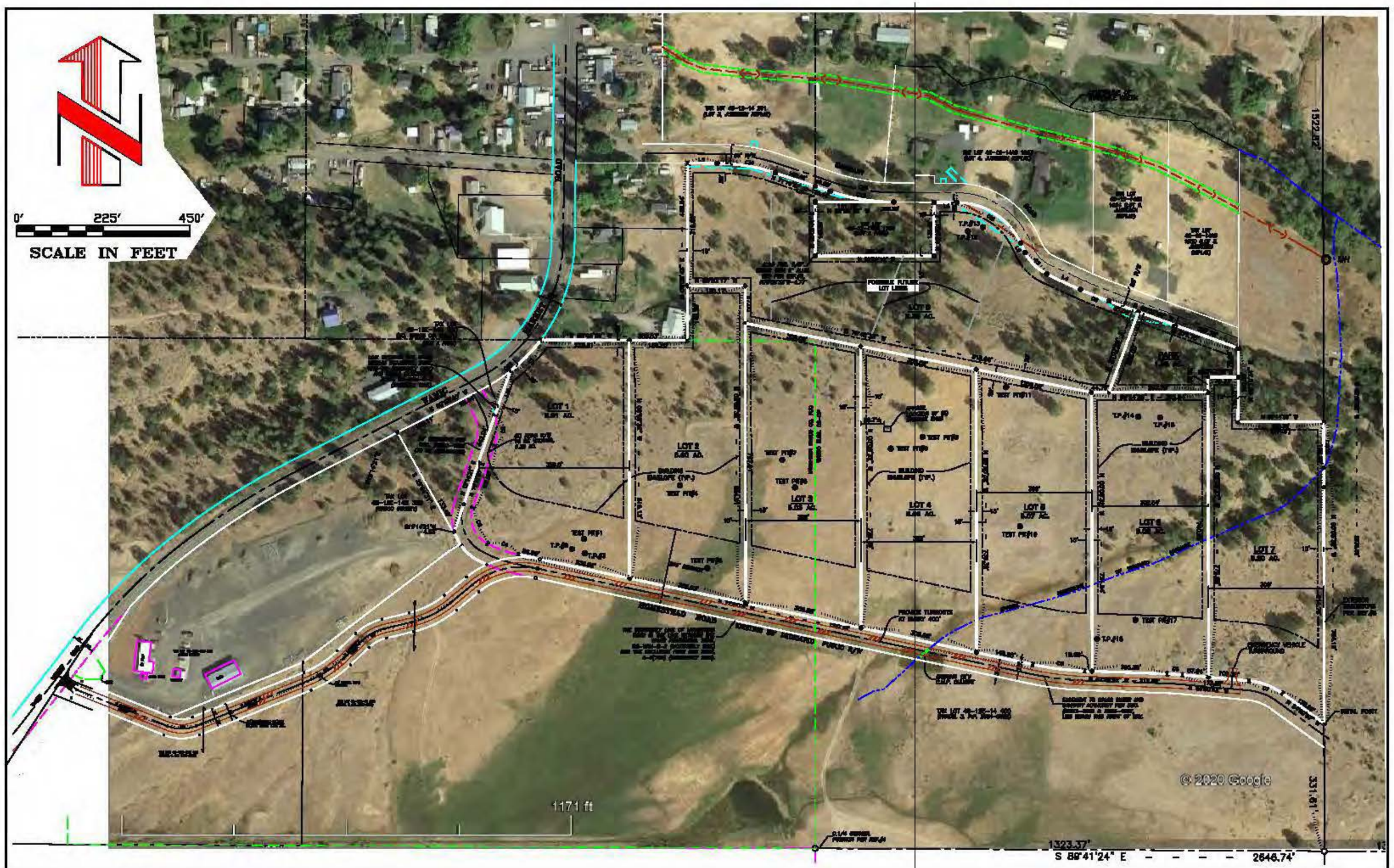
FINDING: The subject parcel is zoned WAM R-2, Wamic Residential, and its purpose is to allow residential development for stick-built dwellings and manufactured homes and associated uses such as parks and schools. The request is for a subdivision to create 8 residential lots and a 1.35-acre park for recreational use. The variance to the minimum lot width would not be materially detrimental to property in the same zone/vicinity because development on all new lots will meet adopted property development standards, including setback requirements from property lines. As long as setback requirements are maintained for any future development, the lot width will not be materially detrimental to properties in the WAM R-2 Zone or the vicinity. The request complies with Criterion C.

D. *The variance requested is the minimum variance which would alleviate the difficulty.*

FINDING: The lots in question are one foot, three feet and 7.5 feet short of the required lot width. As proposed, the variance to the minimum lot width is the minimum variance which will allow each lot to meet the minimum lot size. The request complies with Criterion D.

E. *The variance is not the result of a self-created hardship.*

FINDING: The need for a variance is based on the parcel shape. The parcel width (east-west measurement) lacks 14.5 feet in order for all lots to be 300 feet in width. To develop the land to its best and highest use (residential), lots must be created so that they have a deep depth and slightly narrower width, with a 5-acre minimum lot size. The specific width of the parcel is the reason for this variance request and is not the result of a self-created hardship from any action of the applicant or owner.

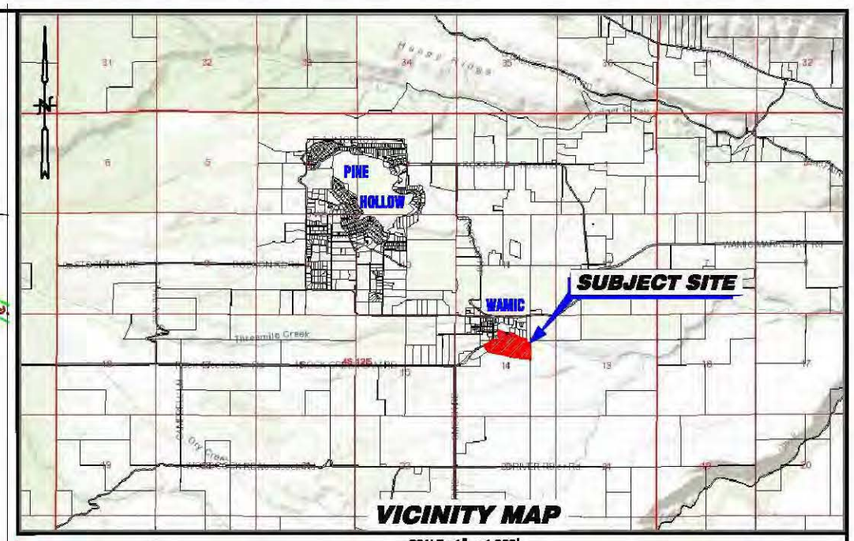

0'
225'
450'
SCALE IN FEET
1171 ft
1323.37'
S 89°41'24" E
2648.74'
331.61'
1322.82'
© 2020 Google

PRELIMINARY PLAT OF

PINE RIDGE SUBDIVISION

TAX LOT 4S-12-14 200 (ACCT. #11457) AND 04S-12-14B 200
A REPLAT OF LOT 7, JUSTESEN REPLAT AND IN THE
NORTH 1/2 OF SECTION 14, TOWNSHIP 4 S., RANGE 12 E., W.M.,
WASCO COUNTY, OREGON
DECEMBER 8, 2020

SCALE IN FEET 0' 50' 100' 200'



SCALE: 1"= 4,000'

UTILITIES:

POWER:
WASCO ELECTRIC COOP.
P.O. BOX 1700
105 E. 4TH. STREET,
THE DALLES, OR. 97058
PH. 541-296-2740
CONTACT: KASEY McCLEAREY

NORTHERN WASCO CO. P.U.D.
2345 RIVER ROAD,
THE DALLES, OR. 97058.
PH. 541-298-3312
CONTACT: ED ORTEGA, PE

TELEPHONE:
CENTURY LINK
902 WASCO STREET,
HOOD RIVER, OR. 97031
PH. 541-387-9263
CONTACT: ARTIS PRATT

WATER:
WAMIC WATER AND
SEWER AUTHORITY

SEWER:
NORTH CENTRAL PUBLIC
HEALTH DISTRICT
419 EAST 7TH. STREET
THE DALLES, OREGON 97058
PH. 541-506-2603
CONTACT: JESSIE ELIAS

ENGINEER/SURVEYOR:
TENNESON ENGINEERING CORP.
3775 CRATES WAY
THE DALLES, OREGON 97058
PH. 541-296-9177
FAX 541-296-6657
CONTACT: BEN BESEDA,
PROJECT MANAGER

BUILDING OFFICIAL:
STATE OF OREGON BUILDING CODES
2705 E. SECOND STREET
THE DALLES, OREGON 97058
PH. (541) 506-2650
CONTACT: REX TURNER

PLANNING JURISDICTION:
WASCO COUNTY PLANNING AND
DEVELOPMENT
2705 EAST 2ND. STREET
THE DALLES, OREGON 97058
PH. 541-506-2560
CONTACT: ANGIE BREWER, DIRECTOR

FIRE PROTECTION:
WAMIC RURAL FIRE PROTECTION
DISTRICT
11 SO. COUNTY ROAD
WAMIC, OR. 97063
PH. 541-544-2338
CONTACT:

OWNERS:
JONNIE L. JUSTESEN
FRED A. JUSTESEN
59720 TWIN LAKES ROAD
GRASS VALLEY, OR. 97029

REGISTERED PROFESSIONAL LAND SURVEYOR
FOR REVIEW ONLY
OREGON
JANUARY 21, 1997
BRADLEY R. HUFFMON
2786
EXPIRES: 06/30/2021

LEGEND:

- ◆ SET 5/8"ø X 30" REBAR WITH YELLOW PLASTIC CAP, INSCRIBED "HUFFMON PLS 2786"
- ● FOUND 5/8"ø REBAR WITH YELLOW PLASTIC CAP, INSCRIBED "HUFFMON PLS 2786" PER REF.#6
- ● FOUND 5/8"ø REBAR WITH YELLOW PLASTIC CAP, INSCRIBED "HUFFMON PLS 2786" PER REF.#1 UNLESS NOTED OTHERWISE
- ○ CALCULATED CORNERS, NOT SET.

REF.# SURVEY REFERENCE NUMBER
FND. FOUND
CALC. CALCULATED
MON. MONUMENT
C.S.# COUNTY SURVEY NUMBER
R.R. RAILROAD
R/W RIGHT OF WAY
DOC. DOCUMENT
ALUM. ALUMINUM
APPROX. APPROXIMATE
P.P. PARTITION PLAT
L.C. LAND CORNER
C.M.P. CORRUGATED METAL PIPE

NOTES:

1) BEARINGS BASED ON SURVEY REFERENCE No. 1 BETWEEN MONUMENTS FOUND ON THE NORTH LINE OF THE NORTHWEST 1/4 OF SECTION 14.

2) DOMESTIC WATER PROVIDED BY PRIVATE WELLS. SEWAGE DISPOSAL BY PRIVATE ON-SITE DISPOSAL SYSTEMS.

3) ZONING: RC-WAM-R-2
COMPREHENSIVE DESIGNATION: WAMIC RESIDENTIAL ZONE.

Date	No.	Revisions	By	App.

PRELIMINARY
PINE RIDGE SUBDIVISION
TAX LOT 04S-12E-14 200 (ACCT. #11457)
A REPLAT OF LOT 7, JUSTESEN REPLAT
IN THE N.1/2, SECTION 14, TWP.4 S. RANGE 12 E. W.M.
WASCO COUNTY, OREGON

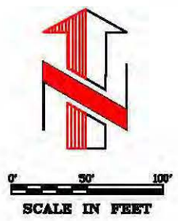
Survey	T.E.C.	Drawn	S.D.H.
Design	D.G.E.	Checked	
Dwg. No.	15420.Sub.OP3	Approved	
Date	12/08/2020	Scale	1"= 100'
Work Order No.	15420	Sheet	1 of 2

TENNESON ENGINEERING CORP.
CONSULTING ENGINEERS
3775 CRATES WAY
THE DALLES, OREGON 97058
PH. 541-296-9177 FAX 541-296-6657

PRELIMINARY PLAT OF

PINE RIDGE SUBDIVISION

TAX LOT 4S-12-14 200 (ACCT. #11457) AND 04S-12-14B 200
A REPLAT OF LOT 7, JUSTESEN REPLAT AND IN THE
NORTH 1/2 OF SECTION 14, TOWNSHIP 4 S., RANGE 12 E., W.M.,
WASCO COUNTY, OREGON
DECEMBER 8, 2020



L E G E N D :

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- ● FOUND 5/8"ø REBAR WITH YELLOW PLASTIC CAP, INSCRIBED "HUFFMON PLS 2786" PER REF.#5
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- o CALCULATED CORNERS, NOT SET.
- REF.# SURVEY REFERENCE NUMBER
- FND. FOUND
- CALC. CALCULATED
- MON. MONUMENT
- C.S.# COUNTY SURVEY NUMBER
- R.R. RAILROAD
- R/W RIGHT OF WAY
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- ALUM. ALUMINUM
- APPROX. APPROXIMATE
- P.P. PARTITION PLAT
- L.C. LAND CORNER
- C.M.P. CORRUGATED METAL PIPE

LINE	BEARING	DISTANCE
L1	N 69°56'40" W	357.78'
L4	N 65°25'07" W	98.47'
L5	N 25°19'31" W	27.21'
L6	N 89°41'10" W	58.38'
L7	N 00°00'44" E	40.50'
L8	N 71°19'27" W	150.44'
L9	N 89°53'22" W	76.59'
L10	S 19°14'21" W	121.79'

CURVE	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING	CHORD LENGTH
C1	14°53'37"	439.25'	114.18'	57.41'	N 44°20'00" E	113.86
C2	36°52'12"	125.00'	80.44'	41.67'	N 00°48'16" E	79.06'
C3	82°03'37"	77.80'	111.14'	67.53'	S 21°53'39" E	101.88'
C4	15°00'35"	325.00'	85.14'	42.82'	S 70°25'45" E	84.90'
C5	10°03'00"	775.00'	135.94'	68.14'	S 82°57'32" E	135.76
C6	03°06'19"	725.00'	39.72'	19.86'	N 86°24'53" W	39.71'
C7	30°50'36"	175.00'	94.21'	48.27'	N 69°25'25" W	93.07'
C8	04°31'33"	1015.00'	80.18'	40.11'	S 67°40'54" E	80.16'
C9	40°05'36"	115.00'	80.47'	41.96'	S 45°22'19" E	78.84'
C10	64°21'36"	185.00'	207.81'	116.41'	N 57°30'20" W	197.06'
C11	01°20'57"	525.00'	12.36'	6.18'	S 89°00'41" E	12.36'
C12	18°21'42"	475.00'	152.22'	76.77'	S 80°30'18" E	151.57'
C13	17°00'45"	525.00'	155.89'	78.52'	S 79°49'50" E	155.31'
C14	18°33'55"	475.00'	153.91'	77.64'	N 80°36'25" W	153.24'
C15	43°45'57"	100.00'	76.39'	40.16'	N 89°59'17" E	74.54'
C16	21°32'10"	300.00'	112.76'	57.05'	N 57°20'14" E	112.10'
C17	30°07'55"	125.00'	65.74'	33.65'	N 61°36'06" E	64.98'
C18	26°16'31"	250.00'	114.65'	58.35'	N 63°33'48" E	113.65'
C19	51°36'25"	200.00'	180.26'	96.77'	N 78°14'45" E	174.22'
C20	28°00'28"	439.25'	199.39'	101.44'	S 49°53'25" W	197.68'

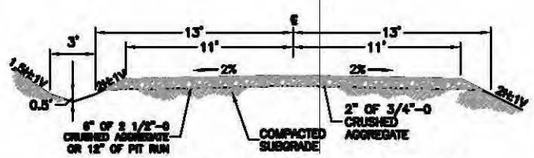
R E F E R E N C E S :

1) PROPERTY LINE ADJUSTMENT AND PARTITION PLAT 2004-0008 FOR JON AND FRED JUSTESEN BY TENNESON ENGINEERING CORP. W.O. #10353, RECORDED APRIL 7, 2004 DOC. #2004-1881 (SLIDE A-108A) C.S. #13-037

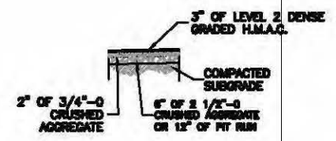
2) CEMETERY SURVEY BY C. DENNIS KRAMER, PLS 856 JULY, 1993 C.S. #8-111

3) WAMIC-TYGH VALLEY SECTION WAMIC MARKET ROAD BY OREGON STATE HWY. DEPT. AUGUST, 1949 C.S. #G-9-3

4) JUSTESEN REPLAT MP 2010-0002 FOR JON AND FRED JUSTESEN BY TENNESON ENGINEERING CORP. W.O. #12841, RECORDED FEBRUARY 8, 2010 DOC. #2010-000551 (SLIDE D-86A) C.S. #16-090



TYPICAL CROSS SECTION
SCALE: NONE



PAVED APPROACH SECTION
SCALE: NONE

N O T E S :

1) BEARINGS BASED ON SURVEY REFERENCE No. 1 BETWEEN MONUMENTS FOUND ON THE NORTH LINE OF THE NORTHWEST 1/4 OF SECTION 14.

2) DOMESTIC WATER PROVIDED BY PRIVATE WELLS. SEWAGE DISPOSAL BY PRIVATE ON-SITE DISPOSAL SYSTEMS.

3) ZONING: RC-WAM-R-2
COMPREHENSIVE DESIGNATION: WAMIC RESIDENTIAL ZONE.

OWNERS:
JONNIE L. JUSTESEN
FRED A. JUSTESEN
59720 TWIN LAKES ROAD
GRASS VALLEY, OR. 97029

REGISTERED PROFESSIONAL LAND SURVEYOR
FOR REVIEW ONLY
OREGON
JANUARY 21, 1997
BRADLEY R. HUFFMON
2786
EXPIRES: 06/30/2021

Date	No.	Revisions	By	App.

PRELIMINARY
PINE RIDGE SUBDIVISION
TAX LOT 04S-12E-14 200 (ACCT. #11457)
A REPLAT OF LOT 7, JUSTESEN REPLAT
IN THE N.1/2, SECTION 14, TWP.4 S. RANGE 12 E. W.M.
WASCO COUNTY, OREGON

Survey T.E.C.	Drawn S.D.H.
Design B.R.H.	Checked
Dwg. No. 15420.Sub.Dwg	Approved
Date 12/08/2020	Scale 1"= 50'
Work Order No. 15420	Sheet 2 of 2

TENNESON ENGINEERING CORP.
CONSULTING ENGINEERS
3775 CRATES WAY
THE DALLES, OREGON 97058
PH. 541-296-9177 FAX 541-296-6859

There are no adjoining subdivisions. Properties and owners adjacent to the subject parcel include:

4S 12E 14B 200: South Wasco County School District #1, P.O. Box 346, Maupin, OR 97037

4S 12E 14B 300: Wasco County, 511 Washington Street, The Dalles, OR 97063

4S 12E 14 201: Jeffrey & Jessica Burgener, 80382 Wamic Market Road, Wamic, OR 97063

4S 12E 14BA 600: George & Sharmalee Peil, 80228 Emigrant Street, Wamic, OR 97063

4S 12E 14BA 700: Daniel P. Gragg, 56953 , Wamic Market Road, Wamic, OR 97063

4S 12E 0 2000: Larry W. Magill and Magill Homestead Ranch, LLC, 80419 Wamic Market Road, Wamic, OR 97063

After recording return to:

Bradley V. Timmons
DICK & DICK, LLP
601 Washington Street
The Dalles, OR 97058

True and actual consideration:

None. However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration.

Until a change is requested all tax statements shall be sent to:

Jonnie L. Justesen amd Fred A. Justesen
59720 Twin Lakes Road
Grass Valley, OR 97029

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That **JONNIE L. JUSTESEN**, hereinafter called the grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto **FRED A. JUSTESEN**, hereinafter called grantee, and unto grantee's heirs, successors and assigns, **an undivided one-half interest** of that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of **Wasco** and State of Oregon, described as follows, to wit:

The following described real property situated in Section 14, Township 4 South, Range 12 East of the Willamette Meridian in the County of Wasco and State of Oregon.

Tract 1: Beginning at the Southeast corner of the Northeast quarter of the Northwest quarter, thence North 45 rods, thence West 24 rods, thence South 15 rods, thence East 4 rods, thence South 30 rods, thence East 20 rods to the place of beginning.

Tract 2: The Southeast quarter of the Northwest quarter, EXCEPTING THEREFROM the following: Beginning at a point 80 rods East and 68 1/3 rods South of the Northwest corner of Section 14, thence South 48 rods, thence East 356 ½ feet, thence in a Northeasterly direction down the center of county road about 49 rods, thence West 100 feet, thence North 100 feet, thence West 164 feet, thence South 3 ½ rods, thence West 24 rods to the place of beginning.

20021204

Tract 3: The Southwest quarter of the Northeast quarter, EXCEPTING THEREFROM the following: Beginning at the Northeast corner of said Southwest quarter of the Northeast quarter and thence South 12.3 rods, thence West 13 rods, thence North 12.3 rods, thence East 13 rods to the place of beginning.

Tract 4: Beginning at the Southwest corner of the Northwest quarter of the Northeast quarter, thence East 19 rods, thence North 14 rods, thence West 19 rods, thence South 14 rods to the place of beginning.

Tract 5: The West half of the Southeast quarter.

SUBJECT TO:

1. Rights of the public and of governmental bodies in and to that portion of the premises herein described lying below the (low/high) water mark of Three Mile Creek, if any.

2. Any adverse claim based upon the assertion that some portion of said land has been removed from or brought within the boundaries thereof by an avulsive movement of Three Mile Creek or has been formed by the process of accretion or reliction or has been created by artificial means or has accreted to such portion so created.

3. An Easement created by instrument, subject to the terms and provisions thereof: (3)

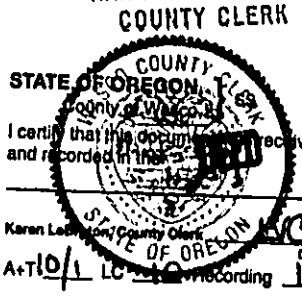
20021204

Microfilm No. 20021204

FILED WASCO CTY
THE DALLES OR.

JAN 5 10 29 AM '02

KAREN R. LEBRETON
COUNTY CLERK



STATE OF OREGON, County of Wasco, ss.
I certify that the document was received and recorded in the records.
Karen LeBreton, County Clerk
A+T 10/1 LC Recording 15
Deputy

20021204 (3)

Recorded:	November 17, 1936
Book/Page #:	Book 87 of Deeds, page 216 (Records of Wasco County, Oregon)
In Favor of:	Pacific Power & Light Company, a corporation, its successors and/or assigns

4. An Easement created by instrument, subject to the terms and provisions thereof:

Recorded:	April 15, 1948
Book/Page #:	Book 113 of Deeds, page 217 (Records of Wasco County, Oregon)
In Favor of:	Pacific Power & Light Company, a corporation, its successors and/or assigns

5. Exceptions and Reservations contained in deed whereby the Grantor excepts and reserves unto him/her self, 51% of all mineral rights together with the terms and conditions thereof:

Executed by:	Edwin Louis Gustafson and Alice Anne Gustafson, Co-Trustees
Recorded:	August 24, 1979
Microfilm #:	792850 (Records of Wasco County, Oregon)

6. An Easement created by instrument, subject to the terms and provisions thereof:

Recorded:	August 24, 1979
Microfilm #:	792850 (Records of Wasco County, Oregon)

7. An Agreement, and the terms and provisions thereof:

Between:	Edwin Louis Gustafson, et al
Dated:	August 31, 1992
Recorded:	November 2, 1992
Microfilm #:	924025 (Records of Wasco County, Oregon)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is **None. However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration.**

IN WITNESS WHEREOF, the grantor has executed this instrument this 4TH day of MARCH, 2002.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Jonnie L. Justesen

STATE OF OREGON)
) ss.
County of Wasco)

MARCH 4, 2002.

Personally appeared the above named **Jonnie L. Justesen**, and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me:

OFFICIAL SEAL
NANCY R THEISS
NOTARY PUBLIC - OREGON
COMMISSION NO. 348106
MY COMMISSION EXPIRES OCT. 5, 2005

Notary Public for Oregon
My commission expires: 10-5-05

DISCUSSION ITEM

Finance Report

DIRECTOR'S REPORT

JUNE FINANCIALS

JUNE RECONCILIATION

Wasco County Financial Report – June 2021

This report is for the 12th month of the fiscal year – FY21. The statements are not audited and for Management's use. As this is the 12th month of the new fiscal period, the straight-line assumption of budget use is 100.0%. It is expected there will be additional changes as the year is closed out.

Discussion of Revenues

General Fund

- Property tax revenues are $10,223,685 and are $204,777 more than last fiscal year at this point for a 2.0% increase. The total execution is 99.0% as opposed to the 100.5% from last fiscal year.
    - Does not appear COVID is having a significant impact on property tax collections at this point in time
    - Current Year Property Taxes are up $387,916. This is a 4.0% increase of year over year.
    - There will be additional funds accrued to the Prior Year Taxes for receipts in July and August. This will push the total over the 100% budget execution.
- Licenses, fees & permits are up $12,895. This is an execution rate of 131.2% versus last fiscal year of 124.4%.
- Intergovernmental revenue – non-single audit is $28,892 less than last fiscal year primarily due to timing. The funds should be made up with accruals in most of the accounts.
- Intergovernmental revenue – single audit is up $1,869.682 and executing at 58,474%. Seems rather dramatic but this is where the unbudgeted COVID funding is recorded as noted since the September report.
- Investment earnings are severely down - $190,565 compared to last FY. This is due to extremely low interest rates for the LGIP and the low potential yield rates for securities investments.
    - Investments are down to only one security while the remainder is invested with the LGIP.
- Assessment & Taxation as a department is up $3K primarily due to plat fees.
- The County Clerk is executing at 155.5% primarily due to License, fees & permits executing at 136.7% and Elections receiving $15,265 not included in the budget for reimbursements
    - Recording fees continues to be the driving force driven by low rates and deed conveyances ($49,581 more than last fiscal year).
- Sheriff's Office is executing at 87.6% versus 69.7% last fiscal year for a gain of $71,914.
    - The majority of the increase is due to Marine Services - $56,972 of the increase
- Administrative Services is at 180.4% overall primarily due to Employee & Administrative Services receiving Miscellaneous Fees for $172,536 when only $100 was budgeted. The funds received are for reimbursement from NCPHD for isolation housing related directly to COVID.
    - This is in addition to Information Services executing at 150.7% due to Recording Fees at 179.3% of budget ($115,222 total) and charges for services are fully paid for several outside government entities

- The DA's office is executing at 67.0% versus 121.8% last year at this time. This is a $60,974 decrease in revenue compared to last fiscal year.
    - The gap is closing – this is primarily due to staffing and the grant position becoming vacant. The new staff member has been coming up to speed and this is closing the gap.
    - There should be an additional accrual based on the grant funding and timing.
- Planning is executing at 109.8%, is $10,695 more than last fiscal year.
- Youth Services and Youth Think (Prevention Division) are executing at a combined 119.2%. This is more than the 101.2.7% last fiscal year and is a combined increase of $40,657 year over year.
    - Youth Think is up $50,711 while Youth Services is down $10,161
    - There will be an additional accrual to Youth Think for about $78K.

Public Works

- Interest is down significantly 50.0% – just to restate interest rates have significantly decreased as discussed under the General Fund
    - Decrease for Public Works of $45,498 year over year
- Motor vehicle funds are down $14,606 from last year
    - There will be an additional accrual to increase the total as only 11 months are included currently
- Charges for services is down $92,519
    - Petroleum products sold – this was $35K of the difference
    - Contract work for other governments is down $55K – whether this is timing or not will show in future periods but should still be watched – same since November.

Building Codes – General

- Permits are down $75K compared to last FY with an execution of 45.1%
    - Structural permits are down by $58K – this is the most concerning statistic although it is slowing improving from prior months.
- The Construction Excise Tax had a year over year decrease of $55K – this is a flow through so will be offset by a decreased expense

Building Codes – Electrical

- Permits are down $6,093 compared to last FY with an execution rate of 65.4%
- The investment earnings actually put the fund at an increase of $5,391 in the year to year comparison.
    - There was no fund balance in the prior fiscal year, now there is and the interest – though very low – has been helpful
    - This has fixed the timing on grant receipts from last month

Museum

- Revenues are 107.4% executed due to The Dalles funding and additional $12,500 due to COVID (to be matched next fiscal year by the County) and a large donation of over $12,000.
- The Cruise ships started coming back to town and revenues are starting to grow again.

All Other Funds

- All funds are making progress compared to last fiscal year, the Fair and Park funds will continue to fall behind due to COVID and other emergency situations in the County.
    - Camping has started back up at the Park & Fairgrounds – not to the prior levels yet but it is growing
    - Fire camp at the Fairgrounds It will be moved helped the revenues
    - The Fair is on for 2021 and the Fair Board is optimistic about attendance based on the experience of other events

Discussion of Expenses

General Fund

- The Clerk's Office exceed the appropriation due to $17,798 that should be in the Capital Acquisition Fund instead. This will be moved.
- All Departments are within the straight-line budget expectations.
- Transfers are executing as planned

Public Works

- Personnel is under the budget expectations – executing at 90.0%
- M&S execution is 83.6% compared to last year at 88.6%
- Overall execution is 90.4% compared to 94.1% from last FY
    - The year to year comparison is $683K less as of the end of June.
        - Last Fiscal year included a transfer of $1M to the Road Reserve, there is no comparable transfer in FY21
        - There may be additional accruals

Building Codes – General

- Total expense is $590K – which is a $281K decrease over last FY
    - Total revenue was $621K, this means the fund balance is increasing at this point by $31K
    - This is inflated due to the Building Official leaving as of the end of August

Building Codes – Electrical

- Total expense is $195K – a decrease of $29K from last FY
    - Total revenue was $94K making total loss $101K to date
    - The loss would have been more, but the Building Official left as of the end of August

All other Funds

- Nothing is out of the budget expectations or that has not been discussed in prior reports

Summary

- Personnel Costs are executing at 91.0%
    - This includes the budgeted funding of an additional PERS Side Account
- Materials & Services overall are executing at 59.5% versus 55.5% last fiscal year at this time
    - Sheriff's Office has M&S executing at 139.5% due to a large unplanned payout in contracted services; this is being made up for in savings in other categories
    - County Clerk - Elections has M&S executing at 162.2% due to purchases in Noncapital Equipment & Supplies; this is in the wrong account and will be moved
    - No other points not already noted stand out
- Capital only has $1,068K in spending or 8.5% budget execution
    - Public Works has spent $543K on a road equipment
    - $238K was spend on vehicles for departments
- Investments are executing at 58.8% - the overall interest is down $484K year over year.
    - As discussed earlier, interest rates are down. LGIP is at 0.6%

Reconciliations

Reconciliations for June are complete and attached. The reconciliations have not been reviewed by the County Administrator or Treasurer yet but will be as time allows.

Wasco County Monthly Report
General Fund Revenue - June 2021 - 1st Review

Filters	
Fd	101
Cat	(Multiple Items)

	Data						
Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Revenue							
GENERAL FUND							
NON-DEPARTMENTAL RESOURCES-R							
GENERAL FUND RESOURCES-R							
PROPERTY TAXES-R							
CURRENT TAXES	10,001,863	10,026,523	9,638,607	100.2%	99.7%	4.0%	387,916.44
PRIOR YEARS TAXES	280,000	106,997	356,366	38.2%	127.3%	-70.0%	(249,369.64)
PILT	50,000	90,165	23,934	180.3%	79.8%	276.7%	66,230.54
PROPERTY TAXES-R Total	10,331,863	10,223,685	10,018,908	99.0%	100.5%	2.0%	204,777.34
LICENSES FEES & PERMITS-R	1,449,565	1,641,171	1,628,276	113.2%	127.4%	0.8%	12,894.99
INTERGOV'T REV - NON SINGLE AUDIT-R	906,715	859,082	887,975	94.7%	108.8%	-3.3%	(28,892.66)
INTERGOV'T REV - SINGLE AUDIT-R	3,200	1,871,192	1,511	58474.8%	47.2%	123765.1%	1,869,681.75
INVESTMENT EARNINGS-R	225,200	77,139	267,704	34.3%	135.2%	-71.2%	(190,565.14)
RENTS-R	11,922	11,970	11,922	100.4%	100.6%	0.4%	47.37
MISCELLANEOUS-R	257,834	342,429	668,621	132.8%	451.7%	-48.8%	(326,191.74)
TRANSFERS IN-R	562,426	400,000	757,659	71.1%	62.3%	-47.2%	(357,659.15)
GENERAL FUND RESOURCES-R Total	13,748,725	15,426,669	14,242,576	112.2%	104.4%	8.3%	1,184,092.76
NON-DEPARTMENTAL RESOURCES-R Total	13,748,725	15,426,669	14,242,576	112.2%	104.4%	8.3%	1,184,092.76
ASSESSMENT & TAXATION-R	30,550	47,478	44,651	155.4%	156.7%	6.3%	2,826.28
COUNTY CLERK-R							
COUNTY CLERK-R	168,220	230,023	171,313	136.7%	125.8%	34.3%	58,710.60
ELECTIONS-R	30,170	78,465	3,406	260.1%	18.6%	2203.7%	75,059.19
COUNTY CLERK-R Total	198,390	308,489	174,719	155.5%	113.1%	76.6%	133,769.79
SHERIFF-R							
EMERGENCY MANAGEMENT-R	60,656	61,632	61,006	101.6%	103.5%	1.0%	625.75
MARINE PATROL-R	56,142	62,577	5,604	111.5%	10.7%	1016.6%	56,972.63

Wasco County Monthly Report
General Fund Revenue - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
LAW ENFORCEMENT-R	223,632	174,111	159,795	77.9%	75.0%	9.0%	14,315.14
SHERIFF-R Total	340,430	298,319	226,406	87.6%	69.7%	31.8%	71,913.52
ADMINISTRATIVE SERVICES-R							
INFORMATION TECHNOLOGY-R	99,250	149,609	120,736	150.7%	121.6%	23.9%	28,873.00
EMPLOYEE & ADMINISTRATIVE SERVICES-R	1,150	172,673	10,096	15015.1%	877.9%	1610.3%	162,576.92
FACILITIES-R	209,201	236,233	242,610	112.9%	109.0%	-2.6%	(6,376.89)
ADMINISTRATIVE SERVICES-R Total	309,601	558,515	373,442	180.4%	115.6%	49.6%	185,073.03
ADMINISTRATION-R	973,110	744,344	742,442	76.5%	76.3%	0.3%	1,901.86
DISTRICT ATTORNEY-R	311,728	208,849	269,823	67.0%	121.8%	-22.6%	(60,974.65)
PLANNING-R	168,100	184,494	173,799	109.8%	104.3%	6.2%	10,695.27
PUBLIC WORKS-R							
SURVEYOR-R	18,675	24,640	23,380	131.9%	144.3%	5.4%	1,260.00
WATERMASTER-R	1,865	1,865	1,865	100.0%	100.0%	0.0%	-
PUBLIC WORKS-R Total	20,540	26,505	25,245	129.0%	139.7%	5.0%	1,260.00
PREVENTION DIVISION-R							
YOUTH SERVICES-R	58,225	46,201	56,255	79.3%	64.6%	-17.9%	(10,053.77)
YOUTHTHINK SERVICES-R	159,000	212,633	161,921	133.7%	126.0%	31.3%	50,711.24
PREVENTION DIVISION-R Total	217,225	258,834	218,176	119.2%	101.2%	18.6%	40,657.47
GENERAL FUND Total	**16,318,399**	**18,062,494**	**16,491,279**	**110.7%**	**102.6%**	**9.5%**	**1,571,215.33**
Revenue Total	**16,318,399**	**18,062,494**	**16,491,279**	**110.7%**	**102.6%**	**9.5%**	**1,571,215.33**

Wasco County Monthly Report
General Fund Expense - June 2021 - 1st Review

Filters	
Fd	101
Cat	(Multiple Items)

	Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Expense							
GENERAL FUND							
ASSESSMENT & TAXATION-E	875,646	688,782	803,251	78.7%	89.7%	-14.3%	(114,468.37)
COUNTY CLERK-E							
COUNTY CLERK-E	247,845	235,267	243,458	94.9%	95.4%	-3.4%	(8,190.67)
ELECTIONS-E	115,016	136,281	84,152	118.5%	75.3%	61.9%	52,128.98
COUNTY CLERK-E Total	362,861	371,548	327,610	102.4%	89.3%	13.4%	43,938.31
SHERIFF-E							
EMERGENCY MANAGEMENT-E	98,311	99,452	99,534	101.2%	97.5%	-0.1%	(82.85)
MARINE PATROL-E	65,462	45,606	31,757	69.7%	60.4%	43.6%	13,848.78
LAW ENFORCEMENT-E	2,389,588	2,130,223	2,044,360	89.1%	87.7%	4.2%	85,862.29
SHERIFF-E Total	2,553,361	2,275,280	2,175,652	89.1%	87.5%	4.6%	99,628.22
ADMINISTRATIVE SERVICES-E							
INFORMATION TECHNOLOGY-E	1,040,351	669,259	862,995	64.3%	84.2%	-22.4%	(193,736.30)
COUNTY COMMISSION-E	239,128	233,943	232,230	97.8%	99.4%	0.7%	1,712.45
EMPLOYEE & ADMINISTRATIVE SERVICES-E	1,048,499	1,023,940	992,096	97.7%	97.4%	3.2%	31,844.00
FACILITIES-E	1,452,606	704,584	707,437	48.5%	33.2%	-0.4%	(2,853.13)
ADMINISTRATIVE SERVICES-E Total	3,780,584	2,631,726	2,794,759	69.6%	63.4%	-5.8%	(163,032.98)
ADMINISTRATION-E	3,966,259	3,660,301	3,451,469	92.3%	91.4%	6.1%	208,832.24
DISTRICT ATTORNEY-E	744,169	615,754	706,736	82.7%	99.9%	-12.9%	(90,981.88)
PLANNING-E	864,432	747,867	784,541	86.5%	87.3%	-4.7%	(36,673.81)
PUBLIC WORKS-E							
SURVEYOR-E	54,617	44,893	52,059	82.2%	99.6%	-13.8%	(7,165.30)
WATERMASTER-E	3,730	3,225	3,469	86.5%	93.0%	-7.0%	(244.17)
PUBLIC WORKS-E Total	58,347	48,118	55,528	82.5%	99.1%	-13.3%	(7,409.47)
PREVENTION DIVISION-E							

Wasco County Monthly Report
General Fund Expense - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
YOUTH SERVICES-E	694,628	586,844	651,756	84.5%	95.3%	-10.0%	(64,911.28)
YOUTHTHINK SERVICES-E	222,780	244,817	192,707	109.9%	79.6%	27.0%	52,110.04
PREVENTION DIVISION-E Total	917,408	831,661	844,462	90.7%	91.2%	-1.5%	(12,801.24)
NON-DEPARTMENTAL EXPENDITURES-E							
GENERAL FUND EXPENDITURES-E							
TRANSFERS OUT-E							
TRANSFER TO 911 COMMUNICATIONS FUND	193,145	193,145	253,128	100.0%	100.0%	-23.7%	(59,983.00)
TRANSFER TO CAP ACQUISITION FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
TRANSFER TO COUNTY FAIR FUND	29,000	29,000	29,000	100.0%	100.0%	0.0%	-
TRANSFER TO FACILITIES CAPITAL REPLACEME	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
TRANSFER TO OPERATING RESERVE	2,400,000	2,400,000	3,324,533	100.0%	100.0%	-27.8%	(924,533.00)
TRANSFERS TO MUSEUM FUND	17,500	17,500	17,500	100.0%	100.0%	0.0%	-
TRANSFERS OUT-E Total	2,639,645	2,639,645	3,624,161	100.0%	100.0%	-27.2%	(984,516.00)
GENERAL FUND EXPENDITURES-E Total	2,639,645	2,639,645	3,624,161	100.0%	100.0%	-27.2%	(984,516.00)
NON-DEPARTMENTAL EXPENDITURES-E Total	2,639,645	2,639,645	3,624,161	100.0%	100.0%	-27.2%	(984,516.00)
GENERAL FUND Total	**16,762,712**	**14,510,683**	**15,568,168**	**86.6%**	**85.8%**	**-6.8%**	**(1,057,484.98)**
Expense Total	**16,762,712**	**14,510,683**	**15,568,168**	**86.6%**	**85.8%**	**-6.8%**	**(1,057,484.98)**

Wasco County Monthly Report
Public Works Fund - June 2021 - 1st Review

Filters	
Fd	202
Cat	(Multiple Items)

Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Revenue							
PUBLIC WORKS FUND							
NON-DEPARTMENTAL RESOURCES-R							
PUBLC WORKS RESOURCES-R							
INVESTMENT EARNINGS-R							
INTEREST EARNED	45,000	22,484	67,981	50.0%	170.0%	-66.9%	(45,497.51)
LID INTEREST	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
MARK TO MARKET - UNREALIZED GAIN/LOSS	-	-	5,428	#DIV/0!	#DIV/0!	-100.0%	(5,427.86)
INVESTMENT EARNINGS-R Total	45,000	22,484	73,409	50.0%	183.5%	-69.4%	(50,925.37)
TRANSFERS IN-R	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
INTERNAL SERVICES-R	-	3,180	3,180	#DIV/0!	100.0%	0.0%	-
PUBLC WORKS RESOURCES-R Total	45,000	25,664	76,589	57.0%	177.4%	-66.5%	(50,925.37)
NON-DEPARTMENTAL RESOURCES-R Total	45,000	25,664	76,589	57.0%	177.4%	-66.5%	(50,925.37)
PUBLIC WORKS-R							
PUBLIC WORKS-R							
LICENSES FEES & PERMITS-R	12,000	15,860	19,549	132.2%	162.9%	-18.9%	(3,689.75)
INTERGOV'T REV - NON SINGLE AUDIT-R							
MOTOR VEHICLE FUNDS	2,750,000	2,313,309	2,327,915	84.1%	92.9%	-0.6%	(14,606.20)
STATE GRANT/REIMBURSEMENT	80,000	70,248	23,115	87.8%	30.8%	203.9%	47,133.00
STP FUND EXHANGE	280,848	306,585	284,938	109.2%	100.6%	7.6%	21,647.40
STATE PERMITS	-	-	-	#DIV/0!	0.0%	#DIV/0!	-
INTERGOV'T REV - NON SINGLE AUDIT-R Total	3,110,848	2,690,142	2,635,968	86.5%	92.0%	2.1%	54,174.20
INTERGOV'T REV - SINGLE AUDIT-R	482,937	503,945	515,682	104.4%	339.9%	-2.3%	(11,736.78)
MISCELLANEOUS-R	2,500	1,341	10,289	53.6%	411.6%	-87.0%	(8,948.09)
SALE OF FIXED ASSETS-R	40,000	-	-	0.0%	0.0%	#DIV/0!	-

Wasco County Monthly Report
Public Works Fund - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
CHARGES FOR SERVICES-R							
CONT WORK-OTHER GOVT	75,000	47,664	103,036	63.6%	137.4%	-53.7%	(55,371.73)
PETROLEUM PRODUCTS - 21 CENTS	12,000	11,209	12,529	93.4%	104.4%	-10.5%	(1,319.79)
PETROLEUM PRODUCTS SOLD	140,000	103,006	138,834	73.6%	106.8%	-25.8%	(35,827.78)
CHARGES FOR SERVICES-R Total	227,000	161,879	254,399	71.3%	117.2%	-36.4%	(92,519.30)
PUBLIC WORKS-R Total	**3,875,285**	**3,373,167**	**3,435,887**	**87.0%**	**105.5%**	**-1.8%**	**(62,719.72)**
WEED & PEST-R	**227,000**	**137,458**	**243,109**	**60.6%**	**104.8%**	**-43.5%**	**(105,650.98)**
PUBLIC WORKS-R Total	4,102,285	3,510,625	3,678,996	85.6%	105.4%	-4.6%	(168,370.70)
PUBLIC WORKS FUND Total	**4,147,285**	**3,536,289**	**3,755,585**	**85.3%**	**106.3%**	**-5.8%**	**(219,296.07)**
Revenue Total	**4,147,285**	**3,536,289**	**3,755,585**	**85.3%**	**106.3%**	**-5.8%**	**(219,296.07)**
Expense							
PUBLIC WORKS FUND							
PUBLIC WORKS-E							
PUBLIC WORKS-E							
PERSONAL SERVICES-E	1,955,094	1,758,997	1,799,463	90.0%	95.2%	-2.2%	(40,466.05)
MATERIALS & SERVICES-E	1,350,300	1,129,432	1,293,038	83.6%	88.6%	-12.7%	(163,605.76)
CAPITAL OUTLAY-E	495,000	542,561	-	109.6%	0.0%	#DIV/0!	542,560.78
PUBLIC WORKS-E Total	**3,800,394**	**3,430,990**	**3,092,501**	**90.3%**	**91.8%**	**10.9%**	**338,488.97**
WEED & PEST-E							
PERSONAL SERVICES-E	100,426	103,272	107,038	102.8%	103.3%	-3.5%	(3,766.04)
MATERIALS & SERVICES-E	135,800	115,930	133,869	85.4%	98.6%	-13.4%	(17,938.70)
CAPITAL OUTLAY-E	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
WEED & PEST-E Total	**236,226**	**219,201**	**240,906**	**92.8%**	**100.6%**	**-9.0%**	**(21,704.74)**
PUBLIC WORKS-E Total	4,036,620	3,650,191	3,333,407	90.4%	92.4%	9.5%	316,784.23
NON-DEPARTMENTAL EXPENDITURES-E							
PUBLIC WORKS EXPENDITURES-E	**-**	**-**	**1,000,000**	**#DIV/0!**	**100.0%**	**-100.0%**	**(1,000,000.00)**
NON-DEPARTMENTAL EXPENDITURES-E Total	-	-	1,000,000	#DIV/0!	100.0%	-100.0%	(1,000,000.00)
PUBLIC WORKS FUND Total	**4,036,620**	**3,650,191**	**4,333,407**	**90.4%**	**94.1%**	**-15.8%**	**(683,215.77)**
Expense Total	**4,036,620**	**3,650,191**	**4,333,407**	**90.4%**	**94.1%**	**-15.8%**	**(683,215.77)**

Wasco County Monthly Report
Building Codes - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

	Data						
Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
BUILDING CODES - GENERAL							
Revenue							
NON-DEPARTMENTAL RESOURCES-R							
INVESTMENT EARNINGS-R	38,154	24,021	31,667	63.0%	126.7%	-24.1%	(7,645.27)
TRANSFERS IN-R	200,000	-	-	0.0%	0.0%	#DIV/0!	-
NON-DEPARTMENTAL RESOURCES-R Total	238,154	24,021	31,667	10.1%	14.1%	-24.1%	(7,645.27)
BUILDING CODES-R							
LICENSES FEES & PERMITS-R							
STATE 12% SURCHARGE COLLECTION	100,000	33,053	38,484	33.1%	38.5%	-14.1%	(5,431.89)
STRUCTURAL PERMIT	589,892	292,213	349,725	49.5%	59.3%	-16.4%	(57,512.77)
MECHANICAL PERMIT	70,000	51,149	49,464	73.1%	8.4%	3.4%	1,684.94
MANUFACTURED DWELLING PLACEMENT	196,631	4,962	4,662	2.5%	2.4%	6.4%	300.04
PLUMBING PERMIT	95,000	55,333	68,971	58.2%	11.7%	-19.8%	(13,638.42)
LICENSES FEES & PERMITS-R Total	1,051,523	436,709	511,307	41.5%	24.7%	-14.6%	(74,598.10)
MISCELLANEOUS-R	300,000	160,032	215,019	53.3%	71.7%	-25.6%	(54,986.66)
BUILDING CODES-R Total	1,351,523	596,741	726,326	44.2%	30.7%	-17.8%	(129,584.76)
Revenue Total	**1,589,677**	**620,763**	**757,993**	**39.0%**	**29.3%**	**-18.1%**	**(137,230.03)**
Expense							
NON-DEPARTMENTAL EXPENDITURES-E							
TRANSFERS OUT-E							
TRANSFER TO GENERAL FUND	-	-	132,398	#DIV/0!	53.0%	-100.0%	(132,397.77)
TRANSFER OUT TO BUILD CODES-ELECTRICAL	200,000	-	-	0.0%	0.0%	#DIV/0!	-
TRANSFERS OUT-E Total	200,000	-	132,398	0.0%	29.4%	-100.0%	(132,397.77)
NON-DEPARTMENTAL EXPENDITURES-E Total	200,000	-	132,398	0.0%	29.4%	-100.0%	(132,397.77)

BUILDING CODES-E							
PERSONAL SERVICES-E	472,828	392,398	469,069	83.0%	75.8%	-16.3%	(76,671.72)
MATERIALS & SERVICES-E							
ADMINISTRATIVE COST	29,329	29,329	20,497	100.0%	106.0%	43.1%	8,832.00
CONTRACTED SERVICES	12,000	22,577	84,496	188.1%	704.1%	-73.3%	(61,919.18)
DUES & SUBSCRIPTIONS	2,500	1,381	2,577	55.2%	214.8%	-46.4%	(1,196.24)
EQUIPMENT - REPAIR & MAINTENANCE	2,000	-	1,013	0.0%	8.4%	-100.0%	(1,013.40)
GAS & OIL	10,800	1,687	2,280	15.6%	21.1%	-26.0%	(593.09)
LEGAL NOTICES & PUBLISHING	900	-	-	0.0%	0.0%	#DIV/0!	-
MEALS LODGING & REGISTRATION	18,750	5,310	14,686	28.3%	204.0%	-63.8%	(9,375.91)
POSTAGE	300	176	25	58.7%	8.4%	602.6%	150.95
RENT	14,076	14,076	12,240	100.0%	100.0%	15.0%	1,836.00
SUPPLIES - OFFICE	4,000	2,911	8,388	72.8%	3495.2%	-65.3%	(5,477.07)
TELEPHONE	3,880	2,094	2,512	54.0%	837.2%	-16.6%	(417.08)
TRAVEL & MILEAGE	275	-	261	0.0%	108.6%	-100.0%	(260.52)
VEHICLE - REPAIR & MAINTEANCE	3,000	1,217	3,271	40.6%	92.1%	-62.8%	(2,053.77)
CONSTRUCTION EXCISE TAX (CET) PAYOUT	300,000	93,583	206,188	31.2%	68.7%	-54.6%	(112,605.81)
STATE 12% SURCHARGE REMIT	100,000	23,332	54,086	23.3%	54.1%	-56.9%	(30,753.20)
MATERIALS & SERVICES-E Total	501,810	197,674	412,520	39.4%	85.9%	-52.1%	(214,846.32)
CAPITAL OUTLAY-E	600,000	-	-	0.0%	0.0%	#DIV/0!	-
BUILDING CODES-E Total	1,574,638	590,071	881,589	37.5%	51.9%	-33.1%	(291,518.04)
Expense Total	**1,774,638**	**590,071**	**1,013,987**	**33.3%**	**47.2%**	**-41.8%**	**(423,915.81)**
BUILDING CODES - GENERAL Total	**3,364,315**	**1,210,834**	**1,771,980**	**36.0%**	**37.4%**	**-31.7%**	**(561,145.84)**
BUILDING CODES - ELECTRICAL							
Revenue							
NON-DEPARTMENTAL RESOURCES-R							
INVESTMENT EARNINGS-R	1,000	5,400	8	540.0%	0.0%	65428.2%	5,391.28
TRANSFERS IN-R	200,000	-	-	0.0%	0.0%	#DIV/0!	-
NON-DEPARTMENTAL RESOURCES-R Total	201,000	5,400	8	2.7%	0.0%	65428.2%	5,391.28
BUILDING CODES-R							
LICENSES FEES & PERMITS-R							
STATE 12% SURCHARGE COLLECTION	12,000	8,759	9,491	73.0%	79.1%	-7.7%	(731.65)
ELECTRICAL PERMIT	120,000	76,904	82,022	64.1%	33.2%	-6.2%	(5,117.15)
RENEWABLE ELECTRICAL ENERGY	1,000	1,263	1,507	126.3%	#DIV/0!	-16.2%	(244.00)
LICENSES FEES & PERMITS-R Total	133,000	86,927	93,020	65.4%	35.9%	-6.6%	(6,092.80)
MISCELLANEOUS-R	-	1,830	2,213	#DIV/0!	#DIV/0!	-17.3%	(382.77)
BUILDING CODES-R Total	133,000	88,757	95,232	66.7%	36.7%	-6.8%	(6,475.57)
Revenue Total	**334,000**	**94,156**	**95,241**	**28.2%**	**19.9%**	**-1.1%**	**(1,084.29)**

Expense							
NON-DEPARTMENTAL EXPENDITURES-E							
TRANSFERS OUT-E							
TRANSFER TO GENERAL FUND	-	-	37,679	#DIV/0!	15.1%	-100.0%	(37,679.26)
TRANSFER OUT TO BUILDING CODES	200,000	-	-	0.0%	0.0%	#DIV/0!	-
TRANSFERS OUT-E Total	200,000	-	37,679	0.0%	8.4%	-100.0%	(37,679.26)
NON-DEPARTMENTAL EXPENDITURES-E Total	200,000	-	37,679	0.0%	8.4%	-100.0%	(37,679.26)
BUILDING CODES-E							
PERSONAL SERVICES-E	198,497	157,901	155,305	79.5%	67.0%	1.7%	2,595.81
MATERIALS & SERVICES-E							
ADMINISTRATIVE COST	14,273	14,273	9,273	100.0%	100.0%	53.9%	5,000.00
CONTRACTED SERVICES	1,000	-	-	0.0%	0.0%	#DIV/0!	-
DUES & SUBSCRIPTIONS	800	262	-	32.7%	0.0%	#DIV/0!	261.97
EQUIPMENT - REPAIR & MAINTENANCE	1,000	-	-	0.0%	0.0%	#DIV/0!	-
GAS & OIL	7,475	990	1,535	13.2%	21.3%	-35.5%	(545.76)
LEGAL NOTICES & PUBLISHING	600	-	-	0.0%	0.0%	#DIV/0!	-
MEALS LODGING & REGISTRATION	2,000	3,049	-	152.4%	0.0%	#DIV/0!	3,048.77
POSTAGE	175	-	-	0.0%	0.0%	#DIV/0!	-
RENT	9,384	8,736	8,160	93.1%	100.0%	7.1%	576.00
SUPPLIES - OFFICE	560	35	732	6.3%	457.6%	-95.2%	(696.65)
TELEPHONE	1,250	683	791	54.6%	395.3%	-13.6%	(107.56)
TRAVEL & MILEAGE	196	-	-	0.0%	0.0%	#DIV/0!	-
VEHICLE - REPAIR & MAINTEANCE	500	2,746	1,204	549.2%	50.9%	128.0%	1,541.94
STATE 12% SURCHARGE REMIT	12,000	6,651	9,433	55.4%	78.6%	-29.5%	(2,782.16)
MATERIALS & SERVICES-E Total	51,213	37,425	31,129	73.1%	50.3%	20.2%	6,296.55
BUILDING CODES-E Total	249,710	195,326	186,433	78.2%	63.5%	4.8%	8,892.36
Expense Total	**449,710**	**195,326**	**224,113**	**43.4%**	**30.1%**	**-12.8%**	**(28,786.90)**
BUILDING CODES - ELECTRICAL Total	**783,710**	**289,482**	**319,353**	**36.9%**	**26.1%**	**-9.4%**	**(29,871.19)**

Wasco County Monthly Report
All Funds Revenue Expense
June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

	Data						
Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Revenue							
911 COMMUNICATIONS FUND	1,275,197	1,036,863	1,260,241	81.3%	103.5%	-17.7%	(223,377.88)
911 EQUIPMENT RESERVE	31,184	30,601	31,288	98.1%	101.6%	-2.2%	(686.77)
CDBG GRANT FUND	-	-	358,054	#DIV/0!	63.9%	-100.0%	(358,054.12)
CLERK RECORDS FUND	9,350	10,405	8,926	111.3%	99.2%	16.6%	1,478.69
COMMUNITY CORRECTIONS FUND	1,900,438	1,964,758	1,913,669	103.4%	107.8%	2.7%	51,088.34
COUNTY FAIR FUND	226,607	162,857	193,323	71.9%	88.6%	-15.8%	(30,465.84)
COUNTY SCHOOL FUND	424,240	249,619	249,028	58.8%	58.7%	0.2%	590.80
COURT FACILITIES SECURITY FUND	32,000	31,616	42,576	98.8%	146.8%	-25.7%	(10,959.60)
DISTRICT ATTORNEY	3,100	581	3,136	18.7%	75.4%	-81.5%	(2,554.90)
FACILITY CAPITAL RESERVE	717,409	642,425	455,315	89.5%	910.6%	41.1%	187,110.25
FOREST HEALTH PROGRAM FUND	42,967	42,669	47,846	99.3%	111.4%	-10.8%	(5,176.24)
GENERAL FUND	**16,318,399**	**18,062,494**	**16,491,279**	**110.7%**	**102.6%**	**9.5%**	**1,571,215.33**
GENERAL OPERATING RESERVE	2,500,970	5,191,281	3,443,978	207.6%	101.5%	50.7%	1,747,303.09
HOUSEHOLD HAZARDOUS WASTE FUND	449,800	409,102	463,620	91.0%	104.1%	-11.8%	(54,518.44)
KRAMER FIELD FUND	450	263	766	58.5%	255.2%	-65.6%	(502.60)
LAND CORNER PRESERVATION FUND	30,900	54,179	40,013	175.3%	138.5%	35.4%	14,166.21
LAW LIBRARY FUND	31,570	19,777	28,265	62.6%	90.0%	-30.0%	(8,488.45)
MUSEUM	79,692	85,597	92,458	107.4%	82.1%	-7.4%	(6,860.50)
PARKS FUND	99,300	63,176	82,465	63.6%	88.0%	-23.4%	(19,288.15)
PUBLIC WORKS FUND	4,147,285	3,536,289	3,755,585	85.3%	106.3%	-5.8%	(219,296.07)
ROAD RESERVE FUND	58,060	36,938	1,102,462	63.6%	105.8%	-96.6%	(1,065,523.49)
SPECIAL ECON DEV PAYMENTS FUND	3,363,363	2,295,678	3,269,392	68.3%	152.5%	-29.8%	(973,713.68)
YOUTH THINK FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
CAPITAL ACQUISITIONS FUND	43,213	28,912	84,294	66.9%	290.7%	-65.7%	(55,381.48)

Wasco County Monthly Report
All Funds Revenue Expense
June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
BUILDING CODES - GENERAL	1,589,677	620,763	757,993	39.0%	29.3%	-18.1%	(137,230.03)
BUILDING CODES - ELECTRICAL	334,000	94,156	95,241	28.2%	19.9%	-1.1%	(1,084.29)
Revenue Total	**33,709,171**	**34,671,000**	**34,271,209**	**102.9%**	**99.8%**	**1.2%**	**399,790.18**
Expense							
911 COMMUNICATIONS FUND	1,347,548	1,124,428	1,192,941	83.4%	98.6%	-5.7%	(68,512.47)
911 EQUIPMENT RESERVE	60,000	-	-	0.0%	0.0%	#DIV/0!	-
CDBG GRANT FUND	602,000	-	384,950	0.0%	68.7%	-100.0%	(384,950.18)
CLERK RECORDS FUND	12,800	9,305	4,363	72.7%	37.8%	113.3%	4,942.00
COMMUNITY CORRECTIONS FUND	1,925,571	1,780,818	2,040,083	92.5%	89.3%	-12.7%	(259,264.74)
COUNTY FAIR FUND	200,946	85,939	169,399	42.8%	86.8%	-49.3%	(83,460.42)
COUNTY SCHOOL FUND	424,440	249,965	248,767	58.9%	58.6%	0.5%	1,197.92
COURT FACILITIES SECURITY FUND	51,000	-	(19)	0.0%	0.0%	-100.0%	18.50
DISTRICT ATTORNEY	12,100	7,786	2,062	64.3%	13.5%	277.6%	5,723.81
FACILITY CAPITAL RESERVE	3,027,294	-	-	0.0%	0.0%	#DIV/0!	-
FOREST HEALTH PROGRAM FUND	212,426	-	-	0.0%	0.0%	#DIV/0!	-
GENERAL FUND	**16,762,712**	**14,510,683**	**15,568,168**	**86.6%**	**85.8%**	**-6.8%**	**(1,057,484.98)**
GENERAL OPERATING RESERVE	7,661,853	4,705,847	3,241,256	61.4%	39.3%	45.2%	1,464,590.34
HOUSEHOLD HAZARDOUS WASTE FUND	562,283	296,314	307,644	52.7%	58.4%	-3.7%	(11,329.51)
KRAMER FIELD FUND	35,750	-	-	0.0%	0.0%	#DIV/0!	-
LAND CORNER PRESERVATION FUND	24,298	22,018	22,762	90.6%	92.9%	-3.3%	(743.84)
LAW LIBRARY FUND	49,829	27,294	25,211	54.8%	54.5%	8.3%	2,082.73
MUSEUM	100,024	97,229	80,650	97.2%	75.1%	20.6%	16,578.62
PARKS FUND	149,758	68,302	81,486	45.6%	56.3%	-16.2%	(13,184.41)
PUBLIC WORKS FUND	4,036,620	3,650,191	4,333,407	90.4%	94.1%	-15.8%	(683,215.77)
ROAD RESERVE FUND	5,336,217	801,000	801,000	15.0%	13.4%	0.0%	-
SPECIAL ECON DEV PAYMENTS FUND	4,022,754	2,408,408	1,746,385	59.9%	72.8%	37.9%	662,022.51
YOUTH THINK FUND	-	-	111,770	#DIV/0!	93.1%	-100.0%	(111,770.12)
CAPITAL ACQUISITIONS FUND	3,971,646	99,720	45,701	2.5%	1.2%	118.2%	54,019.00
BUILDING CODES - GENERAL	1,774,638	590,071	1,013,987	33.3%	47.2%	-41.8%	(423,915.81)
BUILDING CODES - ELECTRICAL	449,710	195,326	224,113	43.4%	30.1%	-12.8%	(28,786.90)
Expense Total	**52,814,217**	**30,730,644**	**31,646,087**	**58.2%**	**55.8%**	**-2.9%**	**(915,443.72)**

Wasco County Monthly Report
Personnel All Funds - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	51000

	Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Expense							
GENERAL FUND							
ASSESSMENT & TAXATION-E	758,049	625,625	703,146	82.5%	89.7%	-11.0%	(77,520.84)
COUNTY CLERK-E	301,261	281,894	289,291	93.6%	93.8%	-2.6%	(7,396.66)
SHERIFF-E	2,305,097	1,929,015	1,906,090	83.7%	86.8%	1.2%	22,924.76
ADMINISTRATIVE SERVICES-E	1,977,977	1,886,293	1,900,140	95.4%	96.1%	-0.7%	(13,846.98)
ADMINISTRATION-E	132,028	136,061	129,265	103.1%	95.0%	5.3%	6,796.40
DISTRICT ATTORNEY-E	647,625	546,657	613,911	84.4%	101.0%	-11.0%	(67,254.52)
PLANNING-E	776,459	715,671	715,958	92.2%	88.3%	0.0%	(287.55)
PUBLIC WORKS-E	40,617	39,729	40,161	97.8%	94.3%	-1.1%	(431.75)
PREVENTION DIVISION-E	748,445	650,097	700,155	86.9%	94.7%	-7.1%	(50,057.40)
GENERAL FUND Total	**7,687,558**	**6,811,043**	**6,998,117**	**88.6%**	**92.1%**	**-2.7%**	**(187,074.54)**
PUBLIC WORKS FUND	2,055,520	1,862,269	1,906,501	90.6%	95.6%	-2.3%	(44,232.09)
911 COMMUNICATIONS FUND	1,024,997	902,216	923,047	88.0%	103.7%	-2.3%	(20,830.29)
COMMUNITY CORRECTIONS FUND	875,122	778,868	785,452	89.0%	91.3%	-0.8%	(6,584.06)
COUNTY FAIR FUND	18,766	18,167	18,211	96.8%	95.0%	-0.2%	(44.76)
GENERAL OPERATING RESERVE	3,000,000	3,000,000	3,124,533	100.0%	100.0%	-4.0%	(124,533.00)
HOUSEHOLD HAZARDOUS WASTE FUND	152,362	90,040	90,675	59.1%	54.4%	-0.7%	(635.53)
LAND CORNER PRESERVATION FUND	18,298	17,908	18,022	97.9%	94.8%	-0.6%	(113.88)
MUSEUM	42,392	40,163	37,342	94.7%	87.3%	7.6%	2,820.95
PARKS FUND	43,788	42,389	42,599	96.8%	95.2%	-0.5%	(209.83)
ROAD RESERVE FUND	801,000	801,000	801,000	100.0%	100.0%	0.0%	-
WEED & PEST CONTROL FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
YOUTH THINK FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-

Wasco County Monthly Report
Personnel All Funds - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
BUILDING CODES - GENERAL	472,828	392,398	469,069	83.0%	75.8%	-16.3%	(76,671.72)
BUILDING CODES - ELECTRICAL	198,497	157,901	155,305	79.5%	67.0%	1.7%	2,595.81
Expense Total	**16,391,128**	**14,914,361**	**15,369,873**	**91.0%**	**93.6%**	**-3.0%**	**(455,512.94)**

Wasco County Monthly Report
Materials Service All Funds - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

	Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Expense							
GENERAL FUND							
ASSESSMENT & TAXATION-E	117,597	63,158	100,105	53.7%	89.8%	-36.9%	(36,947.53)
COUNTY CLERK-E							
COUNTY CLERK-E	9,150	4,255	7,667	46.5%	103.2%	-44.5%	(3,412.28)
ELECTIONS-E	52,450	85,399	30,651	162.8%	59.9%	178.6%	54,747.25
SHERIFF-E							
EMERGENCY MANAGEMENT-E	21,400	15,764	23,743	73.7%	173.3%	-33.6%	(7,978.85)
MARINE PATROL-E	5,674	2,838	7,397	50.0%	14.1%	-61.6%	(4,558.63)
LAW ENFORCEMENT-E	221,190	327,663	238,422	148.1%	106.6%	37.4%	89,240.94
ADMINISTRATIVE SERVICES-E							
INFORMATION TECHNOLOGY-E	474,884	264,952	391,135	55.8%	93.9%	-32.3%	(126,183.88)
EMPLOYEE & ADMINISTRATIVE SERVICES-E	112,818	95,696	82,188	84.8%	82.3%	16.4%	13,507.76
FACILITIES-E	362,905	332,768	380,530	91.7%	94.8%	-12.6%	(47,761.23)
ADMINISTRATION-E	3,573,231	3,280,498	3,198,717	91.8%	94.5%	2.6%	81,780.79
DISTRICT ATTORNEY-E	93,702	69,097	92,825	73.7%	93.7%	-25.6%	(23,727.36)
PLANNING-E	87,973	32,197	68,583	36.6%	77.8%	-53.1%	(36,386.26)
PUBLIC WORKS-E	17,730	8,389	15,367	47.3%	114.4%	-45.4%	(6,977.72)
PREVENTION DIVISION-E	168,963	181,564	144,308	107.5%	77.2%	25.8%	37,256.16
GENERAL FUND Total	**5,319,667**	**4,764,237**	**4,781,638**	**89.6%**	**92.9%**	**-0.4%**	**(17,400.84)**
PUBLIC WORKS FUND	1,486,100	1,245,362	1,426,906	83.8%	89.4%	-12.7%	(181,544.46)
911 COMMUNICATIONS FUND	249,218	148,879	196,561	59.7%	79.8%	-24.3%	(47,682.18)
CLERK RECORDS FUND	8,000	4,525	4,363	56.6%	64.6%	3.7%	162.00
COMMUNITY CORRECTIONS FUND	1,050,449	1,001,950	1,254,631	95.4%	88.1%	-20.1%	(252,680.68)

Wasco County Monthly Report
Materials Service All Funds - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
COUNTY FAIR FUND	182,180	67,772	151,188	37.2%	85.9%	-55.2%	(83,415.66)
COUNTY SCHOOL FUND	424,440	249,965	248,767	58.9%	58.6%	0.5%	1,197.92
COURT FACILITIES SECURITY FUND	51,000	-	(19)	0.0%	0.0%	-100.0%	18.50
DISTRICT ATTORNEY	12,100	7,786	2,062	64.3%	13.5%	277.6%	5,723.81
FOREST HEALTH PROGRAM FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
GENERAL OPERATING RESERVE	4,661,853	1,580,789	116,723	33.9%	2.3%	1254.3%	1,464,065.44
HOUSEHOLD HAZARDOUS WASTE FUND	359,921	206,274	184,137	57.3%	57.5%	12.0%	22,136.97
KRAMER FIELD FUND	35,750	-	-	0.0%	0.0%	#DIV/0!	-
LAND CORNER PRESERVATION FUND	6,000	4,110	4,740	68.5%	86.2%	-13.3%	(629.96)
LAW LIBRARY FUND	49,829	27,294	25,211	54.8%	54.5%	8.3%	2,082.73
MUSEUM	57,632	57,066	43,213	99.0%	74.4%	32.1%	13,852.67
PARKS FUND	75,970	25,913	38,887	34.1%	55.6%	-33.4%	(12,974.58)
ROAD RESERVE FUND	1,336,217	-	-	0.0%	0.0%	#DIV/0!	-
SPECIAL ECON DEV PAYMENTS FUND	3,617,754	2,003,408	1,265,573	55.4%	66.0%	58.3%	737,834.51
WEED & PEST CONTROL FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
YOUTH THINK FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
BUILDING CODES - GENERAL	501,810	197,674	412,520	39.4%	85.9%	-52.1%	(214,846.32)
BUILDING CODES - ELECTRICAL	51,213	37,425	31,129	73.1%	50.3%	20.2%	6,296.55
Expense Total	**19,537,103**	**11,630,428**	**10,188,232**	**59.5%**	**55.5%**	**14.2%**	**1,442,196.42**

Wasco County Monthly Report
Capital All Funds - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

	Data						
Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Expense							
GENERAL FUND	**1,115,842**	**295,758**	**164,252**	**26.5%**	**9.3%**	**80.1%**	**131,506.40**
PUBLIC WORKS FUND	495,000	542,561	-	109.6%	0.0%	#DIV/0!	542,560.78
COUNTY FAIR FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
LAND CORNER PRESERVATION FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
FOREST HEALTH PROGRAM FUND	50,000	-	-	0.0%	0.0%	#DIV/0!	-
HOUSEHOLD HAZARDOUS WASTE FUND	50,000	-	32,831	0.0%	82.1%	-100.0%	(32,830.95)
MUSEUM	-	-	95	#DIV/0!	1.5%	-100.0%	(95.00)
911 COMMUNICATIONS FUND	867	-	1,734	0.0%	100.0%	-100.0%	(1,734.00)
PARKS FUND	30,000	-	-	0.0%	0.0%	#DIV/0!	-
COMMUNITY CORRECTIONS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
CLERK RECORDS FUND	4,800	4,780	-	99.6%	0.0%	#DIV/0!	4,780.00
ROAD RESERVE FUND	3,199,000	-	-	0.0%	0.0%	#DIV/0!	-
CAPITAL ACQUISITIONS FUND	3,971,646	99,720	45,701	2.5%	1.2%	118.2%	54,019.00
911 EQUIPMENT RESERVE	60,000	-	-	0.0%	0.0%	#DIV/0!	-
FACILITY CAPITAL RESERVE	3,027,294	-	-	0.0%	0.0%	#DIV/0!	-
GENERAL OPERATING RESERVE	-	125,058	-	#DIV/0!	#DIV/0!	#DIV/0!	125,057.90
CDBG GRANT FUND	-	-	384,950	#DIV/0!	68.7%	-100.0%	(384,950.18)
BUILDING CODES - GENERAL	600,000	-	-	0.0%	0.0%	#DIV/0!	-
Expense Total	**12,604,449**	**1,067,877**	**629,563**	**8.5%**	**4.0%**	**69.6%**	**438,313.95**

Wasco County Monthly Report
Transfers - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Transfer In							
911 COMMUNICATIONS FUND	193,145.00	193,145.00	253,128	100.0%	100.0%	-23.7%	(59,983.00)
911 EQUIPMENT RESERVE	30,000.00	30,000.00	30,000	100.0%	100.0%	0.0%	-
COUNTY FAIR FUND	29,000.00	29,000.00	29,000	100.0%	100.0%	0.0%	-
FACILITY CAPITAL RESERVE	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
GENERAL FUND	**562,426.00**	**400,000.00**	**757,659**	**71.1%**	**62.3%**	**-47.2%**	**(357,659.15)**
GENERAL OPERATING RESERVE	2,443,333.00	2,443,333.00	3,367,866	100.0%	100.0%	-27.5%	(924,533.00)
MUSEUM	22,500.00	22,500.00	22,500	100.0%	100.0%	0.0%	-
PUBLIC WORKS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
ROAD RESERVE FUND	-	-	1,000,000	#DIV/0!	100.0%	-100.0%	(1,000,000.00)
CAPITAL ACQUISITIONS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
BUILDING CODES - GENERAL	200,000.00	-	-	0.0%	0.0%	#DIV/0!	-
BUILDING CODES - ELECTRICAL	200,000.00	-	-	0.0%	0.0%	#DIV/0!	-
Transfer In Total	**4,282,404.00**	**3,117,978.00**	**5,460,153**	**72.8%**	**86.4%**	**-42.9%**	**(2,342,175.15)**
Transfer Out							
911 COMMUNICATIONS FUND	73,333.00	73,333.00	73,333	100.0%	100.0%	0.0%	-
911 EQUIPMENT RESERVE	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
CDBG GRANT FUND							
NON-DEPARTMENTAL EXPENDITURES-E	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
CDBG GRANT FUND Total	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
COMMUNITY CORRECTIONS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
DISTRICT ATTORNEY	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
FACILITY CAPITAL RESERVE	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
FOREST HEALTH PROGRAM FUND	162,426.00	-	-	0.0%	0.0%	#DIV/0!	-

Wasco County Monthly Report
Transfers - June 2021 - 1st Review

GENERAL FUND	**2,639,645.00**	**2,639,645.00**	**3,624,161**	**100.0%**	**100.0%**	**-27.2%**	**(984,516.00)**
LAND CORNER PRESERVATION FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
LAW LIBRARY FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
PUBLIC WORKS FUND	-	-	1,000,000	#DIV/0!	100.0%	-100.0%	(1,000,000.00)
SPECIAL ECON DEV PAYMENTS FUND	405,000.00	405,000.00	480,812	100.0%	100.0%	-15.8%	(75,812.00)
WEED & PEST CONTROL FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
YOUTH THINK FUND	-	-	111,770	#DIV/0!	93.1%	-100.0%	(111,770.12)
BUILDING CODES - GENERAL	200,000.00	-	132,398	0.0%	29.4%	-100.0%	(132,397.77)
BUILDING CODES - ELECTRICAL	200,000.00	-	37,679	0.0%	8.4%	-100.0%	(37,679.26)
Transfer Out Total	**4,282,404.00**	**3,117,978.00**	**5,460,153**	**72.8%**	**86.4%**	**-42.9%**	**(2,342,175.15)**

Wasco County Monthly Report
Reserve Funds - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

	Data						
Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Revenue							
911 EQUIPMENT RESERVE	31,184	30,601	31,288	98.1%	101.6%	-2.2%	(686.77)
FACILITY CAPITAL RESERVE	717,409	642,425	455,315	89.5%	910.6%	41.1%	187,110.25
GENERAL OPERATING RESERVE	2,500,970	5,191,281	3,443,978	207.6%	101.5%	50.7%	1,747,303.09
ROAD RESERVE FUND	58,060	36,938	1,102,462	63.6%	105.8%	-96.6%	(1,065,523.49)
CAPITAL ACQUISITIONS FUND	43,213	28,912	84,294	66.9%	290.7%	-65.7%	(55,381.48)
Revenue Total	**3,350,836**	**5,930,157**	**5,117,336**	**177.0%**	**112.6%**	**15.9%**	**812,821.60**
Expense							
911 EQUIPMENT RESERVE	60,000	-	-	0.0%	0.0%	#DIV/0!	-
FACILITY CAPITAL RESERVE	3,027,294	-	-	0.0%	0.0%	#DIV/0!	-
GENERAL OPERATING RESERVE	7,661,853	4,705,847	3,241,256	61.4%	39.3%	45.2%	1,464,590.34
ROAD RESERVE FUND	5,336,217	801,000	801,000	15.0%	13.4%	0.0%	-
CAPITAL ACQUISITIONS FUND	3,971,646	99,720	45,701	2.5%	1.2%	118.2%	54,019.00
Expense Total	**20,057,010**	**5,606,567**	**4,087,957**	**28.0%**	**18.0%**	**37.1%**	**1,518,609.34**

Wasco County Monthly Report
Investment - June 2021 - 1st Review

Filters

Fd	(Multiple Items)
Cat	417

Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Revenue							
INTEREST EARNED							
911 COMMUNICATIONS FUND	3,000	2,068	4,189	68.9%	465.4%	-50.6%	(2,120.10)
911 EQUIPMENT RESERVE	1,184	601	1,211	50.7%	153.3%	-50.4%	(610.24)
CDBG GRANT FUND	-	-	-	#DIV/0!	0.0%	#DIV/0!	-
CLERK RECORDS FUND	600	331	790	55.2%	#DIV/0!	-58.1%	(458.89)
COMMUNITY CORRECTIONS FUND	20,000	7,273	21,060	36.4%	210.6%	-65.5%	(13,787.78)
COUNTY FAIR FUND	1,500	1,550	3,245	103.3%	360.6%	-52.2%	(1,695.27)
COUNTY SCHOOL FUND	200	509	1,270	254.6%	635.2%	-59.9%	(761.01)
COURT FACILITIES SECURITY FUND	2,000	1,592	3,569	79.6%	178.4%	-55.4%	(1,976.60)
DISTRICT ATTORNEY	100	64	199	63.5%	124.2%	-68.0%	(135.12)
FACILITY CAPITAL RESERVE	115,409	104,863	135,720	90.9%	271.4%	-22.7%	(30,856.70)
FOREST HEALTH PROGRAM FUND	2,700	2,835	6,776	105.0%	251.0%	-58.2%	(3,940.40)
GENERAL FUND	225,000	85,265	250,213	37.9%	126.5%	-65.9%	(164,948.28)
GENERAL OPERATING RESERVE	57,637	37,814	69,324	65.6%	277.3%	-45.5%	(31,510.28)
HOUSEHOLD HAZARDOUS WASTE FUND	9,000	5,071	10,310	56.3%	206.2%	-50.8%	(5,239.32)
KRAMER FIELD FUND	450	263	703	58.5%	234.3%	-62.6%	(439.93)
LAND CORNER PRESERVATION FUND	900	804	1,680	89.3%	186.6%	-52.1%	(875.95)
LAW LIBRARY FUND	1,570	1,070	3,016	68.2%	215.4%	-64.5%	(1,945.17)
MUSEUM	4,992	1,826	5,249	36.6%	145.8%	-65.2%	(3,422.91)
PARKS FUND	4,800	2,233	5,923	46.5%	296.1%	-62.3%	(3,689.90)
PUBLIC WORKS FUND	45,000	22,484	67,981	50.0%	170.0%	-66.9%	(45,497.51)
ROAD RESERVE FUND	58,060	36,938	94,447	63.6%	224.9%	-60.9%	(57,508.47)
SPECIAL ECON DEV PAYMENTS FUND	6,000	11,934	10,146	198.9%	253.6%	17.6%	1,788.45

Wasco County Monthly Report
Investment - June 2021 - 1st Review

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
WEED & PEST CONTROL FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
YOUTH THINK FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
CAPITAL ACQUISITIONS FUND	43,213	28,912	78,419	66.9%	270.4%	-63.1%	(49,507.04)
BUILDING CODES - GENERAL	38,154	24,021	29,149	63.0%	116.6%	-17.6%	(5,127.59)
BUILDING CODES - ELECTRICAL	1,000	5,400	8	540.0%	0.0%	65428.2%	5,391.28
INTEREST EARNED Total	642,469	385,722	804,597	60.0%	173.4%	-52.1%	(418,874.73)
LID INTEREST	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
UNSEG TAX INTEREST EARNED	200	42	66	20.9%	33.0%	-36.7%	(24.17)
MARK TO MARKET - UNREALIZED GAIN/LOSS	-	(8,167)	56,969	#DIV/0!	#DIV/0!	-114.3%	(65,135.91)
Revenue Total	**642,669**	**377,597**	**861,632**	**58.8%**	**185.6%**	**-56.2%**	**(484,034.81)**

Reconciliation Report June 2021 Reconciliations

Wasco County

1. Main Checking
    a. On banking reconciliation sheet
    b. All balance
2. Unseg Checking
    a. On banking reconciliation sheet
    b. All balance
3. Charter Appeal
    a. On banking reconciliation sheet
    b. All balance
4. LGIP – County
    a. On banking reconciliation sheet
    b. All balance
    c. Only the balance for Wasco County
5. LGIP – Building Codes
    a. On banking reconciliation sheet
    b. All balance
    c. Only the balance for the Building Codes
    d. Sherman County has not requested the balance which is due to Sherman. This has been discussed and Sherman County is considering leaving Wasco County holding the funds for them due to Building Codes potentially being processed through Wasco County.
6. AP GL to Subledger
    a. Balances – No variances
    b. Includes the Qlife AP reconciliation
7. AR GL to Subledger
    a. Balances – No variances
    b. Includes the Qlife AR reconciliation
8. Tax Receivable Eden to Ascend
    a. Balances – No variances
9. Tax Receipts Eden to Ascend
    a. Balances – No variances
10. Transfers in – Transfers out
    a. Balances; transfers-in = transfers-out
    b. Part of the monthly reporting
11. PERS Recap Payroll Register to PERS Invoice
    a. Timing issue on PERS processing does not match between the state & Wasco County for the retro pay resulting in a $2,610.63 adjustment that will reverse next month
12. Investing
    a. Reconciled and balances

b. In compliance with Investment Policy
c. Not investing more currently due to very low rates of return – LGIP is better
    i. LGIP June 0.60%; available securities yielded <0.40%

Qlife

1. Checking – Bank of the West
    a. Balances – no variances
2. LGIP
    a. Balances – no variances
3. AP GL to Subledger
    a. Balances – No Variances
    b. Included on the County's reconciliation
4. AR GL to Subledger
    a. Balances – No Variances
    b. Included on the County's reconciliation

Reviewed_____ Date_____

Reviewed_____ Date_____

Reconciliation checklist Fiscal Year 2021

	Month											
Reconciliation	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Main Checking	x	x	x	x	x	x	x	x	x	x	x	x
Unseg	x	x	x	x	x	x	x	x	x	x	x	x
Charter Appeal	x	x	x	x	x	X	x	x	x	x	x	x
LGIP - County	x	x	x	x	x	X	x	x	x	x	x	x
LGIP - Building Codes	x	x	x	x	x	X	x	x	x	x	x	x
AP GL to Subledger	x	x	x	x	x	x	x	x	x	x	x	x
AR GL to Subledger	x	x	x	x	x	x	x	x	x	x	x	x
Tax Receivable Eden to Ascend	x	x	x	x	x	x	x	x	x	x	x	x
Tax Receipts Eden to Ascend	x	x	x	x	x	x	x	x	x	x	x	x
Transfers in - Transfers out	x	x	x	x	x	x	x	x	x	x	x	x
PERS Recap Payroll Register to PERS invoice	x	x	x	x	x	x	x	x	x	x	x	x
Investing	x	x	x	x	x	x	x	x	x	x	x	x
Qlife												
Checking	x	x	x	x	x	x	x	x	x	x	x	x
LGIP	x	x	x	x	x	x	x	x	x	x	x	x
AP GL to Subledger	x	x	x	x	x	x	x	x	x	x	x	x
AR GL to Subledger	x	x	x	x	x	x	x	x	x	x	x	x

Bank Reconciliation
June 2021

	Bank							Eden					
	LGIP	LGIP - Business Codes	Unseg	Charter Appeal	Main	Total		LGIP - 11401	LGIP - Business Codes 790.11404	Unseg - 11302	Charter Appeal - 786-11304	Main - 11101	Total
Beginning Balance per Bank	45,586,651.00	413,880.69	2,262,212.91	272,000.00	1,983,227.84	50,517,972.44	Beginnng Balance per Eden adjusted to May after rec	45,586,651.00	413,880.69	2,298,566.16	272,000.00	1,683,983.12	50,255,080.97
						-							-
Deposits			291,578.65		298,069.97	589,648.62	Debits	7,078,966.51	204.11	796,345.56	1.11	9,225,692.48	17,101,209.72
Other Deposits	790,867.42		63,201.09		2,215,126.01	3,069,194.52				71.66			71.66
Interest	22,336.85	204.11	7.16	1.11		22,549.23							-
Withdrawals	(1,508,236.01)		(761,570.27)		(1,365,851.71)	(3,635,657.99)	Credits	(7,773,998.80)		(1,292,638.37)		(10,171,131.52)	(19,237,768.69)
Fees	(0.55)					(0.55)							-
Summary Post (Cleared Checks)			(70,777.72)		(2,086,505.46)	(2,157,283.18)							-
Other Checks (not in Summary)						-							-
						-							-
Ending Balance per Bank	44,891,618.71	414,084.80	1,784,651.82	272,001.11	1,044,066.65	48,406,423.09	Ending Balance per Cash by Fund	44,891,618.71	414,084.80	1,802,345.01	272,001.11	738,544.03	48,118,593.66
						-							-
Outstanding Withdrawals						-							-
Outstanding Checks			(3,145.59)		(301,759.09)	(304,904.68)							-
Outstanding Payroll Checks					(3,763.53)	(3,763.53)							-
Deposits in Transit			20,838.78			20,838.78							-
Other						-							-
						-							-
						-							-
Adjusted Balance	44,891,618.71	414,084.80	1,802,345.01	272,001.11	738,544.03	48,118,593.66	Adjusted Balance	44,891,618.71	414,084.80	1,802,345.01	272,001.11	738,544.03	48,118,593.66
							Variance	-	-	-	-	(0.00)	-
								Recon Mike M 7/8/2021	Recon Mike M 7/6/2021	Recon Mike M 7/8/2021	Recon Mike M 7/6/2021	Recon Mike M 7/16/2021	
							Relevant JV adjustments	(62,000.00)					

AP subledger to GL Recon **June 2021**

Recon Mike M 7/27/2021

Open AP invoice Report			21101	21160			
Fund	Fund Name	AP Report	GL	GL Pcard	GL Total	Difference	% Variance
101	General	-	-	-	-	-	0.0%
150	Building Codes - General	-	-	-	-	-	0.0%
160	Building Codes - Electrical	-	-	-	-	-	0.0%
202	Public Works	-	-	-	-	-	0.0%
203	County Fair	-	-	-	-	-	0.0%
204	County School Fund	-	-	-	-	-	0.0%
205	Land Corner Preservation	-	-	-	-	-	0.0%
207	Household Hazardous Waste	-	-	-	-	-	0.0%
208	Special Economic Development	-	-	-	-	-	0.0%
209	Law Library	-	-	-	-	-	0.0%
210	District Attorney	-	-	-	-	-	0.0%
211	Museum	-	-	-	-	-	0.0%
220	911 Communications	-	-	-	-	-	0.0%
223	Parks	-	-	-	-	-	0.0%
227	Community Corrections	-	-	-	-	-	0.0%
229	Court Facilities Security	-	-	-	-	-	0.0%
322	Capital Acquisitions	-	-	-	-	-	0.0%
327	General Operating Reserve	-	-	-	-	-	0.0%
600	Qlife	-	-	-	-	-	0.0%
601	Qlife Capital	-	-	-	-	-	0.0%
602	Qlife Maupin	-	-	-	-	-	0.0%
704	Mint	-	-	-	-	-	0.0%
706	Library District	-	-	-	-	-	0.0%
707	OSU Extention District	-	-	-	-	-	0.0%
780	Treasurers Pass-Thru trust	-	-	-	-	-	0.0%
786	Property Tax Collection Trust	-	-	-	-	-	0.0%
		-	-	-	-	-	

June 2021 AR General Ledger to AR Subledger Reconciliation
Reconciled by Mike M 7/27/2021

Fund	GL 13201	GL Adj	GL	AR Aging by Fund Report	Not in Subledger	AR Adjusted	GL - AR Adjusted
101	58,223.05	-	58,223.05	58,223.05	-	58,223.05	-
150	-	-	-	-	-	-	-
160	552.50	-	552.50	552.50	-	552.50	-
202	17,160.33	-	17,160.33	17,160.33	-	17,160.33	-
203	3,600.00	-	3,600.00	3,600.00	-	3,600.00	-
205	-	-	-	-	-	-	-
207	-	-	-	-	-	-	-
208	-	-	-	-	-	-	-
210	-	-	-	-	-	-	-
211	-	-	-	-	-	-	-
220	42,637.00	-	42,637.00	42,637.00	-	42,637.00	-
223	-	-	-	-	-	-	-
227	-	-	-	-	-	-	-
229	-	-	-	-	-	-	-
232	-	-	-	-	-	-	-
237	-	-	-	-	-	-	-
326	-	-	-	-	-	-	-
330	-	-	-	-	-	-	-
600	35,685.00	-	35,685.00	35,685.00	-	35,685.00	-
601	-	-	-	-	-	-	-
602	-	-	-	-	-	-	-
704	-	-	-	-	-	-	-
705	-	-	-	-	-	-	-
706	-	-	-	-	-	-	-
707	-	-	-	-	-	-	-
	157,857.88	-	157,857.88	157,857.88	-	157,857.88	-

June 2021 Ascend to Eden Taxes Receivable Reconciliation

Recon - Mike M 7/1/2021

Eden GL & Name	tax_year	Sum of beg_bal	Sum of certs	Sum of receipts	Sum of end_bal	Eden GL	Ascend - Eden
101.13101 - Property Taxes Principal Receivable		547,812.64	10,238,577.17	10,316,079.67	470,310.14	470,310.14	-
101.13102 - Property Taxes Interest Receivable		6,678.47	69,048.92	70,752.05	4,975.34	4,975.34	-
101.13103 - Miscellenous Receivable		25,102.12	15,971.83	14,116.10	26,957.85	26,957.85	-
706.13101 - Property Taxes Principal Receivable		83,997.12	1,573,170.62	1,585,114.08	72,053.66	72,053.66	-
706.13102 - Property Taxes Interest Receivable		667.51	7,030.21	7,161.62	536.10	536.10	-
707.13101 - Property Taxes Principal Receivable		31,824.24	596,900.33	601,403.70	27,320.87	27,320.87	-
707.13102 - Property Taxes Interest Receivable		252.32	2,662.24	2,711.96	202.60	202.60	-
801.13101 - Property Taxes Principal Receivable		447.42	8,288.72	8,351.75	384.39	384.39	-
801.13102 - Property Taxes Interest Receivable		5.56	56.54	57.88	4.22	4.22	-
802.13101 - Property Taxes Principal Receivable		77,978.75	1,403,548.23	1,416,028.94	65,498.04	65,498.04	-
802.13102 - Property Taxes Interest Receivable		986.66	9,859.11	10,123.95	721.82	721.82	-
803.13101 - Property Taxes Principal Receivable		348.07	6,646.00	6,688.91	305.16	305.16	-
803.13102 - Property Taxes Interest Receivable		3.75	44.17	44.80	3.12	3.12	-
804.13101 - Property Taxes Principal Receivable		59,123.71	1,106,600.15	1,115,021.45	50,702.41	50,702.41	-
804.13102 - Property Taxes Interest Receivable		723.79	7,474.10	7,658.79	539.10	539.10	-
806.13101 - Property Taxes Principal Receivable		328.60	6,135.57	6,179.76	284.41	284.41	-
806.13102 - Property Taxes Interest Receivable		4.04	40.72	41.81	2.95	2.95	-
807.13101 - Property Taxes Principal Receivable		103,215.05	(25,896.28)	33,806.55	43,512.22	43,512.22	-
807.13102 - Property Taxes Interest Receivable		1,385.20	12,000.01	12,401.43	983.78	983.78	-
808.13101 - Property Taxes Principal Receivable		486,329.11	9,179,188.65	9,246,672.73	418,845.03	418,845.03	-
808.13102 - Property Taxes Interest Receivable		5,972.86	61,443.12	62,984.48	4,431.50	4,431.50	-
809.13101 - Property Taxes Principal Receivable		484.63	8,989.70	9,057.43	416.90	416.90	-
809.13102 - Property Taxes Interest Receivable		5.69	61.13	62.29	4.53	4.53	-
810.13101 - Property Taxes Principal Receivable		71,687.08	1,152,941.17	1,168,612.73	56,015.52	56,015.52	-
810.13102 - Property Taxes Interest Receivable		1,199.93	9,892.59	10,283.17	809.35	809.35	-
812.13101 - Property Taxes Principal Receivable		9,808.90	189,620.92	190,874.38	8,555.44	8,555.44	-
812.13102 - Property Taxes Interest Receivable		121.96	1,236.08	1,269.50	88.54	88.54	-
814.13101 - Property Taxes Principal Receivable		213.26	4,263.06	4,282.92	193.40	193.40	-
814.13102 - Property Taxes Interest Receivable		2.22	27.37	27.58	2.01	2.01	-
817.13101 - Property Taxes Principal Receivable		15.65	-	11.84	3.81	3.81	-
817.13102 - Property Taxes Interest Receivable		0.03	18.21	18.21	0.03	0.03	-
818.13101 - Property Taxes Principal Receivable		89,745.34	1,655,984.15	1,669,302.29	76,427.20	76,427.20	-
818.13102 - Property Taxes Interest Receivable		1,084.83	11,345.03	11,612.55	817.31	817.31	-
830.13101 - Property Taxes Principal Receivable		267.78	5,321.14	5,346.70	242.22	242.22	-
830.13102 - Property Taxes Interest Receivable		1.98	20.00	20.79	1.19	1.19	-
831.13101 - Property Taxes Principal Receivable		4,271.18	78,648.48	79,291.71	3,627.95	3,627.95	-
831.13102 - Property Taxes Interest Receivable		41.73	354.20	367.51	28.42	28.42	-
832.13101 - Property Taxes Principal Receivable		16,693.25	309,738.11	312,174.71	14,256.65	14,256.65	-
832.13102 - Property Taxes Interest Receivable		126.13	1,400.88	1,421.40	105.61	105.61	-
833.13101 - Property Taxes Principal Receivable		4,252.93	83,818.69	84,317.43	3,754.19	3,754.19	-
833.13102 - Property Taxes Interest Receivable		31.65	351.12	356.92	25.85	25.85	-
835.13101 - Property Taxes Principal Receivable		330.38	6,615.62	6,649.19	296.81	296.81	-
835.13102 - Property Taxes Interest Receivable		0.54	27.69	26.57	1.66	1.66	-
836.13101 - Property Taxes Principal Receivable		184,793.71	3,524,185.44	3,548,964.58	160,014.57	160,014.57	-
836.13102 - Property Taxes Interest Receivable		1,459.13	15,474.18	15,761.75	1,171.56	1,171.56	-
850.13101 - Property Taxes Principal Receivable		2,830.41	29,145.42	30,127.16	1,848.67	1,848.67	-
850.13102 - Property Taxes Interest Receivable		27.36	283.43	287.10	23.69	23.69	-
851.13101 - Property Taxes Principal Receivable		6,841.59	120,263.06	121,425.62	5,679.03	5,679.03	-
851.13102 - Property Taxes Interest Receivable		57.55	577.29	590.09	44.75	44.75	-
852.13101 - Property Taxes Principal Receivable		612.43	11,504.60	11,587.59	529.44	529.44	-
852.13102 - Property Taxes Interest Receivable		4.96	50.89	51.93	3.92	3.92	-
853.13101 - Property Taxes Principal Receivable		4,854.02	88,531.09	89,272.95	4,112.16	4,112.16	-
853.13102 - Property Taxes Interest Receivable		39.18	406.90	414.67	31.41	31.41	-
854.13101 - Property Taxes Principal Receivable		179,319.76	3,350,502.01	3,376,530.06	153,291.71	153,291.71	-
854.13102 - Property Taxes Interest Receivable		1,505.73	15,230.71	15,552.62	1,183.82	1,183.82	-
856.13101 - Property Taxes Principal Receivable		7.72	(4.25)	0.79	2.68	2.68	-
856.13102 - Property Taxes Interest Receivable		0.03	0.78	0.78	0.03	0.03	-
857.13101 - Property Taxes Principal Receivable		69,176.73	1,318,953.06	1,328,261.23	59,868.56	59,868.56	-
857.13102 - Property Taxes Interest Receivable		554.00	5,767.78	5,885.65	436.13	436.13	-
858.13101 - Property Taxes Principal Receivable		1,626.76	(192.58)	848.50	585.68	585.68	-
858.13102 - Property Taxes Interest Receivable		199.08	50.43	210.02	39.49	39.49	-
860.13101 - Property Taxes Principal Receivable		19,369.11	364,116.28	366,841.86	16,643.53	16,643.53	-
860.13102 - Property Taxes Interest Receivable		153.77	1,626.74	1,657.07	123.44	123.44	-
861.13101 - Property Taxes Principal Receivable		11,549.14	259,627.20	260,488.16	10,688.18	10,688.18	-
861.13102 - Property Taxes Interest Receivable		109.24	1,002.99	1,032.82	79.41	79.41	-

June 2021 Ascend to Eden Taxes Receivable Reconciliation

Recon - Mike M 7/1/2021

Eden GL & Name	tax_year	Sum of beg_bal	Sum of certs	Sum of receipts	Sum of end_bal	Eden GL	Ascend - Eden
862.13101 - Property Taxes Principal Receivable		31,568.98	600,027.16	604,285.16	27,310.98	27,310.98	-
862.13102 - Property Taxes Interest Receivable		228.37	2,646.02	2,675.98	198.41	198.41	-
864.13101 - Property Taxes Principal Receivable		12,522.70	236,164.05	237,897.11	10,789.64	10,789.64	-
864.13102 - Property Taxes Interest Receivable		100.35	1,044.08	1,064.75	79.68	79.68	-
878.13101 - Property Taxes Principal Receivable		448.92	8,040.12	8,109.88	379.16	379.16	-
878.13102 - Property Taxes Interest Receivable		3.04	38.40	38.44	3.00	3.00	-
879.13101 - Property Taxes Principal Receivable		5,811.82	101,311.74	102,324.10	4,799.46	4,799.46	-
879.13102 - Property Taxes Interest Receivable		52.41	492.52	505.55	39.38	39.38	-
880.13101 - Property Taxes Principal Receivable		13,558.31	228,345.21	230,905.57	10,997.95	10,997.95	-
880.13102 - Property Taxes Interest Receivable		121.58	1,153.60	1,180.54	94.64	94.64	-
881.13101 - Property Taxes Principal Receivable		91,654.66	1,506,186.53	1,523,998.50	73,842.69	73,842.69	-
881.13102 - Property Taxes Interest Receivable		741.70	7,606.14	7,759.48	588.36	588.36	-
882.13101 - Property Taxes Principal Receivable		0.79	(0.54)	-	0.25	0.25	-
882.13102 - Property Taxes Interest Receivable		0.02	-	-	0.02	0.02	-
883.13101 - Property Taxes Principal Receivable		11,562.95	283,193.39	282,720.17	12,036.17	12,036.17	-
883.13102 - Property Taxes Interest Receivable		1.01	622.10	603.40	19.71	19.71	-
884.13101 - Property Taxes Principal Receivable		11,702.43	482,322.22	477,599.45	16,425.20	16,425.20	-
884.13102 - Property Taxes Interest Receivable		-	885.61	872.81	12.80	12.80	-
		2,298,745.51	40,366,647.27	40,737,124.12	1,928,268.66	1,928,268.66	-

June 2021 Ascend to Eden Revenue Recon

Recon - Mike M 7/1/2021

Eden GL#	fmt_tax_year	Sum of period	Eden	Adj	Eden Total	Ascend - Eden
101.00.1101.410.102		42,801.40	42,801.40		42,801.40	-
101.00.1101.410.103		18,755.99	18,755.99		18,755.99	-
101.18.5117.52999		(52.26)	(52.26)		(52.26)	-
706.97.3706.422.114		2,615.10	2,615.10		2,615.10	-
706.97.3706.422.115		6,576.53	6,576.53		6,576.53	-
707.97.3707.422.114		990.62	990.62		990.62	-
707.97.3707.422.115		2,495.25	2,495.25		2,495.25	-
783.97.3783.422.127		9,048.14	9,048.14		9,048.14	-
783.97.3783.422.128		2,538.30	2,538.30		2,538.30	-
801.98.2801.422.114		15.37	15.37		15.37	-
801.98.2801.422.115		34.62	34.62		34.62	-
802.98.2802.422.114		2,648.98	2,648.98		2,648.98	-
802.98.2802.422.115		5,871.25	5,871.25		5,871.25	-
803.98.2803.422.114		12.07	12.07		12.07	-
803.98.2803.422.115		27.79	27.79		27.79	-
804.98.2804.422.114		2,030.57	2,030.57		2,030.57	-
804.98.2804.422.115		4,626.09	4,626.09		4,626.09	-
806.98.2806.422.114		11.12	11.12		11.12	-
806.98.2806.422.115		25.65	25.65		25.65	-
807.98.2807.422.114		3,281.64	3,281.64		3,281.64	-
808.98.2808.422.114		16,692.61	16,692.61		16,692.61	-
808.98.2808.422.115		38,368.41	38,368.41		38,368.41	-
809.98.2809.422.114		16.56	16.56		16.56	-
809.98.2809.422.115		37.53	37.53		37.53	-
810.98.2810.422.114		2,521.69	2,521.69		2,521.69	-
810.98.2810.422.115		4,830.89	4,830.89		4,830.89	-
812.98.2812.422.114		336.93	336.93		336.93	-
812.98.2812.422.115		792.38	792.38		792.38	-
814.98.2814.422.114		7.39	7.39		7.39	-
814.98.2814.422.115		17.80	17.80		17.80	-
818.98.2818.422.114		3,084.31	3,084.31		3,084.31	-
818.98.2818.422.115		6,924.18	6,924.18		6,924.18	-
830.98.2830.422.114		8.48	8.48		8.48	-
830.98.2830.422.115		22.16	22.16		22.16	-
831.98.2831.422.114		130.54	130.54		130.54	-
831.98.2831.422.115		328.83	328.83		328.83	-
832.98.2832.422.114		520.28	520.28		520.28	-
832.98.2832.422.115		1,294.97	1,294.97		1,294.97	-
833.98.2833.422.114		132.33	132.33		132.33	-
833.98.2833.422.115		350.21	350.21		350.21	-
835.98.2835.422.114		10.60	10.60		10.60	-
835.98.2835.422.115		27.64	27.64		27.64	-

June 2021 Ascend to Eden Revenue Recon

Recon - Mike M 7/1/2021

Eden GL#	fmt_tax_year	Sum of period	Eden	Adj	Eden Total	Ascend - Eden
836.98.2836.422.114		5,743.02	5,743.02		5,743.02	-
836.98.2836.422.115		14,728.68	14,728.68		14,728.68	-
850.98.2850.422.114		90.86	90.86		90.86	-
850.98.2850.422.115		123.55	123.55		123.55	-
851.98.2851.422.114		212.39	212.39		212.39	-
851.98.2851.422.115		503.17	503.17		503.17	-
852.98.2852.422.114		18.87	18.87		18.87	-
852.98.2852.422.115		48.07	48.07		48.07	-
853.98.2853.422.114		150.06	150.06		150.06	-
853.98.2853.422.115		370.24	370.24		370.24	-
854.98.2854.422.114		5,577.52	5,577.52		5,577.52	-
854.98.2854.422.115		14,006.52	14,006.52		14,006.52	-
857.98.2857.422.114		2,156.45	2,156.45		2,156.45	-
857.98.2857.422.115		5,511.89	5,511.89		5,511.89	-
860.98.2860.422.114		602.82	602.82		602.82	-
860.98.2860.422.115		1,522.06	1,522.06		1,522.06	-
861.98.2861.422.114		377.64	377.64		377.64	-
861.98.2861.422.115		1,082.30	1,082.30		1,082.30	-
862.98.2862.422.114		985.35	985.35		985.35	-
862.98.2862.422.115		2,507.82	2,507.82		2,507.82	-
864.98.2864.422.114		389.57	389.57		389.57	-
864.98.2864.422.115		987.10	987.10		987.10	-
878.98.2878.422.114		13.98	13.98		13.98	-
878.98.2878.422.115		33.59	33.59		33.59	-
879.98.2879.422.114		179.58	179.58		179.58	-
879.98.2879.422.115		423.98	423.98		423.98	-
880.98.2880.422.114		417.30	417.30		417.30	-
880.98.2880.422.115		955.84	955.84		955.84	-
881.98.2881.422.114		2,820.30	2,820.30		2,820.30	-
881.98.2881.422.115		6,308.16	6,308.16		6,308.16	-
883.98.2883.422.114		317.45	317.45		317.45	-
883.98.2883.422.115		1,179.55	1,179.55		1,179.55	-
884.98.2884.422.114		387.22	387.22		387.22	-
884.98.2884.422.115		1,999.12	1,999.12		1,999.12	-
		253,542.96	253,542.96	-	253,542.96	-

Wasco County Monthly Report
Transfers - June 2021 - 1st Review

Filters	
Fd	(Multiple Items)
Cat	(Multiple Items)

Data

Account	Current Budget	Current Actual YTD	Prior Year Actual YTD	Current Year Budget Executed	Prior Year Budget Executed	Year to Year % Change	Current Year - Prior Year
Transfer In							
911 COMMUNICATIONS FUND	193,145.00	193,145.00	253,128	100.0%	100.0%	-23.7%	(59,983.00)
911 EQUIPMENT RESERVE	30,000.00	30,000.00	30,000	100.0%	100.0%	0.0%	-
COUNTY FAIR FUND	29,000.00	29,000.00	29,000	100.0%	100.0%	0.0%	-
FACILITY CAPITAL RESERVE	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
GENERAL FUND	**562,426.00**	**400,000.00**	**757,659**	**71.1%**	**62.3%**	**-47.2%**	**(357,659.15)**
GENERAL OPERATING RESERVE	2,443,333.00	2,443,333.00	3,367,866	100.0%	100.0%	-27.5%	(924,533.00)
MUSEUM	22,500.00	22,500.00	22,500	100.0%	100.0%	0.0%	-
PUBLIC WORKS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
ROAD RESERVE FUND	-	-	1,000,000	#DIV/0!	100.0%	-100.0%	(1,000,000.00)
CAPITAL ACQUISITIONS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
BUILDING CODES - GENERAL	200,000.00	-	-	0.0%	0.0%	#DIV/0!	-
BUILDING CODES - ELECTRICAL	200,000.00	-	-	0.0%	0.0%	#DIV/0!	-
Transfer In Total	**4,282,404.00**	**3,117,978.00**	**5,460,153**	**72.8%**	**86.4%**	**-42.9%**	**(2,342,175.15)**
Transfer Out							
911 COMMUNICATIONS FUND	73,333.00	73,333.00	73,333	100.0%	100.0%	0.0%	-
911 EQUIPMENT RESERVE	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
CDBG GRANT FUND							
NON-DEPARTMENTAL EXPENDITURES-E	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
CDBG GRANT FUND Total	602,000.00	-	-	0.0%	#DIV/0!	#DIV/0!	-
COMMUNITY CORRECTIONS FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
DISTRICT ATTORNEY	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
FACILITY CAPITAL RESERVE	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
FOREST HEALTH PROGRAM FUND	162,426.00	-	-	0.0%	0.0%	#DIV/0!	-

Wasco County Monthly Report
Transfers - June 2021 - 1st Review

GENERAL FUND	2,639,645.00	2,639,645.00	3,624,161	100.0%	100.0%	-27.2%	(984,516.00)
LAND CORNER PRESERVATION FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
LAW LIBRARY FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
PUBLIC WORKS FUND	-	-	1,000,000	#DIV/0!	100.0%	-100.0%	(1,000,000.00)
SPECIAL ECON DEV PAYMENTS FUND	405,000.00	405,000.00	480,812	100.0%	100.0%	-15.8%	(75,812.00)
WEED & PEST CONTROL FUND	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	-
YOUTH THINK FUND	-	-	111,770	#DIV/0!	93.1%	-100.0%	(111,770.12)
BUILDING CODES - GENERAL	200,000.00	-	132,398	0.0%	29.4%	-100.0%	(132,397.77)
BUILDING CODES - ELECTRICAL	200,000.00	-	37,679	0.0%	8.4%	-100.0%	(37,679.26)
Transfer Out Total	**4,282,404.00**	**3,117,978.00**	**5,460,153**	**72.8%**	**86.4%**	**-42.9%**	**(2,342,175.15)**

PERS Recap
For the Year Ended 6/30/2021
Create using PERS Monthly Invoice
Wasco County

6%

	PERS WAGES	EMPLOYEE PERS SHARE	EMPLOYERS SHARE	PERS Units	Social Security	Rounding	Adjustments	Total Remittance	PERS Invoice	variance
JULY	600,575.34	36,034.53	92,244.21	2.32	-	(0.36)	(3,355.24)	124,925.46	124,925.46	-
AUGUST	599,256.77	35,955.46	91,598.17	2.32	-	0.10	(3,260.35)	124,295.70	124,295.70	-
SEPTEMBER	592,513.99	35,550.93	90,857.98	2.32	-	(0.11)	(3,197.18)	123,213.94	123,213.94	-
OCTOBER	622,971.50	37,378.37	96,134.52	2.32	-	(0.17)	(2,500.37)	131,014.67	131,014.67	-
NOVEMBER	585,708.33	34,068.59	87,803.49	2.32	-	(0.16)	(430.85)	121,443.39	121,443.39	-
DECEMBER	601,433.77	34,675.08	88,638.45	2.32	-	(0.16)	32,165.46	155,481.15	155,481.15	-
JANUARY	600,044.28	36,089.22	79,971.40	2.32	-	(0.11)	(11,730.46)	104,332.37	104,332.37	-
FEBRUARY	610,400.86	35,513.10	68,545.61	2.32	-	(0.11)	(130.55)	103,930.37	103,930.37	-
MARCH	557,038.80	32,814.19	61,698.81	2.32	-	(0.20)	(34.59)	94,480.53	94,480.53	-
APRIL	590,730.12	35,102.53	64,987.01	2.32	-	(0.04)	(486.73)	99,605.09	99,605.09	-
MAY	578,012.07	33,680.57	63,174.50	2.32	-	(0.32)	(3,516.64)	93,340.43	93,340.43	-
JUNE	-	35,486.60	66,062.84	2.32	-	0.23	(1,754.12)	99,797.87	99,797.87	-
Total	6,538,685.83	422,349.17	951,716.99	27.84	-	(1.41)	1,768.38	1,375,860.97	1,375,860.97	-

PERS Units		
Emp# 4096	2.32	per month
	2.32	

Adjustments	May	
Rogers	790.53	Timing
Stone	(2,610.63)	Timing
SSA Invoice	109.90	Invoice
Wallis Redirect	(43.92)	Redirect
	(1,754.12)	

Investing Reconciliation 6/30/2021
US Bank Safekeeping Recon Mike M 7/27/2021

CUSIP/Sec-ID	Type		Face Rate	Purchase Date	Maturity	Weight	Yield to Maturity	Yield to Worst	Days to maturity
						0.00%			
						0.00%			
						0.00%			
478160CD4	Corporate Bond	Johnson & Johnson	2.250%	10/4/2018	3/3/2022	100.00%	2.96%	2.96%	246
		5 years							
		total				100.00%	2.96%	2.96%	

	Average	Weighted Ave
Time to average maturity	0.67 Years	0.67 Years

General Ledger *.12101

		% Portfolio	Max	Comply
Investment by Agency	Federal Home Loan Bank	0.000%	33%	YES
	Federal Home Loan Mortgage Corp	0.000%	33%	YES
	Federal Natl Mortgage Assn	0.000%	33%	YES
	Federal Farm Credit Bank	0.000%	33%	YES
	RFCSP Strip Principal	0.000%	33%	YES
		0.000%	33%	YES
	Total US Agencies	0.000%	100%	YES
Corporate Bond	Johnson & Johnson	1.115%	100%	YES
	LGIP	98.885%	49,000,000	YES

LGIP Yield		
June	0.60%	
Investments at		
Less than LGIP		
	Count	0
	Value	
	%	0.0%

Total Invested

Limits	Max %	Portfolio	Comply
US Treasury	100.0%	0.0%	YES
US Agency Securities	100.0%	0.0%	YES
Per US Agency	33.0%	0.0%	YES
Oregon Short Term Fund	50,400,000	44,891,619	YES
Bankers' Acceptance	25.0%	0.0%	YES
Time Deposits/Savings	50.0%	0.0%	YES
Certificates of Deposit per Institution	25.0%	0.0%	YES
Repurchase Agreements	5.0%	0.0%	YES
Corporate Debt (Total)	15.0%	0.0%	YES
Corporate Commercial Paper	15.0%	0.0%	YES

Maturity Limits	Min	Actual $
Under 60 Days	25%	44,891,618.71
Under 1 year	50%	45,397,666.71
Under 3 years	75%	45,397,666.71
Under 5 years	100%	45,397,666.71

Weighted Days to Maturity	Par	Face	Principal Cost	Interest included at purchase	Purchase Price	Market	Book Value 5/31/2021	Called/ Matured/Purchased	Mark to Market	Book Value 6/30/2021
				-	-	-				
-				-	-	-	-		-	-
-				-	-				-	-
246	500,000.00	500,000.00	488,547.34	968.75	489,516.09	506,048.00	510,601.00		(4,553.00)	506,048.00
			-							
	500,000.00	500,000.00	488,547.34	968.75	489,516.09	506,048.00	510,601.00	-	(4,553.00)	506,048.00
			Eden GL	*.12101						506,048.00
										-
					-	-	-		-	-
					-	-	-		-	-
					-	-	-		-	-
					-	-	-		-	-
					-	-	-		-	-
					-	-	-		-	-
					-	-	-		-	-
					489,516.09	506,048.00	510,601.00		(4,553.00)	506,048.00
					44,891,618.71	44,891,618.71	44,891,618.71		-	44,891,618.71
					45,381,134.80	45,397,666.71	45,402,219.71		(4,553.00)	45,397,666.71

Actual %	Comply		
99%	YES	11,349,416.68	11,349,416.68
100%	YES	22,698,833.36	11,349,416.68
100%	YES	34,048,250.03	11,349,416.68
100%	YES	45,397,666.71	11,349,416.68

Corp Commercial Paper Per Issuer	2.5%	0.0%	YES
Corporate Bonds	10.0%	1.1%	YES
Corp Bonds Per Issuer	2.5%	1.1%	YES
Municipal Debt (Total)	10.0%	0.0%	YES
Municipal Commercial Paper	10.0%	0.0%	YES
Municipal Bonds	10.0%	0.0%	YES

June 2021 Bank Reconciliation

	Main Checking						LGIP Account	*.11403			
	Bank	Eden 600	Eden 601	Eden 602	Eden Total		Bank	Eden 600	Eden 601	Eden 602	Eden
Begininng Balance	894,714.91	423,547.74	337,651.16	122,903.82	884,102.72		Beginning Balance	1,515,871.04	40,356.29	1,472,412.05	3,102.70	1,515,871.04
Credits	-		-	-	-		Deposits					
Deposits	48,846.60	43,760.00	31,351.63	5,086.60	80,198.23	Debit	Dividends/Interest	747.55	143.53	565.15	38.87	747.55
Withdrawals							Withdrawals					-
Checks	37,667.20	50,422.93	8,881.41	1,201.24	60,505.58	Credit	Other Decreases					
Ending Balance	905,894.31	416,884.81	360,121.38	126,789.18	903,795.37		Ending Balance	1,516,618.59	40,499.82	1,472,977.20	3,141.57	1,516,618.59
Deposits in Transit	-						Ending GL	1,516,618.59				
Outstanding Checks	$2,098.94				-							
							LGIP Variance	-	19.2%	75.6%	5.2%	
Adjusted Balance	903,795.37	416,884.81	360,121.38	126,789.18	903,795.37		Mike M 7/19/2021		Interest Allocation Rate			
Variance	-											
Mike M 7/19/2021												

Campbell Phillips	5445	$1,450.00
Hire Electric	5471	$648.94
		$2,098.94

AGENDA ITEM

Executive Session

PURSUANT TO ORS 192.660(2)(G) TRADE NEGOTIATIONS/192.660(2)(H) CONSULTING WITH LEGAL COUNSEL

NO DOCUMENTS HAVE BEEN SUBMITTED FOR THIS ITEM – RETURN TO AGENDA



Planning Department

Wasco County Board of Commissioners
Public Hearing
August 4, 2021

Applicant: Austin Justesen
Owner: Jonnie & Fred Justesen
(921-21-000009-PLNG)

Details of the Request & Hearing

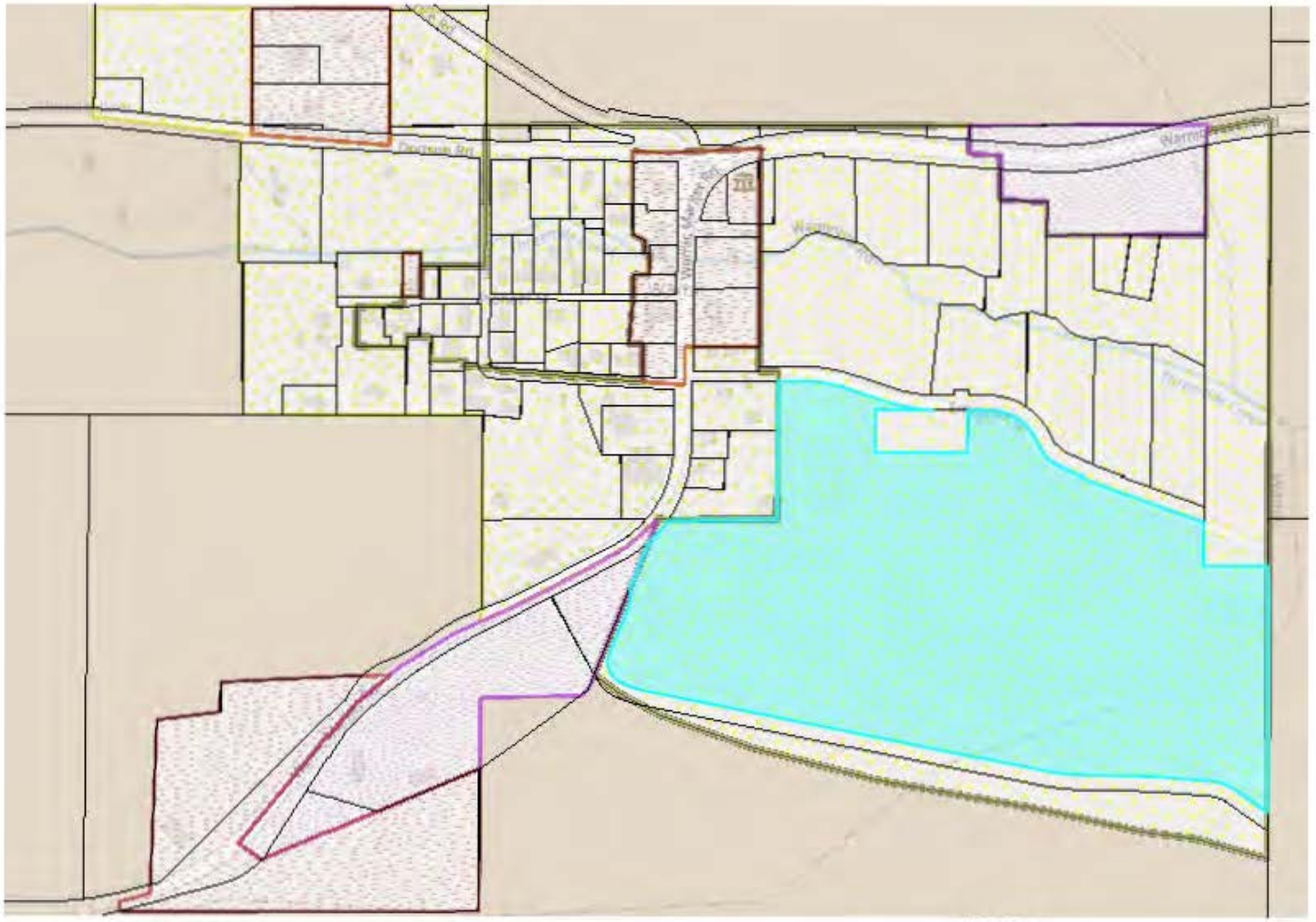
Request (Subject parcel: 2

- Approval of preliminary subdivision to divide a 44.38 acre parcel into eight lots ranging from five to 8.35 acres, and one 1.08 acre park

- Approved with Conditions by Planning Commission on June 1, 2021

- Request for De Novo Hearing properly received on June 11, 2021
  - Reason for Appeal: Contest Condition (6) within Notice of Decision

Vicinity Map



7/29/2021, 8:18:16 AM

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Legend

- Subject Taxlot (WAM R-2)
- Wamic Residential (WAM-R2) Zone
- Wamic Medium Industrial (WAM-M2) Zone
- Wamic Commercial (WAM- C2) Zone
- Exclusive Farm Use (A-1) Zone

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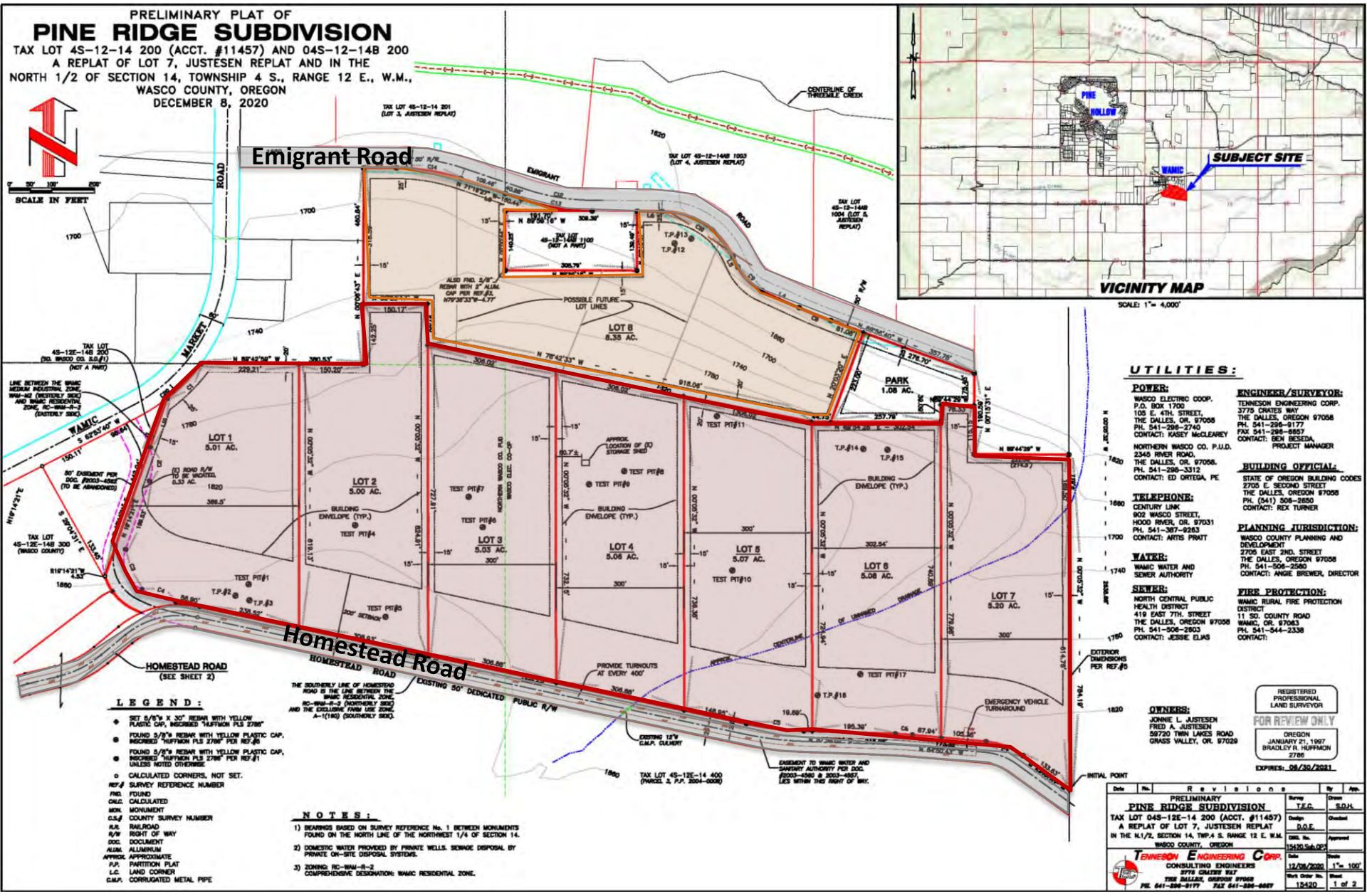
N

Preliminary Subdivision Plan



Wasco County Standards Addressed

Chapter 3 Basic Provisions

- ***Section 3.650 – Wamic Residential (WAM-R2) Zone:***
  - ***Section 3.654 – Uses Permitted Subject to Standards/Type II Review***
    - *Partitions, Property Line Adjustments and Subdivisions subject to Chapter 21*
  - ***Section 3.656 - Property Development Standards***
    - *Property Size*
      - *New lots or parcels served by an approved community, municipal or public water system and an approved community or public sewage system shall have a minimum property size of two (2) acre with a one hundred twenty-five (125) foot average lot width.*
      - *New lots or parcels served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum property size of two (2) acres with a one hundred twenty-five (125) foot average lot width.*
      - *New lots or parcels not served by either an approved community, municipal or public water system or an approved community or public sewage system shall have a minimum width of 300 feet with a minimum area of five (5) acres In addition, an applicant shall demonstrate that:*
        - *The lot or parcel can meet DEQ on-site sewage disposal rules then in effect, which can be demonstrated either prior to land division approval or as a condition of such approval.*

WC Standards Addressed (cont.)

Chapter 21 – Land Divisions

- **Section 21.030 – Basic Provisions and Design Standards**

L. Existing Streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided at the time of subdivision or partitioning.



	Rural Local Roads								
	Unpaved			Unpaved			Paved		
Design ADT	<25			25-250			25-250		
Terrain[1]	L	R	M	L	R	M	L	R	M
Design Speed (mph)	30	30	20	30	30	20	30	30	20
Max Grade (%)	7	10	12	7	10	12	7	10	12
Stopping Sight Distance (ft)	220	235	135	220	235	135	220	235	135
Passing Sight Distance (ft)	-	-	-	-	-	-	1,090	[2]	[2]
Traveled Way Width (ft)	18	18	18	22	22	22	22	22	22
Paved Shoulder Width (each side) - Non Bike Route	-	-	-	-	-	-	-	-	-
- Bike Route (ft)	-	-	-	-	-	-	-	-	-
Gravel Shoulder Width (each side)	-	-	-	-	-	-	2	2	2
Roadway Width (Non Bike / Bike Route) (ft)	18	18	18	22	22	22	26	26	26
Number of Lanes	2	2	2	2	2	2	2	2	2
Minimum ROW Width (ft)	50	50	50	50	50	50	50	50	50
Preferred Access Spacing[3]	75			100			100		

Issue on Appeal

Appeal of Land Use Decision Form (Received June 11, 2021)

" This appeal requests the review of Condition of Approval 6 as approved by the Planning Commission. Emigrant Street currently serves multiple dwellings as well as well as the community of Wamic's sanitary services. The proposed subdivision would create the possibility of only one additional dwelling to be served by the street. The street adequately serves the current uses and any additional traffic generated by an additional dwelling. If improvements to Emigrant Street are deemed necessary, this should not be the sole responsibility of the applicant. "

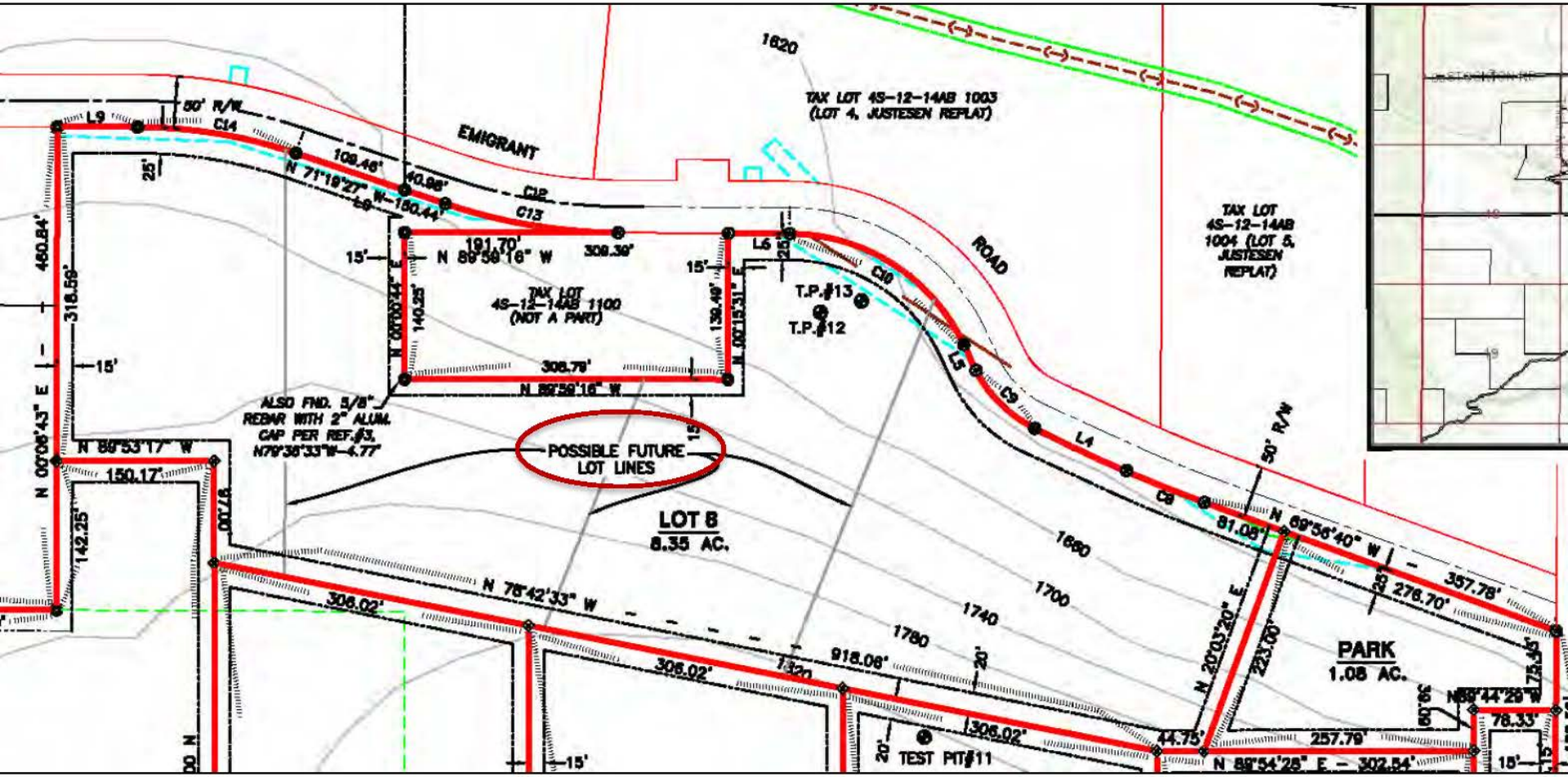
- No additional information has been submitted on behalf of the appellant

2019 ODOT Report

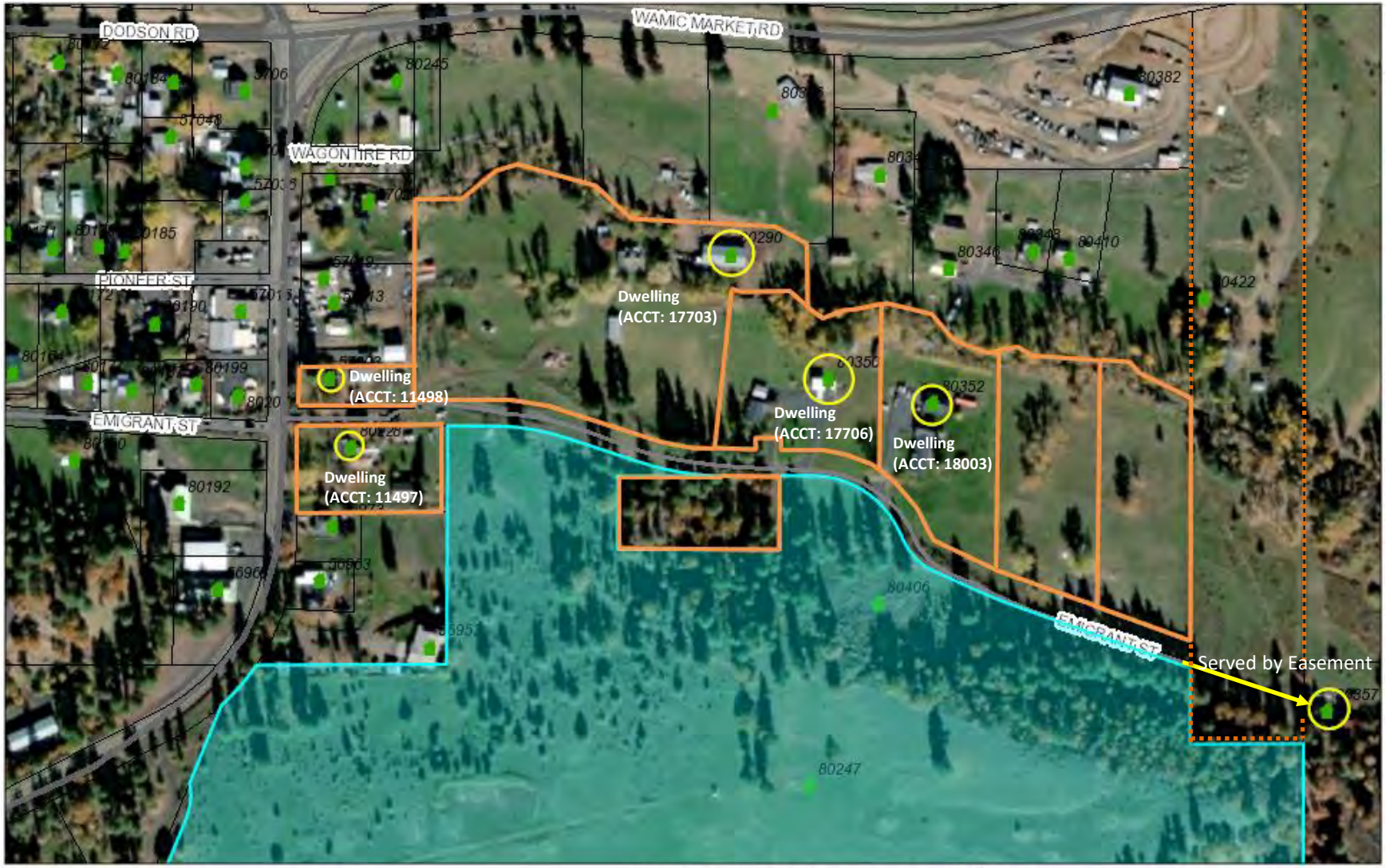
PERSONAL TRAVEL IN OREGON: A SNAPSHOT OF DAILY HOUSEHOLD TRAVEL PATTERNS

"The average Oregon household surveyed is comprised of 2.4 persons and owns 1.8 vehicles and 1.5 bicycles. These same households report an average of 8.9 average weekday trips covering 61 miles and taking 168 minutes to complete. This equates to 3.7 trips per person, averaging 26 miles per day and each person spending 75 minutes per day traveling to various activities." (page 56, BOC Packet)

Road Width is Driven by ADT



Addresses & Parcels Served



8/2/2021 , 11:01:42 AM

Units of Land Served by Emigrant Road

Registered Addresses Served by Emigrant Road

Subject Parcel (Proposed Subdivision)

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N

1:4,514

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.17 km

Recommended Action

Retain Condition (6)

"Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall also be developed, and presented as part of the request."

Staff Recommendation

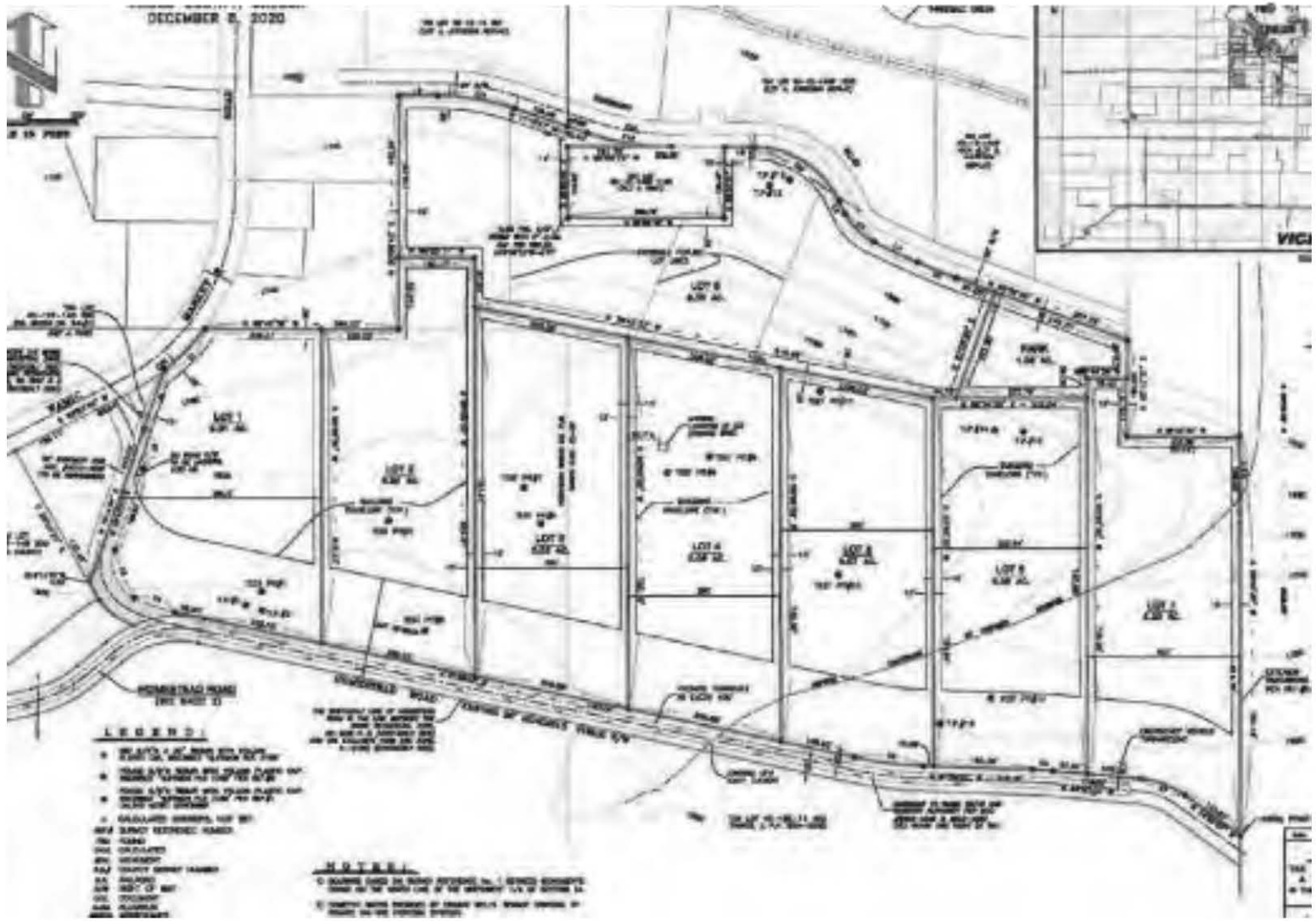
Staff Recommends:

- Approve the preliminary subdivision plan as submitted by the applicant, to subdivide the 44.38 acre parcel into eight lots ranging from 5 to 8.35 acres, with the condition that the park be removed from the plan and the acreage added into the adjacent lots.

Questions?

Pine Ridge Subdivision

August 4, 2021


DECEMBER 8, 2020
LEGEND:
NOTES:


ENCRANT ST

Planning Commission Condition of Approval #6

- Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to Submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall be also be developed and presented as part of the request.

Reason for appeal

- The proposal does not increase the development potential along Emigrant Street.
- The subdivision plans for development of the south seven lots along Homestead Road Only.
- The existing street adequately serves the current uses.

Request

- We understand the County's need to plan for future development and propose that the condition be altered to require improvements to Emigrant Street when there is an increase in development or development potential along the street.
- Request that the County recognize that the current proposal does not impact Emigrant Street usage and alter Condition of Approval #6.

Recommended alteration to Condition of Approval #6

- Upon further division of Proposed Lot 8, Emigrant Street shall meet the design standards for Rural Local Roads with an ADT of 25-250, specifically the standards located in Table 21-1-Rural Wasco County Public Roadway Design Standards, in Chapter 21 of the Wasco County Land Use and Development Ordinance. It will be the responsibility of the developer if any improvements to Emigrant Street must occur. Maintenance of this road will not be the responsibility of Wasco County. Prior to Submittal of the final subdivision plat for approval, a plan for road maintenance on Emigrant Street shall be also be developed and presented as part of the request.