

**BEFORE THE PLANNING COMMISSION OF THE
CITY OF TILLAMOOK
PRELIMINARY FINDINGS AND CONCLUSIONS
CONDITIONAL USE PERMIT #CU-12-04
T1S R9W Section 30, Tax lots 800, 900;
T1S R9W Section 30BC, Tax lot 200;
T1S R9W Section 30BD, Tax lots 100, 600, 700;
T1S R10W Section 25AC, Tax lots 300, 400, 4500, 4501, 4600;
T1S R10W Section 25AD, Tax lots 200, 401, 501, 502, 600, 700, 701.**

APPLICANT/: Tillamook People's Utility District, 1115 Pacific Avenue,
Tillamook, OR 97141

OWNERS: Dean Alexander, 7835 Fawcett Creek Road, Tillamook, OR 97141;
Barbara Aufdermauer, 1845 Wilson River Loop Road, Tillamook, OR
97141;
Bradley and Beatrice Barclay, 10800 Chance Road, Tillamook, OR
97141;
City of Tillamook, 210 Laurel Avenue, Tillamook, OR 97141;
David and Rita Hogan, 2614 First Street, Tillamook, OR 97141;
Dennis and Connie Johnson, 4103 Beech Street, Tillamook, OR 97141;
Marie Mills Center Inc., 1800 Front Street, Tillamook, OR 97141;
Perkins Investments, LLC, PO Box 420, Astoria, OR 97103;
Tillamook County Creamery Association, 4185 Hwy 101 North,
Tillamook, OR 97141;
Western Oregon Conference Association of Seventh Day Adventists,
13455 SE 97th Avenue, Clackamas, OR 97015.

REQUEST: To construct a new 115-kilovolt (kV) transmission line between
the Bonneville Power Administration's (BPA) Tillamook
Substation located to the east of the City of Tillamook on Oregon
Route 6 and a proposed PUD substation (Oceanside Substation)
near the community of Oceanside in Tillamook County.
Approximately 1.1 miles of the approximately 7.0-mile
transmission line route are within the jurisdiction of the City of
Tillamook, and the remaining 5.9 miles are within the jurisdiction
of Tillamook County. Therefore, the Applicant requests approval
of a conditional use permit (CUP) from the City of Tillamook for
the construction of the 1.1-mile portion of the transmission line
that crosses the City of Tillamook. A separate application will be
submitted to Tillamook County for approval of the portion of the
Project under the County's jurisdiction.

The complete proposal across the City of Tillamook and Tillamook
County includes two elements: approximately 7.0 miles of 115-kV
electric transmission line and a 115-kV to 24.9/14.4-kV
distribution substation.

Approximately 1.1 miles of the transmission line are proposed through the City of Tillamook. This segment of the Project is proposed through four different zoning districts within the City of Tillamook.

The Project within the City of Tillamook has been routed adjacent to existing linear developments (that is, collocation) wherever possible. These linear developments include portions of Front Street as well as an existing railroad spur owned by the Port of Tillamook Bay. Parallel construction or collocation with existing linear corridors (for example, highway and road rights-of-way, utility corridors, or previously developed areas) was one of the criteria used in evaluating routes. Collocation minimizes potential impacts to additional landowners, can reduce the need to clear new corridors, **and lessens the potential environmental impact when compared to the clearing for new routes through previously undeveloped areas.**

Generally, the Project will require the establishment and maintenance of a 100 foot wide Project corridor as well as the installation of ten (10) support poles and conductors.

The corridor will be established through the use of easements where proposed across existing properties. Where the PUD does not have an existing easement, a new easement will be obtained from the separate, underlying landowners along the route.

The corridor under and around the transmission line can continue to be used for its current purpose if the landowner chooses to do so, as long as the use does not conflict with the safe operation of the line and meets the National Electric Safety Code (NESC), Rural Utilities Services (RUS), and PUD standards for clearances and use. Allowed uses typically include agricultural, grazing, hunting, and some development such as parking lots or roads. Uses that are disallowed include development of buildings or any use that degrades the required ground-to-line clearances as stipulated by the NESC, RUS, and PUD standards.

Steel monopole will be typically used for the support poles. The support poles will vary in height, ranging approximate between 70 to 90 feet above ground. The actual height and diameter of each pole will be determined by topography and safety requirements for conductor clearances. The support poles will be tubular and galvanized and will measure approximately 1.5 to 5 feet in diameter at the ground line and it is anticipated that poles will be placed on a vibratory caisson base through the City of Tillamook. The depth of the base and the use of vibratory caissons will vary based on soil conditions and the loads supported by the base.

(Everything in this section from here sounds like a reprint from the application; wouldn't it be better to reference the applicants' points of note?) The footprint of each support pole's ground penetration is considered permanent disturbance. A 5-foot diameter is used for all support poles in generating impacts to present a conservative estimate.

The distance between support poles will vary depending on different factors including but not limited to topography, location of jurisdictional waters, existing land use, and clearance requirements. In the City of Tillamook, the distance between support poles ranges between approximately 500 and 700 feet. The minimum conductor clearances from the ground and other structures will meet the requirements of the NESC and the RUS.

Dead-end support poles will be used at regular intervals on the line to accommodate adequate conductor tensioning. Guy wires to support the dead-end support poles will not be used with this Project. It is important to note that the only dead-end support poles that are anticipated to be used in the City of Tillamook are located where the Project crosses the railroad main line at pole 5 and poles 9 and 10 on opposite sides of the crossing at Highway 101. Again, the dead-end poles will be self-supporting without need for guy or support wires.

The electrical conductor is the wire (or wires) strung from the support poles that carries or moves electric current. The proposed single-circuit line will consist of three phases of one conductor per phase that carries the electrical current making up the single-circuit configuration.

The conductors will not be covered with insulating material; instead, they will use air for insulation and ground clearance for public safety. Conductors will be attached to the pole supports using insulators to prevent the electricity in the conductors from moving to other conductors, the poles, and the ground.

A smaller overhead shield wire will be attached to the top of the support pole. It will provide ground protection to the transmission line from lightning damage. The overhead shield wire will have a core containing optical fibers used to transmit system protection data.

HEARING DATE: January 3, 2013, 7:00 p.m.

LOCATION: The subject property is located along the Front Street Right-of-Way, west of Main Avenue, and along the Port of Tillamook Bay (POTB) Right-of-Way, east of Main Avenue and includes Tax lots 800, 900 of Section 30, Township 1S Range 9W; Tax lot 200 of

Section 30BC, Township 1S Range 9W; Tax lots 100, 600, 700 of Section 30BD, Township 1S Range 9W; Tax lots 300, 400, 4500, 4501, 4600 of Section 25AC, Township 1S Range 10W; Tax lots 200, 401, 501, 502, 600, 700, 701 of Section 25AD, Township 1S Range 10W; inside and outside the City Limits, inside the Urban Growth Boundary of the City of Tillamook.

PARCEL SIZE:

LAND USE/BUILDINGS:

ADJACENT USES: Adjacent uses include a wide range of uses and zones.

UTILITIES:

ACCESS: The properties are accessed from the POTB ROW and Front Street and various PUD easements.

ROAD TYPE: Front Street is designated a Collector Street in the City Transportation System Plan.

EASEMENTS: There appear to be no easements on the subject property? It seems that there would be a multitude of them so that they cannot be listed.

FLOOD POTENTIAL:

WETLANDS: Not applicable to these properties?.

ZONING/COMP PLAN: Open Space District (O) Multiple Use Residential District (R-0); Central Commercial District (C-C); Light Industrial District (I-L); Water Resource Protection Overlay District (WRPO); Flood Hazard Overlay District (FHO). (I assume that the proposal does not touch the Town Center Overlay?)

RELEVANT CRITERIA: Sections 4, 11, 14, 17, 18, 27, 28 of the City of Tillamook Zoning Ordinance #979 lists the requirements necessary for approval of the proposed transmission line.

Section 4 – Definitions.

Public Facility means includes “Projects, activities, and facilities deemed to be necessary for the maintenance of other public purposes consistent with Comprehensive Plan policies, including non-public activities permitted by government agencies. Such public facilities shall include any activity undertaken or structure held, used, or controlled for public or quasi-public purposes including but not limited to, churches, fraternal organizations or clubs, hospitals, schools, nursing homes, federal, state, county or municipal offices or facilities, recreation facilities, and... public utilities. Such determination shall be made without reference to the ownership of the structure or the realty upon which it is situated.”

Utility Facility means “a structure, pipe, or transmission line, which provides the public with electricity, gas, steam, heat, communication, water, sewage collection or other similar services.” According to the applicant, the Project is a public electrical transmission line, which is contained within the definition of “utility facility”. Given that the Project satisfies the definition of “utility facility” and is a public use, the Project can be considered a public utility. Furthermore, because “public utilities” are listed within the definition for “public facility,” the Project can also be considered to be a “public facility.”

Section 11 – Open Space Zone District, or O District

According to the applicant and plans, approximately 0.4 mile of the Project crosses the O District, and the 100-foot-wide corridor through the O District will cover an area of approximately 4.8 acres. Furthermore, three support poles are proposed in the O District. A PUD Distribution line currently exists in the O District. This line is proposed to be replaced. Does this zone require a CUP or is it permitted outright? If not either than how are public facilities/utilities that service O functions addressed?

Section 14 – Multiple Use Residential Zone District, or R-0 District

Subsection 3, Conditional Uses. The following conditional uses may be permitted subject to a Conditional Use Permit:

A. Any Conditional Use permitted in a Single-Family R-7.5 Zone, and Single-Family and Duplex Residential, R-5.0 Zone.

1. Any Public Facility as defined in this Ordinance. According to the applicant, the Project is a public electrical transmission line, which is contained within the definition of “utility facility”. Given that the Project satisfies the definition of “utility facility” and is a public use, the Project can be considered a public utility. Furthermore, because “public utilities” are listed within the definition for “public facility,” the Project can also be considered to be a “public facility.” Therefore, the Project is allowed conditionally as a “public facility” in this District.

B. Subsection 4, Height Regulations. No building or structure shall be hereafter erected, enlarged or structurally altered to exceed a height of 45 feet. The proposed project exceeds a height of 45 feet. Please see Section 28, Provisions Applying to Special Uses, for further detail.

Section 17 – Central Commercial Zone District, or C-C District

Subsection 3, Conditional Uses. Any public facility located in the C-C Zone District may be permitted subject to a Conditional Use Permit as described in Section 27. (Is this subject to the same definitions as referenced in 14 above, if so that should be stated.)

Section 18 – Light Industrial District, or I-L District

Subsection 3, Conditional Uses. Any public facility located in the I-L Zone District may be permitted subject to a Conditional Use Permit as described in Section 27. (Is this subject to the same definitions as referenced in 14 above, if so that should be stated.)

Subsection 4. Height Regulations. No building or structure shall be hereafter erected, enlarged or structurally altered to exceed a height of 45 feet. The proposed project exceeds a height of 45 feet. Please see Section 28, Provisions Applying to Special Uses, for further detail.

(Not relevant) Subsection 5. Lot Requirements. The following lot requirements shall be observed:

- ~~— A. Lot Area: No requirements.~~
- ~~— B. Lot Width: No requirements.~~
- ~~— C. Lot Depth: Each lot shall have a minimum depth of 100 feet. The subject properties have lot depths of 91 feet.~~
- ~~D. Front Yard: None, except when a side lot line is abutting a lot in an R-7.5, R-5.0 or R-O District, then the front yard shall be the front yard required in the abutting "R" District. The subject properties are not abutting or across the street from a lot in the "R" District.~~
- ~~E. Side Yard: None, except when a side lot line is abutting a R-7.5, R-5.0 or R-O District, then the side yard shall be a minimum of 20 feet. The portions of buildings or structures along a required side yard which are above the 20 foot height must be inset an additional one-half foot for each foot of height exceeding 20 feet. The subject properties are not abutting or across the street from a lot in the "R" District.~~
- ~~F. Rear Yard: None, except when a rear lot line is abutting a R-7.5, R-5.0 or R-O District, then the rear yard shall be a minimum of 20 feet. The portions of buildings or structures along a required rear yard which are above the 20 foot height must be inset an additional one-half foot for each foot of height exceeding 20 feet. The subject properties are not abutting or across the street from a lot in the "R" District.~~
- ~~G. Lot Coverage: No requirements.~~

Subsection 6. Signs: Permitted as per Section 24.

Subsection 7. Off Street Parking and Loading: Off Street Parking and loading space shall be provided as required in Section 25.

Subsection 8. Other Required Conditions. (are there not similar conditions in the R-0 or Central Commercial zones?)

- G. The emission of disturbing vibrations or of unpleasant odorous gases or matter in such quantity or at such amplitude as to be readily detectable at any point beyond the property line of the use creating the vibrations or odors is prohibited.

- H. All uses in the I-L District shall be carried on in such a manner that they do not create smoke, gas, odor, dust, sound, vibration, soot, heat, glare, or lighting to a degree which might be obnoxious or offensive to persons residing in or conducting business in this or any other district. According to the applicant, the proposed use in the I-L District may produce a small amount of sound.

Section 20 – Flood Hazard Overlay District, or FHO District ?

Section 21.1 – Water Resources Protection Overlay District, or WRPO District ?

Section 27 – Conditional Use Permits

1. Subsection 5, Action by the Planning Commission. The Planning Commission may approve, approve with conditions, or disapprove the application for a Conditional Use permit. In permitting a conditional use the Planning Commission may impose, in addition to regulations and standards expressly specified in this Ordinance, requirements increasing the required lot size or yard dimensions, increasing street widths, controlling the location and number of vehicular access points to the property, increasing the number of off-street parking or loading spaces required, limiting the number of signs, limiting the coverage or height of buildings because of obstructions to view and reduction of light and air to adjacent property, limiting or prohibiting openings in sides of buildings or structures or requiring screening and landscaping where necessary to reduce noise and glare. Any future enlargement or alteration of the use shall be reviewed by the City so as to be in accordance with the regulations and standards of this Ordinance.
 - A. In order to grant any conditional use, the Planning Commission must find that the establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case, be in violation to the appropriate regulations and standards contained in this Ordinance.
 - B. The Planning Commission shall render a decision within 60 days after the filing of the application. The decision of the Planning Commission shall be final unless appealed to the City Council.
 - C. A Conditional Use permit shall become void after one year after approval, or after such greater or lesser times as may be specified as a condition of approval, unless within that time the required building construction, alteration or enlargement has been commenced and diligently pursued or, if no such construction, alteration or enlargement is required, unless the permitted activity is being regularly conducted on the premises. The Planning Commission may extend the permit for a period of one year.
 - D. (Bold this entire section as this is the critical point) Conditional Use Criteria and Findings of Fact. Any conditional use authorized according to this section shall be subject to the following criteria, where applicable. The criteria are listed in underlined text while the responses are listed in standard text.

1) The use is listed as a conditional use in the underlying zone, or in an applicable overlying zone. The proposed use is listed as a conditional use in Sections 14(3)(A), R-0 District; 17(3)(A), C-C District; and 18(3)(A), I-L District. The use is not listed as a permitted or conditional use in the O Zone District, but is allowed as a pre-existing non-conforming use as described in Section 31. (would this be true or is expansion of a non-conforming use subject to another process? This is why an analysis of the previous O permitted uses is essential) Therefore, this criterion ~~is~~ can be found to have been satisfied.

2) The use is consistent with the applicable goals and policies of the Comprehensive Plan.
Since this application was submitted to the City prior to November 15, 2012 – the date of the adoption (after appeal period) of the amended City Comprehensive Plan, the former City goals, objectives and policies apply.

Urbanization and Energy

Goal: To conserve energy.

Objective: To guide community development in such a way as to maximize the conservation of energy.

Policy 4: *“Land uses developed on the land will be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles.”*

According to the applicant, the Project’s purpose and need are the direct result of increased demand for electricity in the City of Tillamook and the surrounding area. While this Project may eventually result in an increase in energy use within the City of Tillamook, it will also allow for critical equipment upgrades that will ultimately enhance the efficiency of the current transmission system. Furthermore, as a People’s Utility District, the Applicant supports energy efficiency through its products and services including residential weatherization programs, commercial energy efficiency measures, free energy audits, and rebates for the purchase of energy efficient appliances.

According to staff review, the intent of this policy ~~is~~ can be found to be satisfied.

Public Facilities

Goal: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.

Objective: To provide adequate public services in a timely, cost efficient manner.

Policy 81: *“Any proposed public or semi-public use on a specified site in a residential area requires review through the conditional use procedures of the Zoning Ordinance. Institutions that should be located in a residential area should be situated so the impacts of their surroundings are minimized.”*

According to the applicant, the Project, a public utility facility, is located in the R-0 District for approximately 0.3 mile. ~~The Applicant demonstrates compliance with the applicable substantive criteria of the City Zoning Ordinance #979 for the R-0 District.~~ The Project was designed to minimize impacts to surrounding land uses, including residential developments. The portion of the Project that crosses the R-0 District is proposed to be collocated along an existing railroad right-of-way that is no longer used for railcar movement. The only land that is within the R-0 District that is crossed by the Project is also within this railroad right-of-way, and is therefore precluded from being developed for a residential use in the foreseen future. As a result, the Project has no direct impact on the availability of residential land in the City of Tillamook.

According to staff review, this policy ~~is can be found to be~~ satisfied.

Policy 89: *~~“Approximately 80 acres of land is are available for community parks and development in the Urban Growth Boundary. This land is along the Trask River in the southwest part of the City and along and near Hoquartgen Slough north of First Street. Acquisition is encouraged on this park/open space land. The City shall study the development of said property for various purposes, and estuary guidelines shall apply in all cases of development.”~~*

According to the applicant, a detailed alternatives analysis that examined ~~s~~ nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes was completed (~~reference or attach~~). A segment of the proposed route does parallel Front Street in the general area identified in Policy 89 for future park development. As a result, the Applicant worked with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City Manager, and the Mayor to identify specific constraints within this general area and specifically along the Hoquarton Slough. The intent was to find a viable route that minimizes impacts to this area. As a result of these meetings, the proposed route was aligned to minimize impacts to City owned land as well as the areas where future parks are planned.

According to staff review, and the ~~draft~~ Parks and Recreation Master Plan, the proposed transmission line will extend across 2 existing City parks – Hoquarton Interpretive Park and Sue H. Elmore Park – and 2 proposed City parks – Peeler Park and Ironworks Park. A large number of trees existing in these parks will have to be removed (~~any quantification or identification of locations?~~). It affects current tree planting at Hoquarton Interpretive Park. (~~Recommend that it allow a potential transit stop near Marie Mills and restroom facilities at SHE Park. Recommend that a process be developed as to how such easements will be negotiated to minimize these impacts~~)

Is this satisfied or not? Does it require certain conditional modifications that allow the development and maintenance of community parks in this area?

Policy 90: *"The City will coordinate with state and county agencies and organizations to preserve current and future historic sites, buildings, and archaeological sites that exist now or may be discovered at a later date, in the Tillamook Area. The City shall investigate the possibility of moving and renovating one historical building to be located adjacent to Highway 101 North in anticipation that it might accommodate tourists and Chamber of Commerce type activities. Future discovery or determination of historical sites and/or archaeological sites shall be listed as inclusions to this plan."*

According to the applicant, this policy does not directly apply to the Project. However, the Applicant has implemented measures to identify, avoid, and minimize impacts to historic and archaeological sites. The Applicant conducted cultural resource investigations along the proposed route through the City of Tillamook. A conservative 300-foot study corridor around the transmission line centerline was examined during two separate field visits held on April 29 through May 1, 2011 and August 15, 2012. All undeveloped parcels that the Applicant had right-of-entry agreements to survey were examined during these cultural resource surveys. The resulting cultural resources survey memorandum ([reference attachment](#)) concludes that since no cultural resources were uncovered in their efforts through the City of Tillamook, no further archaeological work is recommended for the Project route through the City of Tillamook.

In the event of an unanticipated discovery of prehistoric or historic period cultural materials, a standard unanticipated discovery procedure will be implemented. This will generally consist of construction within the immediate vicinity of the discovery will stop, and the area will be secured to protect the resource from damage. A qualified archaeologist will then document the find by preparing a brief written statement and taking photographs. This documentation will be submitted to the Oregon State Historic Preservation Office (SHPO), and work within the immediate vicinity of the find will not resume until a preservation plan is approved in coordination with SHPO.

According to staff review, the intent of this policy ~~is~~ can be found to be satisfied.

Natural Resource

Policy 91: *"Most recreational and scenic areas lie outside of the U.G.B. Two park areas are designated on the Land Use Map and shall be developed to accommodate the growing need for recreational areas in natural settings. The City shall continue to monitor the long-term recreational needs of the people of Tillamook and the need to maximize use of all public recreational facilities. Use of the Oregon Coast biking trails as shown on Map is encouraged. The Oregon Coast hiking trail, which terminates at Barview is recognized as a*

regional recreational facility. Its extension southward is encouraged by the City. The City shall explore the feasibility of a waterfront park along Hoquarton Slough and the abandoned right-of-way. Tillamook City shall cooperate with appropriate agencies in maintaining its vitality. _

According to the applicant, the Project complies with the intent of this policy. The Applicant prepared a detailed alternatives analysis that examined nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes. A segment of the proposed route does parallel Front Street in the general area identified in Policy 91 as the “waterfront park along Hoquarton Slough and the abandoned right-of-way.” As a result, the Applicant worked with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City Manager, and the Mayor to identify specific constraints within this general area and specifically along the Hoquarton Slough. The intent was to find a viable route that minimizes impacts to this area. As a result of these meetings, the proposed route was aligned to minimize impacts to City owned land existing parks. Furthermore, a segment of the Project in the City was specifically routed alongside an existing railroad right-of-way in order to lessen potential impacts through collocation with another linear development.

According to staff review, bisecting the waterfront area along Hoquarton Slough has been avoided by the proposed Project, and with certain conditional modifications that allow the development of a waterfront park, the intent of this policy can be found to be is satisfied.

Open Space and Scenic Areas

Goal: To conserve open space and protect natural and scenic resources.

Objective: To maximize the use of existing resources in the provision of open space.

Policy 99: *“Banks of watercourses, drainage basins, areas subject to extreme natural hazards and otherwise unbuildable sites will be utilized to provide open space and recreational opportunities. Riparian vegetation shall be protected inside all designated significant riparian resources, identified in Section 21.1 of the Tillamook Land Development Code. _*

According to the applicant, the Project is not proposed on banks of watercourses, in drainage basins, along known natural hazards or otherwise unbuildable sites. The Applicant went through a significant routing process to select the proposed route including an evaluation of nine different transmission line route options through the City of Tillamook. This evaluation as referenced above included the use of specific criteria geared to avoid or minimize the crossing of natural resources and hazards. The Applicant also worked directly with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City

~~Manager, and the Mayor to generate input on potential routes.~~ The route proposed in this CUP application is the result of this process.

Riparian vegetation removal in the vicinity of Hoquarton Slough will be avoided to the greatest extent practicable and will only be done to ensure safe operation of the line in a fashion that meets the NESC, RUS, and PUD standards for clearances. In limited locations within the City, taller vegetation in riparian and wetland areas will need to be removed, such as one small area adjacent to the Hoquarton Slough (see Figure 4 in Appendix A). In these higher value habitats, the taller vegetation will be replaced with low-growing native species following construction. (recommend two-for-one replacement in other non-conflicting areas?) The resulting impact to the riparian buffer will be negligible, and the Project is not anticipated to result in an interruption or change in flows to surround riparian areas. The Applicant demonstrates compliance with the applicable substantive criteria from TCZO Section 21.1 in this CUP application above². Therefore, this policy is satisfied with conditions.

Policy 100: *"Tree preservation and planting to separate conflicting uses and provide scenic and recreational opportunities will be encouraged wherever feasible."*

According to the applicant, construction includes tree removal where necessary within the corridor to install the support poles and subsequently to protect the operational integrity of the transmission line. However, the Applicant has taken other specific steps to minimize visual impacts or impacts on scenic opportunities. The Applicant will preserve existing trees within the 100-foot-wide corridor to the extent practicable (which means what? Recommend securing a definition that is acceptable to the City). However, taller vegetation such as trees and tall shrubs will likely need to be removed from the corridor, specifically in the vicinity of support poles and directly underneath the conductor. Low-lying vegetation such as short shrubs and grasses will be allowed within the corridor including areas beneath the conductor. (recommend two-for-one replacement in other non-conflicting areas?) Vegetation management, including trimming of trees, will be performed over the life of the Project to maintain access and clearances. In order to minimize visual impacts, the Applicant prepared a detailed alternatives analysis that examined nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes. One of the criteria examined was selecting the route that minimizes visual impacts. The proposed route has less potential for overall visual impact than most of the other routes examined. In addition, the Applicant will use construction materials that will further minimize the visual impact of the Project, including galvanized steel monopoles to eliminate glare. (What kind of poles glare? Recommend applying rusted or other patina applications to the two most most visible poles on each side of 101 that would

temper a monochrome march through the center of the City) Therefore, this policy can be found to be satisfied with conditions.

Policy 101: *"Scenic views and scenic sites that generally include all the land within view of the Tillamook urbanized area and outside the Urban Growth Boundary, shall be preserved. This shall be achieved by coordination with Tillamook County and by encouraging a minimum of development in these areas."*

According to the applicant, a detailed alternatives analysis was prepared that examined nine different transmission line route options, including the proposed route, using a systematic rating system to compare the various routes. One of the evaluation criteria reviewed by the Applicant was the visual impact of each alternative. The Applicant is committed to minimizing the visual impacts of the Project to extent practicable. The proposed route minimizes visual impacts compared to other alternatives because it remains a straight and direct route through the City. The use of angle points or segments around multiple sides of the City has been avoided. In addition, the PUD specifically selected a special conductor for use on this transmission line, which allows for fewer and shorter poles and longer spans between poles to limit visual impacts. In addition, the Applicant has chosen to collocate the Project along existing rights-of-way, including Front Street and the existing railroad right-of-way that is no longer used for railcar movement, to minimize visual impacts by routing the Project through an already-developed area. Additionally, the Applicant has selected construction materials that will further minimize the visual impact of the Project, including galvanized steel monopoles to eliminate glare. (has the applicant stipulated to undergrounding the distribution lines in the Ivy to First Street northeast arc as described to the council? If not, recommend that quid pro quo.) The Applicant will be submitting an application for the requisite land use approvals to Tillamook County for the portion of the Project in that jurisdiction. This separate application will address applicable requirements related to Tillamook County's designated scenic views and scenic sites.

According to staff review, the applicant has minimized the scenic visual impacts that will correspond to the proposed Project development, and therefore can be found to satisfy this policy with conditions.

Air, Water and Land Resource Quality

Goal: To maintain and improve the quality of air, water and land resources.

Objective: To insure the continued quality of air, water and land resources within the City.

Policy 102: *"All future development will be compatible with the air quality maintenance plan of the Department of Environmental Quality. Further, noise pollution shall be monitored through D.E.Q. and the City shall assist the State in remedies to pollution problems that develop. Through all land use planning*

and development stages, the City shall coordinate their actions with State and Federal environmental statutes, programs and policies. The City shall also assist and coordinate, as necessary, with current planning activities. "

According to the applicant, the Project is compatible with the air quality maintenance plan of ODEQ because it will not generate air emissions or unpleasant odorous gases. Mitigation measures will be taken during construction to minimize potential air emissions from dust or exhaust. For example, construction equipment will be maintained in proper working condition, and dust suppression and ground stabilization BMPs will be implemented in accordance with the Applicant's NPDES 1200-C permit. During operations, any air emissions including fugitive dust from maintenance vehicles will be negligible. No odorous gases will occur during operation. Regarding noise emission, noise will be generated from construction activity including installation of caissons. Construction equipment used during installation of the Project will also generate noise emissions. However, any increase in noise level from construction activities will be temporary, will take place during designated construction hours, and will comply with applicable Oregon State noise standards in OAR 340-035 – Noise Control Regulations. OAR 340-035-0035(5)(g) specifically exempts construction activity. Therefore, by regulatory definition, there will be no construction noise impacts.

During operations, the transmission line will generate minimal noise emissions. Transmission lines can generate a small amount of noise during corona activity ([what is this solar flares?](#)) where a small electrical discharge caused by the localized electric field near energized components and conductors ionizes the surrounding air molecules. Noise levels produced by a 115-kV transmission line are generally less than outdoor background levels and are therefore not generally audible. Noise generation and odorous gases are not anticipated from the Project.

According to staff review, this policy [can be found to be is](#) satisfied.

Policy 105: *"The water resources of the City of Tillamook shall be protected in part by guiding future development in a manner that will not impact or alter the significant wetlands and riparian corridors within the City of Tillamook Urban Growth Boundary (UGB)."*

According to Section 21.1(3)(A)(2), the Project is a permitted use within the WPRO District. Only five support poles are proposed within wetlands, riparian corridors, and their buffers as part of the WPRO District. The Applicant coordinated with the City of Tillamook to identify the proposed route and also conducted a detailed alternatives analysis that identified no other feasible route is available through the City of Tillamook. In addition, the Applicant will implement design and construction measures to avoid or minimize intrusion into wetlands and riparian corridors. [\(any mitigation or](#)

enhancement measures proposed or needed?) Therefore, the minimal permanent alteration within the wetlands and riparian corridors resulting from support pole installation and the establishment and maintenance of the 100-foot-wide corridor ~~is not inconsistent~~ can be found to be consistent with the intent of this policy with conditons/stipulations.

Natural Hazards

Goal: To protect life and property from natural disasters and hazards.

Objective: To maintain damage or loss of life and property caused by natural hazards in the Tillamook area by carefully managing development and redevelopment in areas subject to natural hazards.

Policy 106: *“Development may take place within areas of natural hazards only if appropriate safeguards are provided to protect the property in questions as well as adjacent properties, from damage. A developer shall assume the burden of proof that a development project is appropriate in this regard.”*

According to the applicant, the Project does not cross any known natural hazards aside from a 0.8-mile crossing of floodplain. However, the Project is not a conventional habitable structure or a development for which the criteria of Section 20 are intended to regulate. Nonetheless, the Applicant demonstrates in response to Section 20(1)(C) how the Project is consistent with the stated purpose of the FHO (spell out for those who don't know).

As acknowledged in Policy 106, development is permitted within areas of natural hazards provided that appropriate safeguards are employed to protect the proposed use and surrounding properties. The Applicant proposes a number of safety measures to ensure the safe operation of the entire transmission line, including the seven support poles located within the FHO District. First, the support poles have been positioned to avoid flood hazard to the greatest extent possible, but much of the City of Tillamook is within floodplain. Thus, where in the flood hazard, support pole foundations, including the use of vibratory caissons, will be designed and constructed to withstand damage from intermittent flooding activity. Furthermore, maintaining a 100-foot-wide corridor where possible will not only protect the transmission line from interference from other properties, it also provides safeguards for surrounding properties in the extremely unlikely event a support pole or the conductor fail in a specific area. Therefore, this policy ~~is~~ can be found to be satisfied.

Policy 107: *“In all areas of flood hazard the requirements of the National Flood Insurance Program will be adhered to.”*

Policy 108: *“Flood plain and Floodway overlay zoning for all hazard areas will be applied by the City; building permits will be reviewed to insure that necessary requirements of structures are met.”*

According to the applicant, the Project is not a conventional habitable structure or a development for which the criteria of Section 20 are intended to regulate. Nonetheless, the Applicant demonstrates in response to Section 20(1)(C) how the Project is consistent with the stated purpose of the FHO. The Applicant is unaware of any requirements from the National Flood Insurance Program that are applicable to overhead transmission lines.

According to staff review, these policies are can be found to be satisfied subject to the receipt of all necessary building permits.

Policy 109: *"Natural hazards that could result from new developments, such as runoff from new buildings, paving projects and/or soil slippage due to weak foundation soils, that has the potential to have adverse impacts and a cumulative effect on property owners downstream, will be considered and evaluated. Measures that prevent or minimize the extent of the natural hazard, adverse impacts and cumulative effects on property owners downstream shall be provided for. Such natural hazards, adverse impacts and cumulative effects on property owners downstream shall be considered in evaluating zone changes, conditional uses, site plans, variances, and in issuing building permits."*

According to the applicant, new natural hazards resulting from the Project are not anticipated. Given that the Project is an aboveground transmission line, permanent impacts to soils and runoff resulting from the creation of impervious surfaces are minimal. For example, only 10 support poles will be installed in the City of Tillamook, resulting in approximately 196 square feet of permanent impact associated with support pole installation. Additionally, vegetation removal is required along the 100-foot-wide corridor as necessary to protect the operational integrity of the transmission line. (how does benefit drainage? I believe that would be an adverse impact.) However, low-growing vegetation, such as grass, will only be removed in small areas where necessary for support pole installation. In riparian areas along the Hoquarton Slough, taller vegetation will be removed and replaced with low-growing native species. Vegetation removal in the vicinity of wetlands and riparian areas will be avoided to the greatest extent practicable. However, construction will result in vegetation removal where necessary within the corridor to install the support poles and subsequently to protect the operational safety and integrity of the transmission line consistent with NESC, RUS, and PUD standards for clearances and use. Vegetation management to maintain access and clearances will be performed over the life of the Project as part of the ongoing line maintenance. Low-growing vegetation such as low-lying shrubs and grass will be maintained except where support pole installation pads are being installed. Low-lying vegetation will be allowed to grow throughout the corridor following construction. Taller vegetation such as trees and tall shrubs will likely need to be removed from the corridor, specifically in the vicinity of poles and directly underneath the conductor. Thus, taller

vegetation within wetlands and the one riparian area adjacent to the Hoquarton Slough? will likely need to be removed. In these higher value habitats, the taller vegetation will be replaced with low-growing native species following construction. Finally, the only new impervious surface or permanent impacts proposed within wetlands are the support poles. Again, no poles are proposed in the riparian corridor. (Overall some negative impacts are identified, but no compensating mitigation offered. What conditional measures can be applied to minimize those adverse impacts: some assistance with Project Exodus?)

Grading for pole installation will be minimized to only what is absolutely required. Any ground surface that has to be altered within the WRPO District for pole installation will be graded following installation to match preexisting contours. Furthermore, with the exception of existing impervious surfaces already within the Project corridor, the entire 100-foot-wide permanent corridor will be maintained as permeable, which will support the absorption of stormwater during flood events. Areas of disturbance will be immediately stabilized to prevent erosion using appropriate BMPs (spell out) including installation of straw wattles and reseeding as needed. Vegetation management to maintain access and clearances will be done over the life of the Project as part of the ongoing line maintenance. Additionally, BMPs will be implemented to minimize erosion including revegetation efforts and minimizing exposed soil.

According to staff review, these policies can be found to have been met with conditons.

Overall, Criterion 2 can be found to have been satisfied if the following conditions are applied (list from above and repeat below in recommended conditions).

- 3) The parcels are suitable for the proposed use considering their size, shape, location, topography, existence of improvements and natural features. According to the applicant, the Project is proposed within a corridor across 14 parcels in the City of Tillamook. The corridor is suitable to support the Project in accordance with the site characteristics outlined in this section?. The Applicant prepared a detailed alternatives analysis that examined nine alternative routes, including the proposed route, for the portion of the Project that crosses the City of Tillamook. A systematic ranking system was established for evaluating each alternative, which in part examined land use and engineering constraints that could affect constructability and accessibility. When analyzing the various route alternatives, the Applicant specifically considered aspects of the proposed route including lot size, shape, location, topography, existence of improvements, and natural features. Following this analysis, the proposed route was identified by the Applicant and the Project Engineer as the preferred route through the City of Tillamook in part because

the parcels crossed have sufficient shape, size, and other required site characteristics required for construction and operation.

According to Sections 17, Central Commercial, and 18, Light Industrial, of City Zoning Ordinance #979, there are no front, side or rear yard setback requirements except if these properties are located adjacent to a residentially zoned property. According to Section 21.1, Water Resources Protection Overlay District and Section 22, Site Development Standards, a setback of 50 feet is required from the top of bank of Hoquarton Slough for development. ~~According to Section 22.1, General Development Standards, (10) Site and Building Design, parking lots are required to be located at the side or rear of buildings for site appearance.~~ Many of the properties along the north side of Front Street have a depth of approximately 91 feet between the Road R.O.W. and Hoquarton Slough. An additional 50 ft transmission line corridor easement over a number of properties along the north side of Front Street, ~~one half the overall 100 foot easement,~~ will substantially limit or prevent the additional structural use of these properties for the permitted use listed in the underlying zone. ~~(Does this impact any properties to the south? Are any parcels rendered unbuildable?)~~ Uses allowed in the 50 ft transmission line corridor easement will include agricultural, grazing, most recreational activities and some development such as parking lots or roads. Uses that are not permitted in the 50 ft transmission line corridor easement are development of buildings or any use that degrades the required ground-to-line clearances.

According to staff review, the subject parcels may be suitable for the proposed use, but the size, shape, location, and the potential existence of improvements (such as future development) is greatly limited. This criterion has not been met ~~unless the easements for all affected property owners can be customized to satisfy their projected needs.~~

- 4) The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted use listed in the underlying zone. According to the applicant, the proposed Project will not materially alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties. The area crossed by the Project, in particular along Front Street, is developed in accordance with uses allowed in the underlying base districts. Construction may cause some delays for traffic and landowners in the general vicinity, but any delays will be temporary and limited to the duration of construction. Operation of the Project will create some potential limits on existing and future development within the proposed corridor in order to maintain the safety requirements. However, these limits will not be substantial for a variety of reasons. The transmission line will be designed to accommodate existing uses including buildings. Thus, existing uses can continue unaffected underneath the transmission line except for any specific activity that could harm the integrity of a support pole or the

conductor per NESC standards. For example, use of an aerial crane or other tall construction equipment may be limited. Future redevelopment or new development of buildings and other aboveground structures will be limited within the corridor and specifically within close proximity to the transmission line. However, the majority of other land uses can occur underneath the conductor. In addition, any future limitations within the corridor will be part of the future negotiations with affected landowners. Thus, landowners will acknowledge an understanding of any potential limitations as part of negotiating the corridor for the Project.

The Applicant has also implemented a series of strategies to minimize impacts to development. For example, the Project was specifically routed adjacent to existing linear developments (that is, collocation) wherever possible in an effort to minimize any limitations or impairment of existing properties. These linear developments, described in more detail above under Section 2 of this CUP application, include portions of Front Street as well as an existing railroad spur owned by the Port of Tillamook Bay.

Parallel construction or collocation with existing linear corridors (for example, road rights-of-way, utility corridors, or previously developed areas) was one of the criteria used in routing the Project. Collocation minimizes potential impacts to additional landowners, reduces the need to clear new corridors, and lessens potential environmental impact.

After construction, the line will be accessed by the Applicant as needed to perform inspection and maintenance work. The transmission line corridor can continue to be used for its current purpose if the landowner chooses to do so, as long as the use does not conflict with the safe operation of the line and meets the NESC, RUS, and PUD standards for clearances and use. Allowed uses typically include agricultural, grazing, most recreational activities and some development such as parking lots or roads. Uses that are not permitted are development of buildings or any use that degrades the required ground-to-line clearances as stipulated by the NESC, RUS, and PUD standards.

Finally, as shown in Figure 2 (see Appendix A), the majority of the Project through the City of Tillamook is also situated along the edge of existing parcels, which decreases the negative effect of fragmenting undeveloped parcels and allows for future development in accordance with the underlying base districts. The Applicant will coordinate with individual landowners to identify specific safety requirements and allowable modifications within the corridor as applicable.

According to staff review, the character of surrounding properties adjacent to the proposed transmission line corridor will not be altered in a manner which substantially limits, impairs, or prevents the use of these surrounding properties if the easements for all affected property owners can be customized to satisfy their projected needs..

- 5) The proposed use is timely, considering the adequacy of public facilities and services existing or planned for the area affected by the use. According to the applicant, the Project is timely and needed to reduce high loading on existing facilities, support ongoing growth in the area (load growth), to provide operational flexibility for maintenance, to improve service reliability, and replace aging infrastructure in the City of Tillamook, the Netarts/Oceanside area, and the surrounding area. The Applicant is obligated to serve increased load demand through capacity projects like the one being proposed. Furthermore, the Applicant is unaware of other planned utility projects in the area that would interfere with the Project or otherwise deem it obsolete. Reference any discussion regarding the impending hwy 101/6 project. This is further discussed in Section 3, Purpose and Need, of the applicant's CUP application narrative.

According to staff review, and the applicant's narrative, this proposed line is to provide service to the Oceanside substation. Use of this line is not for the Tillamook City area. This criterion has not been met. I assume that you are predicated your analysis upon an interpretation of the phrase "area affected by the use" to mean the notice area within the City rather than all electrical beneficiaries affected by the proposed use. This is a narrow and debatable premise that will be tough to defend: do you have any case law or precedent to support that premise? Presuming that you do then what about "the aging infrastructure in the City of Tillamook" and the need to provide optimal distribution of loads to the city in times of outages? Aren't these inadequacies within the notice area itself?

This should go up to page 5 after definitions: Section 28 – Provisions Applying to Special Uses

1. Subsection 8. Utilities. The erection, construction, alteration, or maintenance by public utility or municipal or other governmental agencies of underground; overhead electrical, gas, steam, or water transmission or distribution systems, collection, communication, supply or disposal system including poles, towers, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants and other similar equipment and accessories in connection therewith, but not including buildings, shall be permitted in any district. Utility transmission and distribution lines, poles and towers may exceed the height limits otherwise provided for in this Ordinance. As stated in this Section, electrical transmission systems like the Project "shall be permitted in any district" within the City of Tillamook. (this section provides a loophole big enough to run a train through and should you decide to recommend denial, will have a train running through it) In addition, this provision indicates that height limitations do not apply to transmission lines as otherwise required in this Ordinance.

This should go up to page 3 after hearing date: PROPERTY OWNERS NOTIFIED:

This request was mailed to 92 adjacent property owners within a 250 ft radius on December 10, 2012.

What is the purpose of this? People can comment verbally or in writing right up to the hearing: CLOSING DATE: December 31, 2012.

This should go up to page 3 after hearing date: AGENCIES NOTIFIED: County Assessor's Office, State Department of Land Conservation and Development (DLCD).

This should go up to page 3 after hearing date: COMMENTS RECEIVED: None.

APPEALS: According to Section 33, Appeals, General, and Subsection 2. Appeal to City Council, an interested party that participated either orally or in writing in the Planning Commission proceedings pertaining to the decision may appeal. In the event an applicant or interested party is not satisfied with the decision of the Commission relating to the enforcement, interpretation or action of any provision under this Ordinance, he/she may within ten (10) days after the action of the Planning Commission, appeal in writing to the Tillamook City Council. Such appeal shall be made in writing, dated and signed by the appellant, and shall file such appeal with a fee within ten (10) days after the action of the Planning Commission with the City Recorder. The City Council shall consider such appeal and render its decision within sixty (60) days after the filing of appeal with the City Recorder after a public hearing on the matter.

CONCLUSIONS AND RECOMMENDED CONDITIONS:

Based upon the findings and conclusions listed above, the proposal does not meet all of the City's Comprehensive Plan and Zoning Ordinance requirements, and it is recommended that the Conditional Use Permit request CU-12-04, be denied.

If you are going to recommend denial, you need a staff report that contains a full Statement of Reasons and that is much more comprehensive than a recommendation for approval with conditions, particularly since it is likely to face a well-financed appeal. I see nothing like that in here. An attorney could shred this thing like tissue. If you wish to make that recommendation then you will study case law on how to write such defensible Statements and overhaul this staff report over the next two weeks for several full critique inhouse reviews with oral defenses provided by you prior to its public release by its due date on December 27th. Denials are not to be promoted lightly or at the last minute.

Otherwise, you may to consider a recommendation for approval with conditions that are predicated upon the criteria as outlined above. The conditions can place the burden of satisfaction upon the applicant. If not satisfied, the CUP is rendered void. Therefore, carefully rework the suggested conditions into tangible doable but firm mitigations that arise from the criteria.

Repeating code requirements that are already mandated is not necessary. Those sorts of builder beware notations can be included in a BSIA as we've discussed before.

|

LAND USE REQUEST

COPY

REQUEST: CONDITIONAL USE PERMIT
#CU-12-04

DATE: JANUARY 3, 2013

TIME: 7:00 P.M.

PLACE: CITY HALL, 210 LAURREL AVE.

THIS SIGN SHALL BE PLACED AT THE SUBJECT PROPERTY PER SECTION 10 (12) OF ZONING ORDINANCE #979.
THIS POSTING SHALL REMAIN ON SITE FOR A MINIMUM PERIOD OF TWENTY DAYS PRIOR TO APPROVAL WITH THE APPLICANT
RESPONSIBLE FOR SUCH POSTING AND MAINTENANCE.

DATE POSTED: DECEMBER 13, 2012

DATE REMOVED: JANUARY 13, 2013

David Mattison

From: Kevin.Belanger@ch2m.com
Sent: Thursday, December 13, 2012 5:47 PM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

See my responses below in red.

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [mailto:dmattison@tillamookor.gov]
Sent: Thursday, December 13, 2012 4:26 PM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

A couple questions. . .

If an existing building allowed to remain under the transmission line is destroyed in the future by a fire or other natural cause, will the property owner be allowed to rebuild in the same location?

- As Bob indicated on our phone call yesterday, the PUD prefers not having buildings located in transmission line rights-of-way. As such our preference would be that if a building were removed or destroyed it would not be rebuilt. PUD also understands that landowners will may want assurance that they could rebuild to the same dimensions of the building that is currently there as long as it would not interfere with the safe operation of the transmission line or the PUD's access to their poles for maintenance. This will be part of the easement negotiations with each landowner and made a part of the easement valuation and language.

Will the proposed transmission line directly feed adjacent distribution lines within the City of Tillamook?

- The transmission line will be operated at 115,000 volts and the distribution lines in the City are operated at 25,000 volts. There will not be any direct connections between these lines. The distribution lines tying the substations together will be interconnected through the substation power transformers that transform the voltage from 115,000 volts down to 25,000 volts. This will allow distribution lines in the City to be served from the new substation when needed.

Thanks.

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [mailto:Kevin.Belanger@ch2m.com]
Sent: Wednesday, December 12, 2012 5:01 PM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

Thank you, David. We are pleased to hear that. As for when the application was deemed complete, we have it in our records that Nancy delivered the final signature to you on November 14, so we assume that will be the date of completion when you send your letter to us.

And we will get Figure 2 to you as soon as it is ready, which should be mid-next week at the latest.

Kevin

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [<mailto:dmattison@tillamookor.gov>]

Sent: Wednesday, December 12, 2012 4:48 PM

To: Belanger, Kevin/PDX

Subject: RE: Conversation with Tillamook PUD

Kevin,

In response to your questions:

1. I can and will provide a letter to you stating the date the application was considered complete.
2. Good news for you, I reviewed the date of the original submittal (10/04/12) and after further discussion and case law research, we will consider that the date of original submittal and the previous Comp Plan policies you presented in your application valid. So there is no need on your part to change anything in regard to the updated policies. Again, the previously adopted Comp plan Policies stand with the date of your original submittal.
3. If you could send me 10 hard copies of adjusted Figure 2 and if you could provide a copy to me via email for immediate review, that'll work.

Hope this helps. Please let me know if you have any additional questions. I'm sorry for any confusion this has caused. Thanks for your cooperation!

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [<mailto:Kevin.Belanger@ch2m.com>]

Sent: Wednesday, December 12, 2012 12:18 PM

To: David Mattison

Subject: RE: Conversation with Tillamook PUD

Hi David – I'm glad that we all were able to chat. I think it was helpful all around.

I had a few questions for you:

- 1) We need to get a formal letter from you stating on what date our application was deemed complete, similar to the letter you sent out stating that the application was incomplete.
- 2) From a quick glance of the Comp Plan updates, it seems like you all did some heavy reorganization. We were hoping to see some sort of redlined version of the previous Comp Plan so I could more quickly scan to see what has changed since this was just brought up to us today. Do you have something like that that I could see?
- 3) When we make adjustments to the Comp Plan responses and Figure 2 like we said we would, how would you like us to deliver them to you? Email or hard copy, and if hard copy, how many copies?

Give me a call back when you get a moment.

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [<mailto:dmattison@tillamookor.gov>]
Sent: Wednesday, December 12, 2012 11:45 AM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

I appreciated the phone conference this morning – it helped me with the questions that I had answered – thank you.

Here (attached) is the list of the amended Tillamook City Comprehensive Plan goals, objectives and policies, I said I would get to you.

If you have any questions, don't hesitate to contact me.

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [<mailto:Kevin.Belanger@ch2m.com>]
Sent: Wednesday, December 12, 2012 9:03 AM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

David – We are trying to get a hold of you for our 9 AM call. Is there a better number to call you at than your office number? We tried you on your office number with no response.

Thanks,
Kevin

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [<mailto:dmattison@tillamookor.gov>]
Sent: Monday, December 10, 2012 5:55 PM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

I will have your posting ready for pick up at that time so you can post on all properties involved in the application, on all sides with a ROW.

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [mailto:Kevin.Belanger@ch2m.com]

Sent: Monday, December 10, 2012 4:19 PM

To: David Mattison

Cc: Terra Wilcoxson

Subject: RE: Conversation with Tillamook PUD

9 AM works well for us. I will spread the word on that, and we will give you a call then. Is this the number that would be best to reach you on at that time: (503) 842-3443?

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [mailto:dmattison@tillamookor.gov]

Sent: Monday, December 10, 2012 5:18 PM

To: Belanger, Kevin/PDX

Cc: Terra Wilcoxson

Subject: RE: Conversation with Tillamook PUD

Sorry for the late response. I had you scheduled for 10 am Wednesday. If we have to adjust the time a bit, how does 9 am sound?

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [mailto:Kevin.Belanger@ch2m.com]

Sent: Monday, December 10, 2012 3:55 PM

To: David Mattison

Subject: Conversation with Tillamook PUD

Importance: High

David,

I didn't hear from you last week regarding a time to chat on the phone with folks from the PUD as well as Paul and myself to answer any questions you had regarding our CUP application. I left you a voicemail and indicated that we have availability between 9-10 AM and 1-3 PM on Wednesday. Are you available for an hour during any of those times? Please get in touch soon so we can determine a time that is convenient for everyone involved.

Thanks,
Kevin

Kevin Belanger
Environmental Planner



2020 SW 4th Ave., 3rd Floor
Portland, OR 97201

Tel: 503-736-4271

David Mattison

From: David Mattison
Sent: Thursday, December 13, 2012 5:45 PM
To: Paul Wyntergreen
Subject: Draft Report on the TPUD Transmission Line for Your Review
Attachments: cu-12-04 TPUD Transmission Line..doc

Paul,

Attached is the Draft Staff Report on the TPUD Transmission Line for your review. My focus was the Conditional Use criteria as presented to me by the applicant, and staff's recommendation.

There are a small number of parts that have not been completed (hence the "draft" status).

Thanks.

David Mattison
City Planner
City of Tillamook
(503)842-3443

**BEFORE THE PLANNING COMMISSION OF THE
CITY OF TILLAMOOK
PRELIMINARY FINDINGS AND CONCLUSIONS
CONDITIONAL USE PERMIT #CU-12-04
T1S R9W Section 30, Tax lots 800, 900;
T1S R9W Section 30BC, Tax lot 200;
T1S R9W Section 30BD, Tax lots 100, 600, 700;
T1S R10W Section 25AC, Tax lots 300, 400, 4500, 4501, 4600;
T1S R10W Section 25AD, Tax lots 200, 401, 501, 502, 600, 700, 701.**

- APPLICANT/:** Tillamook People's Utility District, 1115 Pacific Avenue,
Tillamook, OR 97141
- OWNERS:** Dean Alexander, 7835 Fawcett Creek Road, Tillamook, OR 97141;
Barbara Aufdermauer, 1845 Wilson River Loop Road, Tillamook, OR
97141;
Bradley and Beatrice Barclay, 10800 Chance Road, Tillamook, OR
97141;
City of Tillamook, 210 Laurel Avenue, Tillamook, OR 97141;
David and Rita Hogan, 2614 First Street, Tillamook, OR 97141;
Dennis and Connie Johnson, 4103 Beech Street, Tillamook, OR 97141;
Marie Mills Center Inc., 1800 Front Street, Tillamook, OR 97141;
Perkins Investments, LLC, PO Box 420, Astoria, OR 97103;
Tillamook County Creamery Association, 4185 Hwy 101 North,
Tillamook, OR 97141;
Western Oregon Conference Association of Seventh Day Adventists,
13455 SE 97th Avenue, Clackamas, OR 97015.
- REQUEST:** To construct a new 115-kilovolt (kV) transmission line between
the Bonneville Power Administration's (BPA) Tillamook
Substation located to the east of the City of Tillamook on Oregon
Route 6 and a proposed PUD substation (Oceanside Substation)
near the community of Oceanside in Tillamook County.
Approximately 1.1 miles of the approximately 7.0-mile
transmission line route are within the jurisdiction of the City of
Tillamook, and the remaining 5.9 miles are within the jurisdiction
of Tillamook County. Therefore, the Applicant requests approval
of a conditional use permit (CUP) from the City of Tillamook for
the construction of the 1.1-mile portion of the transmission line
that crosses the City of Tillamook. A separate application will be
submitted to Tillamook County for approval of the portion of the
Project under the County's jurisdiction.
- The complete proposal across the City of Tillamook and Tillamook
County includes two elements: approximately 7.0 miles of 115-kV
electric transmission line and a 115-kV to 24.9/14.4-kV
distribution substation.

Approximately 1.1 miles of the transmission line are proposed through the City of Tillamook. This segment of the Project is proposed through four different zoning districts within the City of Tillamook.

The Project within the City of Tillamook has been routed adjacent to existing linear developments (that is, collocation) wherever possible. These linear developments include portions of Front Street as well as an existing railroad spur owned by the Port of Tillamook Bay. Parallel construction or collocation with existing linear corridors (for example, highway and road rights-of-way, utility corridors, or previously developed areas) was one of the criteria used in evaluating routes. Collocation minimizes potential impacts to additional landowners, can reduce the need to clear new corridors, **and lessens the potential environmental impact when compared to the clearing for new routes through previously undeveloped areas.**

Generally, the Project will require the establishment and maintenance of a 100 foot wide Project corridor as well as the installation of ten (10) support poles and conductors.

The corridor will be established through the use of easements where proposed across existing properties. Where the PUD does not have an existing easement, a new easement will be obtained from the separate, underlying landowners along the route.

The corridor under and around the transmission line can continue to be used for its current purpose if the landowner chooses to do so, as long as the use does not conflict with the safe operation of the line and meets the National Electric Safety Code (NESC), Rural Utilities Services (RUS), and PUD standards for clearances and use. Allowed uses typically include agricultural, grazing, hunting, and some development such as parking lots or roads. Uses that are disallowed include development of buildings or any use that degrades the required ground-to-line clearances as stipulated by the NESC, RUS, and PUD standards.

Steel monopole will be typically used for the support poles. The support poles will vary in height, ranging approximate between 70 to 90 feet above ground. The actual height and diameter of each pole will be determined by topography and safety requirements for conductor clearances. The support poles will be tubular and galvanized and will measure approximately 1.5 to 5 feet in diameter at the ground line and it is anticipated that poles will be placed on a vibratory caisson base through the City of Tillamook. The depth of the base and the use of vibratory caissons will vary based on soil conditions and the loads supported by the base. The

footprint of each support pole's ground penetration is considered permanent disturbance. A 5-foot diameter is used for all support poles in generating impacts to present a conservative estimate.

The distance between support poles will vary depending on different factors including but not limited to topography, location of jurisdictional waters, existing land use, and clearance requirements. In the City of Tillamook, the distance between support poles ranges between approximately 500 and 700 feet. The minimum conductor clearances from the ground and other structures will meet the requirements of the NESC and the RUS.

Dead-end support poles will be used at regular intervals on the line to accommodate adequate conductor tensioning. Guy wires to support the dead-end support poles will not be used with this Project. It is important to note that the only dead-end support poles that are anticipated to be used in the City of Tillamook are located where the Project crosses the railroad main line at pole 5 and poles 9 and 10 on opposite sides of the crossing at Highway 101. Again, the dead-end poles will be self-supporting without need for guy or support wires.

The electrical conductor is the wire (or wires) strung from the support poles that carries or moves electric current. The proposed single-circuit line will consist of three phases of one conductor per phase that carries the electrical current making up the single-circuit configuration.

The conductors will not be covered with insulating material; instead, they will use air for insulation and ground clearance for public safety. Conductors will be attached to the pole supports using insulators to prevent the electricity in the conductors from moving to other conductors, the poles, and the ground.

A smaller overhead shield wire will be attached to the top of the support pole. It will provide ground protection to the transmission line from lightning damage. The overhead shield wire will have a core containing optical fibers used to transmit system protection data.

HEARING DATE: January 3, 2013, 7:00 p.m.

LOCATION: The subject property is located along the Front Street Right-of-Way, west of Main Avenue, and along the Port of Tillamook Bay (POTB) Right-of-Way, east of Main Avenue and includes Tax lots 800, 900 of Section 30, Township 1S Range 9W; Tax lot 200 of Section 30BC, Township 1S Range 9W; Tax lots 100, 600, 700 of Section 30BD, Township 1S Range 9W; Tax lots 300, 400, 4500, 4501, 4600 of Section 25AC, Township 1S Range 10W; Tax lots

200, 401, 501, 502, 600, 700, 701 of Section 25AD, Township 1S Range 10W; inside and outside the City Limits, inside the Urban Growth Boundary of the City of Tillamook.

PARCEL SIZE:

LAND USE/BUILDINGS:

ADJACENT USES: Adjacent uses include a wide range of uses and zones.

UTILITIES:

ACCESS: The properties are accessed from the POTB ROW and Front Street.

ROAD TYPE: Front Street is designated a Collector Street in the City Transportation System Plan.

EASEMENTS: There appear to be no easements on the subject property.

FLOOD POTENTIAL:

WETLANDS: Not applicable to these properties.

ZONING/COMP PLAN: Open Space District (O) Multiple Use Residential District (R-0); Central Commercial District (C-C); Light Industrial District (I-L); Water Resource Protection Overlay District (WRPO); Flood Hazard Overlay District (FHO).

RELEVANT CRITERIA: Sections 4, 11, 14, 17, 18, 27, 28 of the City of Tillamook Zoning Ordinance #979 lists the requirements necessary for approval of the proposed transmission line.

Section 4 – Definitions.

Public Facility means “Projects, activities, and facilities deemed to be necessary for the maintenance of other public purposes consistent with Comprehensive Plan policies, including non-public activities permitted by government agencies. Such public facilities shall include any activity undertaken or structure held, used, or controlled for public or quasi-public purposes including but not limited to, churches, fraternal organizations or clubs, hospitals, schools, nursing homes, federal, state, county or municipal offices or facilities, recreation facilities, and public utilities. Such determination shall be made without reference to the ownership of the structure or the realty upon which it is situated.”

Utility Facility means “a structure, pipe, or transmission line, which provides the public with electricity, gas, steam, heat, communication, water, sewage collection or other similar services.” According to the applicant, the Project is a public electrical transmission line, which is contained within the definition of “utility facility”. Given that the Project satisfies the definition of “utility facility” and is a public use, the

Project can be considered a public utility. Furthermore, because “public utilities” are listed within the definition for “public facility,” the Project can also be considered to be a “public facility.”

Section 11 – Open Space Zone District, or O District

According to the applicant and plans, approximately 0.4 mile of the Project crosses the O District, and the 100-foot-wide corridor through the O District will cover an area of approximately 4.8 acres. Furthermore, three support poles are proposed in the O District. A PUD Distribution line currently exists in the O District. This line is proposed to be replaced.

Section 14 – Multiple Use Residential Zone District, or R-0 District

Subsection 3, Conditional Uses. The following conditional uses may be permitted subject to a Conditional Use Permit:

A. Any Conditional Use permitted in a Single-Family R-7.5 Zone, and Single-Family and Duplex Residential, R-5.0 Zone.

1. Any Public Facility as defined in this Ordinance. According to the applicant, the Project is a public electrical transmission line, which is contained within the definition of “utility facility”. Given that the Project satisfies the definition of “utility facility” and is a public use, the Project can be considered a public utility. Furthermore, because “public utilities” are listed within the definition for “public facility,” the Project can also be considered to be a “public facility.” Therefore, the Project is allowed conditionally as a “public facility” in this District.

B. Subsection 4, Height Regulations. No building or structure shall be hereafter erected, enlarged or structurally altered to exceed a height of 45 feet. The proposed project exceeds a height of 45 feet. Please see Section 28, Provisions Applying to Special Uses, for further detail.

Section 17 – Central Commercial Zone District, or C-C District

Subsection 3, Conditional Uses. Any public facility located in the C-C Zone District may be permitted subject to a Conditional Use Permit as described in Section 27.

Section 18 – Light Industrial District, or I-L District

Subsection 3, Conditional Uses. Any public facility located in the I-L Zone District may be permitted subject to a Conditional Use Permit as described in Section 27.

Subsection 4, Height Regulations. No building or structure shall be hereafter erected, enlarged or structurally altered to exceed a height of 45 feet. The proposed project exceeds a height of 45 feet. Please see Section 28, Provisions Applying to Special Uses, for further detail.

Subsection 5. Lot Requirements. The following lot requirements shall be observed:

A. Lot Area: No requirements.

B. Lot Width: No requirements.

- C. Lot Depth: Each lot shall have a minimum depth of 100 feet. The subject properties have lot depths of 91 feet.
- D. Front Yard: None, except when a side lot line is abutting a lot in an R-7.5, R-5.0 or R-O District, then the front yard shall be the front yard required in the abutting "R" District. The subject properties are not abutting or across the street from a lot in the "R" District.
- E. Side Yard: None, except when a side lot line is abutting a R-7.5, R-5.0 or R-O District, then the side yard shall be a minimum of 20 feet. The portions of buildings or structures along a required side yard which are above the 20 foot height must be inset an additional one-half foot for each foot of height exceeding 20 feet. The subject properties are not abutting or across the street from a lot in the "R" District. .
- F. Rear Yard: None, except when a rear lot line is abutting a R-7.5, R-5.0 or R-O District, then the rear yard shall be a minimum of 20 feet. The portions of buildings or structures along a required rear yard which are above the 20 foot height must be inset an additional one-half foot for each foot of height exceeding 20 feet. The subject properties are not abutting or across the street from a lot in the "R" District.
- G. Lot Coverage: No requirements.

Subsection 6. Signs: Permitted as per Section 24.

Subsection 7. Off-Street Parking and Loading. Off-Street Parking and loading space shall be provided as required in Section 25.

Subsection 8. Other Required Conditions.

- G. The emission of disturbing vibrations or of unpleasant odorous gases or matter in such quantity or at such amplitude as to be readily detectable at any point beyond the property line of the use creating the vibrations or odors is prohibited.
- H. All uses in the I-L District shall be carried on in such a manner that they do not create smoke, gas, odor, dust, sound, vibration, soot, heat, glare, or lighting to a degree which might be obnoxious or offensive to persons residing in or conducting business in this or any other district. According to the applicant, the proposed use in the I-L District may produce a small amount of sound.

Section 20 – Flood Hazard Overlay District, or FHO District

Section 21.1 – Water Resources Protection Overlay District, or WRPO District

Section 27 – Conditional Use Permits

1. Subsection 5, Action by the Planning Commission. The Planning Commission may

approve, approve with conditions, or disapprove the application for a Conditional Use permit. In permitting a conditional use the Planning Commission may impose, in addition to regulations and standards expressly specified in this Ordinance, requirements increasing the required lot size or yard dimensions, increasing street widths, controlling the location and number of vehicular access points to the property, increasing the number of off-street parking or loading spaces required, limiting the number of signs, limiting the coverage or height of buildings because of obstructions to view and reduction of light and air to adjacent property, limiting or prohibiting openings in sides of buildings or structures or requiring screening and landscaping where necessary to reduce noise and glare. Any future enlargement or alteration of the use shall be reviewed by the City so as to be in accordance with the regulations and standards of this Ordinance.

- A. In order to grant any conditional use, the Planning Commission must find that the establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case, be in violation to the appropriate regulations and standards contained in this Ordinance.
- B. The Planning Commission shall render a decision within 60 days after the filing of the application. The decision of the Planning Commission shall be final unless appealed to the City Council.
- C. A Conditional Use permit shall become void after one year after approval, or after such greater or lesser times as may be specified as a condition of approval, unless within that time the required building construction, alteration or enlargement has been commenced and diligently pursued or, if no such construction, alteration or enlargement is required, unless the permitted activity is being regularly conducted on the premises. The Planning Commission may extend the permit for a period of one year.
- D. Conditional Use Criteria and Findings of Fact. Any conditional use authorized according to this section shall be subject to the following criteria, where applicable. The criteria are listed in underlined text while the responses are listed in standard text.
 - 1) The use is listed as a conditional use in the underlying zone, or in an applicable overlying zone. The proposed use is listed as a conditional use in Sections 14(3)(A), R-0 District; 17(3)(A), C-C District; and 18(3)(A), I-L District. The use is not listed as a permitted or conditional use in the O Zone District, but is allowed as a pre-existing non-conforming use as described in Section 31. Therefore, this criterion is satisfied.

- 2) The use is consistent with the applicable goals and policies of the Comprehensive Plan.

Since this application was submitted to the City prior to November 15, 2012 – the date of the adoption (after appeal period) of the amended City Comprehensive Plan, the former City goals, objectives and policies apply.

Urbanization and Energy

Goal: To conserve energy.

Objective: To guide community development in such a way as to maximize the conservation of energy.

Policy 4: Land uses developed on the land will be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles.

According to the applicant, the Project's purpose and need are the direct result of increase demand for electricity in the City of Tillamook and the surrounding area. While this Project may eventually result in an increase in energy use within the City of Tillamook, it will also allow for critical equipment upgrades that will ultimately enhance the efficiency of the current transmission system. Furthermore, as a People's Utility District, the Applicant supports energy efficiency through its products and services including residential weatherization programs, commercial energy efficiency measures, free energy audits, and rebates for the purchase of energy efficient appliances.

According to staff review, the intent of this policy is satisfied.

Public Facilities

Goal: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.

Objective: To provide adequate public services in a timely, cost efficient manner.

Policy 81: Any proposed public or semi-public use on a specified site in a residential area requires review through the conditional use procedures of the Zoning Ordinance. Institutions that should be located in a residential area should be situated so the impacts of their surroundings are minimized.

According to the applicant, the Project, a public utility facility, is located in the R-0 District for approximately 0.3 mile. The Applicant demonstrates compliance with the applicable substantive criteria of the City Zoning Ordinance #979 for the R-0 District. The Project was designed to minimize impacts to surrounding land uses, including residential developments. The portion of the Project that crosses the R-0 District is proposed to be collocated along an existing railroad right-of-way that is no longer used for railcar movement. The only land that is within the R-0 District that is crossed by the Project is also within this railroad right-of-way, and is therefore precluded from being developed for a residential use in the foreseen future. As a result,

the Project has no direct impact on the availability of residential land in the City of Tillamook.

According to staff review, this policy is satisfied.

Policy 89: Approximately 80 acres of land is available for community parks and development in the Urban Growth Boundary. This land is along the Trask River in the southwest part of the City and along and near Hoquarten Slough north of First Street. Acquisition is encouraged on this park/open space land. The City shall study the development of said property for various purposes, and estuary guidelines shall apply in all cases of development.

According to the applicant, a detailed alternatives analysis that examines nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes was completed. A segment of the proposed route does parallel Front Street in the general area identified in Policy 89 for future park development. As a result, the Applicant worked with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City Manager, and the Mayor to identify specific constraints within this general area and specifically along the Hoquarten Slough. The intent was to find a viable route that minimizes impacts to this area. As a result of these meetings, the proposed route was aligned to minimize impacts to City owned land as well as the areas where future parks are planned.

According to staff review and the Parks and Recreation Master Plan, the proposed transmission line will extend across 2 existing City parks – Hoquarten Interpretive Park and Sue H. Elmore Park – and 2 proposed City parks – Peeler Park and Ironworks Park. A large number of trees existing in these parks will have to be removed. It affects current tree planting at Hoquarten Interpretive Park.

Policy 90: The City will coordinate with state and county agencies and organizations to preserve current and future historic sites, buildings, and archaeological sites that exist now or may be discovered at a later date, in the Tillamook Area. The City shall investigate the possibility of moving and renovating one historical building to be located adjacent to Highway 101 North in anticipation that it might accommodate tourists and Chamber of Commerce type activities. Future discovery or determination of historical sites and/or archaeological sites shall be listed as inclusions to this plan.

According to the applicant, this policy does not directly apply to the Project. However, the Applicant has implemented measures to identify, avoid, and minimize impacts to historic and archaeological sites. The Applicant conducted cultural resource investigations along the proposed route through the City of Tillamook. A conservative 300-foot study corridor around the transmission line centerline was examined during two separate field visits held on April 29 through May 1, 2011 and August 15, 2012. All undeveloped

parcels that the Applicant had right-of-entry agreements to survey were examined during these cultural resource surveys. The resulting cultural resources survey memorandum concludes that since no cultural resources were uncovered in their efforts through the City of Tillamook, no further archaeological work is recommended for the Project route through the City of Tillamook.

In the event of an unanticipated discovery of prehistoric or historic period cultural materials, a standard unanticipated discovery procedure will be implemented. This will generally consist of construction within the immediate vicinity of the discovery will stop, and the area will be secured to protect the resource from damage. A qualified archaeologist will then document the find by preparing a brief written statement and taking photographs. This documentation will be submitted to the Oregon State Historic Preservation Office (SHPO), and work within the immediate vicinity of the find will not resume until a preservation plan is approved in coordination with SHPO.

According to staff review, the intent of this policy is satisfied.

Natural Resource

Policy 91: Most recreational and scenic areas lie outside of the U.G.B. Two park areas are designated on the Land Use Map and shall be developed to accommodate the growing need for recreational areas in natural settings. The City shall continue to monitor the long-term recreational needs of the people of Tillamook and the need to maximize use of all public recreational facilities. Use of the Oregon Coast biking trails as shown on Map is encouraged. The Oregon Coast hiking trail, which terminates at Barview is recognized as a regional recreational facility. Its extension southward is encouraged by the City. The City shall explore the feasibility of a waterfront park along Hoquarton Slough and the abandoned right-of-way. Tillamook City shall cooperate with appropriate agencies in maintaining its vitality.

According to the applicant, the Project complies with the intent of this policy. The Applicant prepared a detailed alternatives analysis that examined nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes. A segment of the proposed route does parallel Front Street in the general area identified in Policy 91 as the “waterfront park along Hoquarton Slough and the abandoned right-of-way.” As a result, the Applicant worked with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City Manager, and the Mayor to identify specific constraints within this general area and specifically along the Hoquarton Slough. The intent was to find a viable route that minimizes impacts to this area. As a result of these meetings, the proposed route was aligned to minimize impacts to City owned land existing parks. Furthermore, a segment of the Project in the City was specifically routed alongside an existing railroad

right-of-way in order to lessen potential impacts through collocation with another linear development.

According to staff review, the waterfront area along Hoquarton Slough has been avoided by the proposed Project, and the intent of this policy is satisfied.

Open Space and Scenic Areas

Goal: To conserve open space and protect natural and scenic resources.

Objective: To maximize the use of existing resources in the provision of open space.

Policy 99: Banks of watercourses, drainage basins, areas subject to extreme natural hazards and otherwise unbuildable sites will be utilized to provide open space and recreational opportunities. Riparian vegetation shall be protected inside all designated significant riparian resources, identified in Section 21.1 of the Tillamook Land Development Code.

According to the applicant, the Project is not proposed on banks of watercourses, in drainage basins, along known natural hazards or otherwise unbuildable sites. The Applicant went through a significant routing process to select the proposed route including an evaluation of nine different transmission line route options through the City of Tillamook. This evaluation included the use of specific criteria geared to avoid or minimize the crossing of natural resources and hazards. The Applicant also worked directly with the City of Tillamook and held a series of meetings with the City Council, Urban Renewal Agency, Planning Department staff, City Manager, and the Mayor to generate input on potential routes. The route proposed in this CUP application is the result of this process.

Riparian vegetation removal in the vicinity of Hoquarton Slough will be avoided to the greatest extent practicable and will only be done to ensure safe operation of the line in a fashion that meets the NESC, RUS, and PUD standards for clearances. In limited locations within the City, taller vegetation in riparian and wetland areas will need to be removed, such as one small area adjacent to the Hoquarton Slough (see Figure 4 in Appendix A). In these higher value habitats, the taller vegetation will be replaced with low-growing native species following construction. The resulting impact to the riparian buffer will be negligible, and the Project is not anticipated to result in an interruption or change in flows to surround riparian areas. The Applicant demonstrates compliance with the applicable substantive criteria from TCZO Section 21.1 in this CUP application above. Therefore, this policy is satisfied.

Policy 100: Tree preservation and planting to separate conflicting uses and provide scenic and recreational opportunities will be encouraged wherever feasible.

According to the applicant, construction includes tree removal where necessary within the corridor to install the support poles and subsequently to

protect the operational integrity of the transmission line. However, the Applicant has taken other specific steps to minimize visual impacts or impacts on scenic opportunities. The Applicant will preserve existing trees within the 100-foot-wide corridor to the extent practicable. However, taller vegetation such as trees and tall shrubs will likely need to be removed from the corridor, specifically in the vicinity of support poles and directly underneath the conductor. Low-lying vegetation such as short shrubs and grasses will be allowed within the corridor including areas beneath the conductor. Vegetation management, including trimming of trees, will be performed over the life of the Project to maintain access and clearances. In order to minimize visual impacts, the Applicant prepared a detailed alternatives analysis that examined nine different transmission line route options, including the proposed route, using a systematic ranking system to compare the various routes. One of the criteria examined was selecting the route that minimizes visual impacts. The proposed route has less potential for overall visual impact than most of the other routes examined. In addition, the Applicant will use construction materials that will further minimize the visual impact of the Project, including galvanized steel monopoles to eliminate glare. Therefore, this policy is satisfied.

Policy 101: Scenic views and scenic sites that generally include all the land within view of the Tillamook urbanized area and outside the Urban Growth Boundary, shall be preserved. This shall be achieved by coordination with Tillamook County and by encouraging a minimum of development in these areas.

According to the applicant, a detailed alternatives analysis was prepared that examined nine different transmission line route options, including the proposed route, using a systematic rating system to compare the various routes. One of the evaluation criteria reviewed by the Applicant was the visual impact of each alternative. The Applicant is committed to minimizing the visual impacts of the Project to extent practicable. The proposed route minimizes visual impacts compared to other alternatives because it remains a straight and direct route through the City. The use of angle points or segments around multiple sides of the City has been avoided. In addition, the PUD specifically selected a special conductor for use on this transmission line, which allows for fewer and shorter poles and longer spans between poles to limit visual impacts. In addition, the Applicant has chosen to collocate the Project along existing rights-of-way, including Front Street and the existing railroad right-of-way that is no longer used for railcar movement, to minimize visual impacts by routing the Project through an already-developed area. Additionally, the Applicant has selected construction materials that will further minimize the visual impact of the Project, including galvanized steel monopoles to eliminate glare. The Applicant will be submitting an application for the requisite land use approvals to Tillamook County for the portion of the Project in that jurisdiction. This separate application will address applicable

requirements related to Tillamook County's designated scenic views and scenic sites.

According to staff review, the applicant has minimized the scenic visual impacts that will correspond to the proposed Project development, and therefore satisfies this policy.

Air, Water and Land Resource Quality

Goal: To maintain and improve the quality of air, water and land resources.

Objective: To insure the continued quality of air, water and land resources within the City.

Policy 102: All future development will be compatible with the air quality maintenance plan of the Department of Environmental Quality. Further, noise pollution shall be monitored through D.E.Q. and the City shall assist the State in remedies to pollution problems that develop. Through all land use planning and development stages, the City shall coordinate their actions with State and Federal environmental statutes, programs and policies. The City shall also assist and coordinate, as necessary, with current planning activities.

According to the applicant, the Project is compatible with the air quality maintenance plan of ODEQ because it will not generate air emissions or unpleasant odorous gases. Mitigation measures will be taken during construction to minimize potential air emissions from dust or exhaust. For example, construction equipment will be maintained in proper working condition, and dust suppression and ground stabilization BMPs will be implemented in accordance with the Applicant's NPDES 1200-C permit. During operations, any air emissions including fugitive dust from maintenance vehicles will be negligible. No odorous gases will occur during operation. Regarding noise emission, noise will be generated from construction activity including installation of caissons. Construction equipment used during installation of the Project will also generate noise emissions. However, any increase in noise level from construction activities will be temporary, will take place during designated construction hours, and will comply with applicable Oregon State noise standards in OAR 340-035 – Noise Control Regulations. OAR 340-035-0035(5)(g) specifically exempts construction activity. Therefore, by regulatory definition, there will be no construction noise impacts.

During operations, the transmission line will generate minimal noise emissions. Transmission lines can generate a small amount of noise during corona activity where a small electrical discharge caused by the localized electric field near energized components and conductors ionizes the surrounding air molecules. Noise levels produced by a 115-kV transmission line are generally less than outdoor background levels and are therefore not generally audible. Noise generation and odorous gases are not anticipated from the Project.

According to staff review, this policy is satisfied.

Policy 105: The water resources of the City of Tillamook shall be protected in part by guiding future development in a manner that will not impact or alter the significant wetlands and riparian corridors within the City of Tillamook Urban Growth Boundary (UGB).

According to Section 21.1(3)(A)(2), the Project is a permitted use within the WPRO District. Only five support poles are proposed within wetlands, riparian corridors, and their buffers as part of the WPRO District. The Applicant coordinated with the City of Tillamook to identify the proposed route and also conducted a detailed alternatives analysis that identified no other feasible route is available through the City of Tillamook. In addition, the Applicant will implement design and construction measures to avoid or minimize intrusion into wetlands and riparian corridors. Therefore, the minimal permanent alteration within the wetlands and riparian corridors resulting from support pole installation and the establishment and maintenance of the 100-foot-wide corridor is not inconsistent the intent of this policy.

Natural Hazards

Goal: To protect life and property from natural disasters and hazards.

Objective: To maintain damage or loss of life and property caused by natural hazards in the Tillamook area by carefully managing development and redevelopment in areas subject to natural hazards.

Policy 106: Development may take place within areas of natural hazards only if appropriate safeguards are provided to protect the property in questions as well as adjacent properties, from damage. A developer shall assume the burden of proof that a development project is appropriate in this regard.

According to the applicant, the Project does not cross any known natural hazards aside from a 0.8-mile crossing of floodplain. However, the Project is not a conventional habitable structure or a development for which the criteria of Section 20 are intended to regulate. Nonetheless, the Applicant demonstrates in response to Section 20(1)(C) how the Project is consistent with the stated purpose of the FHO.

As acknowledged in Policy 106, development is permitted within areas of natural hazards provided that appropriate safeguards are employed to protect the proposed use and surrounding properties. The Applicant proposes a number of safety measures to ensure the safe operation of the entire transmission line, including the seven support poles located within the FHO District. First, the support poles have been positioned to avoid flood hazard to the greatest extent possible, but much of the City of Tillamook is within floodplain. Thus, where in the flood hazard, support pole foundations, including the use of vibratory caissons, will be designed and constructed to

withstand damage from intermittent flooding activity. Furthermore, maintaining a 100-foot-wide corridor where possible will not only protect the transmission line from interference from other properties, it also provides safeguards for surrounding properties in the extremely unlikely event a support pole or the conductor fail in a specific area. Therefore, this policy is satisfied.

Policy 107: In all areas of flood hazard the requirements of the National Flood Insurance Program will be adhered to.

Policy 108: Flood plain and Floodway overlay zoning for all hazard areas will be applied by the City; building permits will be reviewed to insure that necessary requirements of structures are met.

According to the applicant, the Project is not a conventional habitable structure or a development for which the criteria of Section 20 are intended to regulate. Nonetheless, the Applicant demonstrates in response to Section 20(1)(C) how the Project is consistent with the stated purpose of the FHO. The Applicant is unaware of any requirements from the National Flood Insurance Program that are applicable to overhead transmission lines.

According to staff review, these policies are satisfied.

Policy 109: Natural hazards that could result from new developments, such as runoff from new buildings, paving projects and/or soil slippage due to weak foundation soils, that has the potential to have adverse impacts and a cumulative effect on property owners downstream, will be considered and evaluated. Measures that prevent or minimize the extent of the natural hazard, adverse impacts and cumulative effects on property owners downstream shall be provided for. Such natural hazards, adverse impacts and cumulative effects on property owners downstream shall be considered in evaluating zone changes, conditional uses, site plans, variances, and in issuing building permits.

According to the applicant, new natural hazards resulting from the Project are not anticipated. Given that the Project is an aboveground transmission line, permanent impacts to soils and runoff resulting from the creation of impervious surfaces are minimal. For example, only 10 support poles will be installed in the City of Tillamook, resulting in approximately 196 square feet of permanent impact associated with support pole installation. Additionally, vegetation removal is required along the 100-foot-wide corridor as necessary to protect the operational integrity of the transmission line. However, low-growing vegetation, such as grass, will only be removed in small areas where necessary for support pole installation. In riparian areas along the Hoquarton Slough, taller vegetation will be removed and replaced with low-growing native species. Vegetation removal in the vicinity of wetlands and riparian areas will be avoided to the greatest extent practicable.

However, construction will result in vegetation removal where necessary within the corridor to install the support poles and subsequently to protect the operational safety and integrity of the transmission line consistent with NESC, RUS, and PUD standards for clearances and use. Vegetation management to maintain access and clearances will be performed over the life of the Project as part of the ongoing line maintenance. Low-growing vegetation such as low-lying shrubs and grass will be maintained except where support pole installation pads are being installed. Low-lying vegetation will be allowed to grow throughout the corridor following construction. Taller vegetation such as trees and tall shrubs will likely need to be removed from the corridor, specifically in the vicinity of poles and directly underneath the conductor. Thus, taller vegetation within wetlands and the one riparian area adjacent to the Hoquarton Slough will likely need to be removed. In these higher value habitats, the taller vegetation will be replaced with low-growing native species following construction. Finally, the only new impervious surface or permanent impacts proposed within wetlands are the support poles. Again, no poles are proposed in the riparian corridor.

Grading for pole installation will be minimized to only what is absolutely required. Any ground surface that has to be altered within the WRPO District for pole installation will be graded following installation to match preexisting contours. Furthermore, with the exception of existing impervious surfaces already within the Project corridor, the entire 100-foot-wide permanent corridor will be maintained as permeable, which will support the absorption of stormwater during flood events. Areas of disturbance will be immediately stabilized to prevent erosion using appropriate BMPs including installation of straw wattles and reseeding as needed. Vegetation management to maintain access and clearances will be done over the life of the Project as part of the ongoing line maintenance. Additionally, BMPs will be implemented to minimize erosion including revegetation efforts and minimizing exposed soil.

According to staff review, these policies have been met.

- 3) The parcels are suitable for the proposed use considering their size, shape, location, topography, existence of improvements and natural features. According to the applicant, the Project is proposed within a corridor across 14 parcels in the City of Tillamook. The corridor is suitable to support the Project in accordance with the site characteristics outlined in this section. The Applicant prepared a detailed alternatives analysis that examined nine alternative routes, including the proposed route, for the portion of the Project that crosses the City of Tillamook. A systematic ranking system was established for evaluating each alternative, which in part examined land use and engineering constraints that could affect constructability and accessibility. When analyzing the various route alternatives, the Applicant specifically considered aspects of the proposed route including lot size, shape, location, topography, existence of improvements, and natural features. Following this analysis, the proposed route was identified by the Applicant and the Project

Engineer as the preferred route through the City of Tillamook in part because the parcels crossed have sufficient shape, size, and other required site characteristics required for construction and operation.

According to Sections 17, Central Commercial, and 18, Light Industrial, of City Zoning Ordinance #979, there are no front, side or rear yard setback requirements except if these properties are located adjacent to a residentially zoned property. According to Section 21.1, Water Resources Protection Overlay District and Section 22, Site Development Standards, a setback of 50 feet is required from the top of bank of Hoquarton Slough for development. According to Section 22.1, General Development Standards, (10) Site and Building Design, parking lots are required to be located at the side or rear of buildings for site appearance. Many of the properties along the north side of Front Street have a depth of approximately 91 feet between the Road R.O.W. and Hoquarton Slough. An additional 50 ft transmission line corridor easement over a number of properties along the north side of Front Street will substantially limit or prevent the additional structural use of these properties for the permitted use listed in the underlying zone. Uses allowed in the 50 ft transmission line corridor easement will include agricultural, grazing, most recreational activities and some development such as parking lots or roads. Uses that are not permitted in the 50 ft transmission line corridor easement are development of buildings or any use that degrades the required ground-to-line clearances.

According to staff review, the subject parcels may be suitable for the proposed use, but the size, shape, location, and the potential existence of improvements (such as future development) is greatly limited. This criterion has not been met.

- 4) The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted use listed in the underlying zone. According to the applicant, the proposed Project will not materially alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties. The area crossed by the Project, in particular along Front Street, is developed in accordance with uses allowed in the underlying base districts. Construction may cause some delays for traffic and landowners in the general vicinity, but any delays will be temporary and limited to the duration of construction. Operation of the Project will create some potential limits on existing and future development within the proposed corridor in order to maintain the safety requirements. However, these limits will not be substantial for a variety of reasons. The transmission line will be designed to accommodate existing uses including buildings. Thus, existing uses can continue unaffected underneath the transmission line except for any specific activity that could harm the integrity of a support pole or the conductor per NESC standards. For example, use of an aerial crane or other

tall construction equipment may be limited. Future redevelopment or new development of buildings and other aboveground structures will be limited within the corridor and specifically within close proximity to the transmission line. However, the majority of other land uses can occur underneath the conductor. In addition, any future limitations within the corridor will be part of the future negotiations with affected landowners. Thus, landowners will acknowledge an understanding of any potential limitations as part of negotiating the corridor for the Project.

The Applicant has also implemented a series of strategies to minimize impacts to development. For example, the Project was specifically routed adjacent to existing linear developments (that is, collocation) wherever possible in an effort to minimize any limitations or impairment of existing properties. These linear developments, described in more detail above under Section 2 of this CUP application, include portions of Front Street as well as an existing railroad spur owned by the Port of Tillamook Bay.

Parallel construction or collocation with existing linear corridors (for example, road rights-of-way, utility corridors, or previously developed areas) was one of the criteria used in routing the Project. Collocation minimizes potential impacts to additional landowners, reduces the need to clear new corridors, and lessens potential environmental impact.

After construction, the line will be accessed by the Applicant as needed to perform inspection and maintenance work. The transmission line corridor can continue to be used for its current purpose if the landowner chooses to do so, as long as the use does not conflict with the safe operation of the line and meets the NESC, RUS, and PUD standards for clearances and use. Allowed uses typically include agricultural, grazing, most recreational activities and some development such as parking lots or roads. Uses that are not permitted are development of buildings or any use that degrades the required ground-to-line clearances as stipulated by the NESC, RUS, and PUD standards.

Finally, as shown in Figure 2 (see Appendix A), the majority of the Project through the City of Tillamook is also situated along the edge of existing parcels, which decreases the negative effect of fragmenting undeveloped parcels and allows for future development in accordance with the underlying base districts. The Applicant will coordinate with individual landowners to identify specific safety requirements and allowable modifications within the corridor as applicable.

According to staff review, the character of surrounding properties adjacent to the proposed transmission line corridor will not be altered in a manner which substantially limits, impairs, or prevents the use of these surrounding properties.

- 5) The proposed use is timely, considering the adequacy of public facilities and services existing or planned for the area affected by the use. According to the

applicant, the Project is timely and needed to reduce high loading on existing facilities, support ongoing growth in the area (load growth), to provide operational flexibility for maintenance, to improve service reliability, and replace aging infrastructure in the City of Tillamook, the Netarts/Oceanside area, and the surrounding area. The Applicant is obligated to serve increased load demand through capacity projects like the one being proposed. Furthermore, the Applicant is unaware of other planned utility projects in the area that would interfere with the Project or otherwise deem it obsolete. This is further discussed in Section 3, Purpose and Need, of the applicant's CUP application narrative.

According to staff review, and the applicant's narrative, this proposed line is to provide service to the Oceanside substation. Use of this line is not for the Tillamook City area. This criterion has not been met.

Section 28 – Provisions Applying to Special Uses

1. Subsection 8. Utilities. The erection, construction, alteration, or maintenance by public utility or municipal or other governmental agencies of underground, overhead electrical, gas, steam, or water transmission or distribution systems, collection, communication, supply or disposal system including poles, towers, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants and other similar equipment and accessories in connection therewith, but not including buildings, shall be permitted in any district. Utility transmission and distribution lines, poles and towers may exceed the height limits otherwise provided for in this Ordinance. As stated in this Section, electrical transmission systems like the Project "shall be permitted in any district" within the City of Tillamook. In addition, this provision indicates that height limitations do not apply to transmission lines as otherwise required in this Ordinance.

PROPERTY OWNERS NOTIFIED: This request was mailed to 92 adjacent property owners within a 250 ft radius on December 10, 2012.

CLOSING DATE: December 31, 2012.

AGENCIES NOTIFIED: County Assessor's Office, State Department of Land Conservation and Development (DLCD).

COMMENTS RECEIVED: None.

APPEALS: According to Section 33, Appeals, General, and Subsection 2. Appeal to City Council, an interested party that participated either orally or in writing in the Planning Commission proceedings pertaining to the decision may appeal. In the event an applicant or interested party is not satisfied with the decision of the Commission relating to the enforcement, interpretation or action of any provision under this Ordinance, he/she may within ten (10) days after the action of the Planning Commission, appeal in writing to the Tillamook City Council. Such appeal shall be made in writing, dated and signed by the appellant, and shall file such appeal with a fee within ten (10) days after the action of the Planning Commission with the City Recorder. The City Council shall consider

such appeal and render its decision within sixty (60) days after the filing of appeal with the City Recorder after a public hearing on the matter.

CONCLUSIONS AND RECOMMENDED CONDITIONS:

Based upon the findings and conclusions listed above, the proposal does not meet all of the City's Comprehensive Plan and Zoning Ordinance requirements, and it is recommended that the Conditional Use Permit request CU-12-04, be denied.

David Mattison

From: David Mattison
Sent: Thursday, December 13, 2012 4:25 PM
To: 'Kevin.Belanger@ch2m.com'
Subject: RE: Conversation with Tillamook PUD

Kevin,

A couple questions. . .

If an existing building allowed to remain under the transmission line is destroyed in the future by a fire or other natural cause, will the property owner be allowed to rebuild in the same location?

Will the proposed transmission line directly feed adjacent distribution lines within the City of Tillamook?

Thanks.

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [mailto:Kevin.Belanger@ch2m.com]
Sent: Wednesday, December 12, 2012 5:01 PM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

Thank you, David. We are pleased to hear that. As for when the application was deemed complete, we have it in our records that Nancy delivered the final signature to you on November 14, so we assume that will be the date of completion when you send your letter to us.

And we will get Figure 2 to you as soon as it is ready, which should be mid-next week at the latest.

Kevin

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [mailto:dmattison@tillamookor.gov]
Sent: Wednesday, December 12, 2012 4:48 PM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

In response to your questions:

1. I can and will provide a letter to you stating the date the application was considered complete.

2. Good news for you, I reviewed the date of the original submittal (10/04/12) and after further discussion and case law research, we will consider that the date of original submittal and the previous Comp Plan policies you presented in your application valid. So there is no need on your part to change anything in regard to the updated policies. Again, the previously adopted Comp plan Policies stand with the date of your original submittal.
3. If you could send me 10 hard copies of adjusted Figure 2 and if you could provide a copy to me via email for immediate review, that'll work.

Hope this helps. Please let me know if you have any additional questions. I'm sorry for any confusion this has caused. Thanks for your cooperation!

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From: Kevin.Belanger@ch2m.com [<mailto:Kevin.Belanger@ch2m.com>]
Sent: Wednesday, December 12, 2012 12:18 PM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

Hi David – I'm glad that we all were able to chat. I think it was helpful all around.

I had a few questions for you:

- 1) We need to get a formal letter from you stating on what date our application was deemed complete, similar to the letter you sent out stating that the application was incomplete.
- 2) From a quick glance of the Comp Plan updates, it seems like you all did some heavy reorganization. We were hoping to see some sort of redlined version of the previous Comp Plan so I could more quickly scan to see what has changed since this was just brought up to us today. Do you have something like that that I could see?
- 3) When we make adjustments to the Comp Plan responses and Figure 2 like we said we would, how would you like us to deliver them to you? Email or hard copy, and if hard copy, how many copies?

Give me a call back when you get a moment.

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [<mailto:dmattison@tillamookor.gov>]
Sent: Wednesday, December 12, 2012 11:45 AM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

I appreciated the phone conference this morning – it helped me with the questions that I had answered – thank you.

Here (attached) is the list of the amended Tillamook City Comprehensive Plan goals, objectives and policies, I said I would get to you.

If you have any questions, don't hesitate to contact me.

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Sent: Wednesday, December 12, 2012 9:03 AM
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Subject: RE: Conversation with Tillamook PUD

David – We are trying to get a hold of you for our 9 AM call. Is there a better number to call you at than your office number? We tried you on your office number with no response.

Thanks,
Kevin

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [mailto:dmattison@tillamookor.gov]
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I will have your posting ready for pick up at that time so you can post on all properties involved in the application, on all sides with a ROW.

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From: Kevin.Belanger@ch2m.com [mailto:Kevin.Belanger@ch2m.com]
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To: David Mattison
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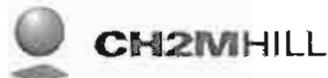
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Chapter 15: List of Plan Policies

The following is a list of the Objectives, Policies and Implementing Procedures listed in this Comprehensive Plan.

Section B Goals, Objectives, and Implementing Policies for Citizen Involvement

Goal

“To support citizen involvement at all stages of the decision-making process.”

Objective No. 1 for Citizen Participation and Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process and ensures cooperation among citizens, technical personnel and public officials in planning for the City.

Implementing Policies for Objective No.1 for Citizen Participation and Involvement

Policy B-1: The Planning Commission shall give reasonable public notice for meetings concerning revisions of the adopted public plan and implementing measures. Such notice shall be provided in a manner consistent with all applicable state statutes and city ordinances. When feasible, the city will use various media to encourage citizen participation. Wide and continuing exchange of information with notification to citizens about available programs and issues will be insured. The City shall ensure that adequate funding and technical information is made available to citizen participation groups as an ongoing process.

Policy B-2: Decisions by both planning and advisory bodies will be made after appropriate open planning processes and public hearings. The City shall ensure that citizens receive a response to all recommendations resulting from citizen involvement.

Policy B-3: All plans, reports, and ordinances shall be written so as to be easily read and understood by interested citizens.

Policy B-4: The Comprehensive Plan shall be used as a basic reference and guideline by those who must make decisions affecting the people of Tillamook.

Objective No. 2 for Citizen Participation and Involvement: To have a broad base of citizen involvement in planning studies, decision making, and plan implementation.

Implementing Policies for Objective No. 2 for Citizen Participation and Involvement

Policy B-5: The City Planning Commission is the group involved in review of development and implementation of a Citizen Participation and Involvement Plan. The governing body shall continue to solicit citizen membership for vacancies on any advisory body.

Policy B-6: The Planning Commission is the permanent Citizen Involvement Committee. As such, the commission shall be responsible for insuring a broad base of citizen involvement in all phases of the planning process.

Policy B-7: The Tillamook City 2020 Vision Statement shall be adopted and endorsed by the Planning Commission and the City Council as the 20-year vision for Tillamook City. The Vision Statement shall serve as a catalyst for community residential, business owners and the government(s) in crafting the future of Tillamook City. The Vision Statement shall be considered a long-range, “umbrella” vision for the Comprehensive Plan, and will be integrated into the Comprehensive Plan. The Vision Statement is the starting point for the creation and implementation of action plans. Given the Vision Statement’s age, an update on visioning shall be considered.

Goal, Objectives, Implementing Policies for Community Development

Goal:

“To better integrate citizen involvement with the community, and support outreach into the community and community development.”

Objective No. 1 for Community Development: To develop a community development program that insures support for citizens to be involved in the community and better integrate citizen involvement with the community.

Implementing Policies for Objective No. 1 for Community Development

Policy B-8: The City shall provide a diverse set of community programs, activities and facilities that enhance community values.

Policy B-9: The Tillamook City 2020 Vision Statement shall serve as a catalyst for community residential, business owners and the government(s) in crafting the future of Tillamook City. Given the Vision Statement’s age, an update on visioning shall be

considered. The Vision Statement is the starting point for the creation and implementation of action plans.

Objective No. 2 for Community Development: To have a broad base of community outreach and support programs in the community and support outreach into the community and community development.

Implementing Policies for Objective No. 2 for Community Development

Policy B-10: The City shall support adequate housing and care for special-need citizens, and strive to remain a safe and secure community.

Policy B-11: The City shall encourage healthy lifestyles, and focus on wellness in the community.

Section C Goals for Natural Resources (wetlands, estuaries, shorelands)

To conserve, protect the unique environmental, economic and social values of local estuarine resources, where appropriate, develop and restore the resources of all coastal shorelands, recognizing their value for the protection and maintenance of water quality, fish and wildlife habitat, and water dependent uses.

Objective No. 1 for Wetlands: To reduce the hazard to human life and property and minimize adverse effects on water quality and wildlife habitats for the shoreland planning area within the Tillamook Urban Growth Boundary.

Policies for Wetlands Objective No. 1

Policy C-1: The City shall encourage Cluster development as a method of minimizing development impacts in areas with sensitive significant natural resources documented on the significant riparian corridor and wetlands list.

Policy C-2: New development shall be conducted in a manner that does not adversely affect significant riparian corridors and significant wetlands as per the water resources overlay district.

Policy C-3: Drainage from proposed developments shall be directed in a manner that does not harm significant wetland and riparian corridors.

Objective No. 2 for Wetlands: To protect, maintain, where appropriate, develop, and where appropriate restore the long-term environmental, economic and social values of estuarine resources with the Tillamook Urban Growth Boundary.

Policies for Wetlands Objective No. 2

Policy C-4: The following wetland areas, the Meadow Avenue Wetland (south of Meadow Avenue, containing approximately 14 acres), the Fairlane Drive Wetland (immediately parallel to Fairlane Drive containing approximately two acres), the South Highway 101 Wetland (immediately adjacent to Highway 101 upon entering the southern entrance to the City), and the Fifth Street Wetland (at the west end of Fifth Street, south of Carnahan Park containing approximately 1.5 acres) shall be protected by the City.

Policy C-5: All locally significant wetlands and riparian corridors as designated in the City of Tillamook Local Wetlands Inventory shown in Table V shall be protected, and shall not be modified except as provided for in the Water Resources Protection Overlay District. Significant riparian corridors and significant wetlands are hereby adopted and are regulated subject to the water resources protection overlay district (21.1).

Policy C-6: Land uses shall be guided, and enforced through the Zoning Ordinance, to minimize impact on the City's Natural Resources, as is stated and described further in the Regulatory Controls. For those projects involving development within designated estuaries, in an effort to recognize, protect, maintain, and where appropriate, restore the unique environmental, economic and social values of said estuaries, estuary standards and requirements shall be brought under special review.

Objective No. 3 for Estuaries: To recognize, protect maintain and restore where appropriate, the unique environmental, economic and social values of the designated estuaries.

Policies for Objective No. 3 for Estuaries

Policy C-7: The designated estuaries and shoreland area shall be managed in such fashion as to be consistent with the stated estuary and shoreland objectives. The City shall recognize the estuary management unit segments described in this section of the Plan. Prime importance shall be given to management and restoration of estuaries as it might relate to the economic protection of the area. Reconstruction of estuaries to be a point where they provide protection of lives and property in the surrounding area is paramount. The protection of locally significant riparian corridors and wetlands associated with estuaries and shoreland habitat is a goal in the restoration of these resources.

Policy C-8: The City recognizes that to have effective protection, maintenance and restoration of designated estuaries with the City UGB, all policies must be coordinated with all appropriate agencies. This is particularly important for estuary areas adjacent but outside the City's UGB. A thorough review of Tillamook county estuary and shoreland policies, standards and definitions which are appropriate to the City's stated objectives and the County's overall plan shall be adopted.

Policy C-9: The City will work with the County Estuary Planning Staff for the preparation of impact assessments, resource capability determinations, review of State and Federal permit applications and necessary revision of policies and standards within the estuarine area of the City.

Policy C-10: The estuarine and coastal shoreland habitat resources designated as locally significant shall be protected as per the Water Resource Protection Overlay District, Tillamook City Land Development Code.

Policy C-11: Estuary Management Units have been identified and inventoried by Tillamook County. Map illustrates these management units. The following five estuary management unit segments are found within the Tillamook Urban Growth Boundary.

Policy C-12: The City of Tillamook hereby adopts Exhibit H of the November 30, 1983 amendments to the Tillamook County Ordinance No. 32, which is the Goal 16 Element of the Tillamook County Comprehensive Plan.

Objective No. 4 for Shorelands: To reduce the hazard to human life and property and minimize adverse effects on water quality in order to maintain the live ability for the Tillamook community.

Policies for Objective No. 4 for Shorelands

Policy C-13: New shoreland development, expansion, maintenance or restoration of existing development shall conform to the following general priorities for the overall use of coastal shorelands (in order of priority):

1. Uses which maintain the integrity of the estuary;
2. Water-dependent uses;
3. Water-related uses;
4. Non-dependent, non-related uses which retain flexibility of future use and don or prematurely or inalterably commit shorelands to more intensive use;
5. Development, including non-dependent, non-related uses, in urban areas (compatible with existing or committed uses);
6. Non-dependent, non-related uses which cause a permanent or long-term change in the features of coastal shorelands only upon a demonstration of public need.

Policy C-14: New shore land development, expansion, maintenance or restoration of existing development shall be sited, designed, constructed and maintained to minimize adverse impacts on riparian vegetation, water quality and aquatic life and habitats in adjacent aquatic areas, and to be consistent with existing hazards to life and property posed by eroding areas and flood hazard areas. To accomplish this:

- A. The requirements of the National Insurance Program shall be used to regulate development in flood hazard areas within coastal shore lands.

- B. Shoreland setbacks shall be established to protect riparian vegetation and to recognize eroding areas.
- C. Priority shall be given to nonstructural rather than structural solution to problems of erosion or flooding.
- D. The following state and federal authorities shall be utilized for maintaining water quality and minimizing man-induced sedimentation in aquatic areas:
 1. The Oregon Forest Practices Act and Administrative Rules, for forestlands are defined in ORS 527.610 - 527.730 and 527.990 and the Forest Lands Goal;
 2. The programs of the Soil and Water Conservation Commission and local districts and the Soil Conservation Service, for Agricultural Lands Goal;
 3. The non-profit source discharge water quality program administered by the Department of Environmental Quality under section 208 of the Federal Water Quality Act as amended in 1972 (PL 92-500); and
 4. The fill and Removal Permit Program administered by the Division of State Lands under ORS 541.605 - 541.665.

Policy C-15: Shoreland development shall be sited and designed to be consistent with the protection of the natural values of identified major marshes and significant wildlife habitat, within the shore lands planning boundary identified in the Tillamook City Comprehensive Plan.

Policy C-16: Forestry operations within coastal shorelands shall be consistent with the protection of the natural values of major marshes, significant wildlife habitat and riparian vegetation. The State Forest Practices Act and Forest Practice Rules administered by the Department of Forestry shall be used to protect the natural values of these resources on commercial forestlands and other lands under the jurisdiction of the Forest Practices Act within coastal shore lands.

Policy C-17: Shorelands of Tillamook City shall be managed through implementation of the Tillamook City Comprehensive Plan by means of the zoning ordinance, which shall contain the zoning and shoreland planning area maps.

Policy C-18: Tillamook City shall review the following for consistency with the Tillamook City Comprehensive Plan, zoning map, and zoning ordinances:

- A. State or federal permit applications for uses and activities within shore lands;
- B. Applications for Tillamook County Development Permits;
- C. Building and mobile home placement permits for flood hazard areas, preliminary subdivision plat applications and planned developments with coastal shore lands;
- D. A-95 project pre-application notifications, by means of referral from and comment to the Clatsop-Tillamook Intergovernmental Council.

Policy C-19: The City shall consider the following significant wildlife habitats within the Shorelands Planning Area: the West Hoquarten Slough Forested Freshwater Wetland (approximately 59 acres within the U.G.B. immediately west of State Highway 101 North), and the East Hoquarten Slough Forested Freshwater Wetland (approximately 26 acres within the U.G.B. immediately east of State Highway 101 North).

Policy for Forestlands

Policy C-20: State Goal No. 4 is applicable for Tillamook City. Small stands of trees in future park locations shall remain in their natural settings. The City will protect the forested areas listed in this section.

Policy C-21: The City watershed is located southeast of the U.G.B. area and shall be guided by County land use policies, as well as managed under Oregon State Forestry Best Management Practices. Future logging operations within the City watershed may be reviewed by the City Council, with comments forwarded to Oregon State Forestry.

Agricultural Lands

Goal for Agricultural Lands

“To preserve and maintain agricultural lands. Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space.”

Objective No. 5 for Agricultural Lands: To retain the agricultural use of land in those areas where it is deemed the highest and best use, given the soil conditions of the area, and the suitability of competing uses.

Policies for Agricultural Lands

Policy C-22: The UGB is established in order to preserve prime agricultural land as much as possible. Any future conversions of rural agricultural land to urbanizable land shall be based upon the seven factors as listed in Goal 14.

Policy C-23: The City shall urge the County to designate portions of prime agricultural lands adjacent to the U.G.B. for exclusive farm use to support the City's intention to preserve and retain as much surrounding agricultural land as possible.

Policy C-24: The development Ordinance as provided for under Economic Development Policy No. 34, part of which addresses compatibility between Highway Commercial and agricultural uses, shall be periodically reviewed and updated to reflect current farming practices and needs. The City shall use buffers such as fences, vegetative plantings, and building setbacks to insure a more adequate buffer between uses.

Policy C-25: The City shall protect agricultural operations from potential conflicts arising from Highway Commercial activities. Accepted agricultural practices, adjacent to or within the City may create noise, dust, odors or other such inconveniences for the

owners or users of the commercial properties. This includes but is not limited to, the spreading of liquid manure on fields in the area when frequent strong winds are likely to carry the resultant odor into areas designated for non-farm development. However, the City does not consider it to be the agricultural operators' responsibility to modify accepted practices to accommodate Highway Commercial areas. The owners of the Highway Commercial property shall not allow activities on their properties which create management difficulties, fire hazards or increased costs for adjacent agricultural operations, and shall not hold agricultural operators or the City, or the County, responsible for noise, dust, odors or other such inconveniences resulting from those agricultural practices that are not more offensive than what is customarily required to maintain profitable farm operation.

Open Space and Scenic Areas (State Goal 5)

Significant open space and scenic areas exist in and surround the City of Tillamook. Where possible these areas were excluded from the Urban Growth Boundary. Some areas now within the City are subject to flooding and have a high water table. Other areas within the city have been identified as significant riparian corridor reaches and or significant wetlands.

Objective No. 6 for Open Space and Scenic Areas: To conserve open space and protect natural and scenic resources and maximize the use of existing resources in the provision of open space.

Policies for Open Space and Scenic Areas

Policy C-26: Banks of watercourses, drainage basins, areas subject to extreme natural hazards and otherwise unbuildable sites will be utilized to provide open space and recreational opportunities. Riparian vegetation shall be protected inside all designated significant riparian resources, as identified in the Tillamook Land Development Code.

Policy C-27: Tree preservation and planting to separate conflicting uses and provide scenic and recreational opportunities will be encouraged wherever feasible.

Policy C-28: Scenic views and scenic sites that generally include all the land within view of the Tillamook urbanized area and outside the Urban Growth Boundary, shall be preserved. This shall be achieved by coordination with Tillamook County and by encouraging a minimum of development in these areas.

Historic Resources

Goal for Historic Resources

“To preserve the history of the City of Tillamook.”

Objective for Historic Resources: To protect the historic buildings of Tillamook and to encourage the rehabilitation of these buildings and accessibility to buildings and encourage the community to take part in this process.

Policies for Historic Resources Objective No. 1

Policy C-29: The City shall encourage the preservation and rehabilitation of sites and structures that represent significant aspects of Tillamook’s historical and architectural heritage.

Policy C-30: The City shall strengthen the economy of Tillamook by protecting and enhancing the City’s historic attraction to residents and visitors.

Policy C-31: The City shall enforce the Town Center_Zone ordinance preserving the historic character of the downtown.

Policy C-32: The City shall consider exploring National Register designations and the benefits of developing historic preservation_districts.

Policy C-33: The City will coordinate with state and county agencies and organizations to preserve current and future historic sites, buildings, and archeological sites that exist now or may be discovered at a later date, in the Tillamook Area. Future discovery or determination of historical sites and/or archeological sites shall be listed as inclusions to this plan.

Goal for Air and Water Quality

“To maintain and improve the quality of air, water and land resources.”

Objective for Air and Water Quality: To insure the continued quality of air, water and land resources within the City.

Policies for Air and Water Quality

Policy C-34: All future development will be compatible with the air quality maintenance plan of the Department of Environmental Quality. Through all land use planning and development stages, the City shall coordinate their actions with State and Federal environmental statutes, programs and policies. The City shall also assist and coordinate, as necessary, with current planning activities.

Policy C-35: All waste and process discharges from future development will not violate applicable state or federal environmental quality statutes, rules and standards.

Policy C-36: The City shall encourage elimination of faulty septic tanks within the Urban Growth Boundary areas. The Urban Service Area Policies and Implementing Guidelines shall address the implementation of this goal. (Appendix H)

Policy C-37: The water resources of the City of Tillamook shall be protected in part by guiding future development in a manner that will not impact or alter the significant wetlands and riparian corridors within the City of Tillamook Urban Growth Boundary (UGB).

Policy C-38: All development and activities in the City of Tillamook shall comply with the state and federal air and water quality and noise-control rules, regulations, and standards.

Goals for Natural Disasters and Hazards and Flood Mitigation

“To protect life and property from natural disasters and hazards.”

“Preserve Natural Areas Related to Flooding.”

“Coordinate and Enhance Emergency Services.”

“Improve Structural Projects.”

“Enhance and Promote Public Education.”

“Improve and Promote Partnerships, Coordination, and Implementation.”

Objective for Natural Disasters and Hazards and Flood Mitigation: To maintain damage or loss of life and property caused by natural hazards in the Tillamook area by carefully managing development and redevelopment in areas subject to natural hazards.

Policies for Natural Disasters and Hazards and Flood Mitigation

Policy C-39: Development may take place within areas of natural hazards only if appropriate safeguards are provided to protect the property in question as well as adjacent properties, from damage. A developer shall assume the burden of proof that a development project is appropriate in this regard.

Policy C-40: In all areas of flood hazard the requirements of the National Flood Insurance Program will be adhered to.

Policy C-41: Flood plain and Floodway overlay zoning for all hazard areas will be applied by the City in terms of the Flood Hazard Overlay (FHO District) in the City Zoning Ordinance; building permits will be reviewed to insure that necessary requirements of structures are met. The purpose shall be to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas. The legislature of the State of Oregon has in ORS Chapter 227 delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry.

Policy C-42: Natural hazards that could result from new developments, such as runoff from new buildings, paving projects and/or soil slippage due to weak foundation soils, that has the potential to have adverse impacts and a cumulative effect on property owners downstream, will be considered and evaluated. Measures that prevent or minimize the extent of the natural hazard, adverse impacts and cumulative effects on property owners downstream shall be provided for. Such natural hazards, adverse impacts and cumulative effects on property owners downstream shall be considered in evaluating zone changes, conditional uses, site plans, variances, and in issuing building permits.

Policy C-43: All estuaries in Tillamook City shall be maintained so as to not restrict water flows. Tillamook City shall develop and help coordinate a plan to clean and maintain all estuaries in the Tillamook area with Tillamook County, the Port of Tillamook Bay, the Port of Bay City, and any other affected agencies. These activities shall be centered around the task of minimizing flood conditions for areas adjacent to the estuarine areas.

Policy C-44: All water bodies within the City of Tillamook shall be maintained free and clear of all obstructions by the appropriate landowner with coordination between the property owner and DSL, ACE, and ODFW.

Policy C-45: The city will discourage residential, commercial and industrial development in the identified floodway, but will consider the fiscal ramifications of “takings” issues.

Policy C-46: Any new development within the floodplains shall be designed to avoid damage from flooding and to minimize the damage potential to other developments or properties.

Policy C-47: The city will promote increased public awareness of flood hazards and how to deal with them.

Policy C-48: The City shall enforce the Flood Hazard Development Ordinance (Ordinance No. 971), and the Flood Hazard Overlay District as listed in Ordinance #979, and promote flood control measures that help minimize flood hazards and are environmentally sound.

Policy C-49: The city will cooperate with the Tillamook County Office of Emergency Management Office and other agencies working to protect life and property from natural disasters and hazards.

Policy C-50: The city will promote flood control measures that help minimize flood hazards and are environmentally sound and encourage the continued practice of feasibility studies conducted by the County Sanitarians on proposed sites for septic system installation outside the City Limits but inside the Urban Growth Area where city services are not available.

Section D Objectives and Policies for Public Infrastructure

Objective No. 1 for Public Facilities and Services: Provide efficient, reliable public facilities and services adequate to maintain the health, safety and welfare of Tillamook's citizens, and meet the needs of residential, commercial and industrial land uses throughout the City.

Policies for Objective No. 1 for Public Facilities and Services

General Policies

Policy D-1: The City shall control costs of public facilities and services by maintaining a compact community free of sprawl or leapfrog development where feasible.

Policy D-2: The City shall limit the extension of sanitary sewers and municipal water to areas inside the city limits of Tillamook, except for the extension of urban services to the south to the Port of Tillamook Bay and to the north to the County Creamery in accord with Tillamook County's Goal 11 and 14 exceptions contained in County OA-02-12B that permit urban services at the Port and the Creamery. Any other provisions of urban services shall occur beyond the Urban Growth Boundary only after a determination by affected agencies that a "danger to public health exists " as defined by Oregon Revised Statutes Chapter 431.705 (5) or a moratorium to construct new and repair existing septic systems has been declared by the Department of Environmental Quality as mandated by Oregon Revised Statutes, Chapter 454.685.

Policy D-3: The City shall coordinate the provision of public facilities and services: Do not extend one service into a new area unless provision has been made for timely extension of the other services necessary to serve development in that area.

Policy D-4: The City shall ensure that new residential, commercial, and industrial development pays the full costs of whatever public facilities and services are installed for or extended to the new development.

Policy D-5: All City services shall be provided and maintained to City standards and shall remain under the supervision of the City, unless some other arrangement acceptable to the City has been made for the supervision and maintenance of these services.

Policy D-6: The City and the County shall coordinate the preparation and maintenance of utility extension plans. These plans shall provide a basis for the extension of services within the Urban Area as mandated by Oregon Revised Statutes, Chapter 195.065.

Policy D-7: Adequate public facilities and services should be provided, as economically as possible, in order to sustain and maintain a well-ordered community life, enhance the health, safety, educational, and recreational aspects of urban living.

Policy D-8: Existing facilities and services should be upgraded to service the residential and economic needs of the area. This must be done in an orderly manner in conjunction with planning and citizen involvement processes as provided by this plan.

Water Policies

Policy D-9: The City shall find and develop additional sources of water for Tillamook's community water system to meet future demand for water, and increase water storage capacity and encourage upgrading of water facilities and water quality to ensure compliance with appropriate Federal and State Guidelines.

Policy D-10: Detailed plans for increased uses of water will take into consideration the effect on reduced stream flow and aquatic life.

Policy D-11: A regional water system should be considered which would reach from the Bay City system, to the most southern water system now being served by the City. Should a new regional water authority be formed, Tillamook City shall retain title of City land, buildings and equipment assets and lease them as necessary. This regional system may be under City authority or a new regional water authority. If an authority is formed, the City shall also adopt certain relationship controls between District and City in order to adequately serve users within its boundaries. Such controls may include Council authorization of main extensions within the City and review of user rate schedules.

Policy D-12: Prior to implementation of a regional district, Tillamook City shall consider it acceptable if mergers or consolidations take place with Water Districts and the City, provided that the City retains its chartered name and function.

Policy D-13: The City of Tillamook Urban Growth Boundary contains a large percentage of land currently served by various water districts. At the present time, the City Charter grants exclusive water service rights to the City of Tillamook. In the light of equitableness, maintenance and administration considerations in delivery of water to users, the governing body of the City feels that it is in the City's best interest to not have water served within its boundaries from more than one agency. Prior to annexation of land within any water district the City shall hold a public hearing specifically on the issue of annexing a water district, or part thereof, and shall pass a resolution addressing:

- a) The expected user revenues and assets of the District being absorbed and forms of compensation thereof to the District for loss of such assets.
- b) The right of the District to maintain its service to the remainder of the District, including authority to cross City boundaries with its mains.
- c) The reason why consolidation or merger with the City Water Department is unacceptable or unfeasible to both parties.

Sanitary Sewer Policies

Policy D-14: The City shall develop a capital improvements program (CIP) to implement this plan's strategies for public facilities and services and to ensure cost-effective provision of city services. There is a high priority for reconstruction and maintenance of deteriorating sanitary sewer lines and extending the lines eastward.

Policy D-15: Adequate manpower and services shall be maintained to give continued assurance that current NPDES (National Pollutant Discharge Elimination System) standards are met and that the ecological concerns are protected. Tillamook City shall monitor and charge on a quarterly basis the increasing loads on the sewer treatment plant as seen through future development. The City is committed to upgrade and expand the sewer collection and treatment facilities as needed to accommodate expected growth within the Urban Growth Boundary.

Policy D-16: Adequate public services and facilities should be provided, as economically as possible, in order to sustain and maintain a well-ordered community life, enhance the health, safety, educational and recreational aspects of urban living.

Policy D-17: Existing services and facilities should be upgraded to service the residential and economic needs of the area. This must be done in an orderly manner in conjunction with planning and citizen involvement processes as provided by this plan.

Policy D-18: The governing body shall allow connection to the City's sewer collection system only after annexation. Exception to this will be only on a case-by-case basis or when it is determined in the best interest of the City to contract the service following receipt of a consent to annex form from the affected property owner or it is the extension of urban services to the Port of Tillamook Bay or the Creamery in accord with Tillamook County's Goal 11 and 14 exceptions contained in County OA-02-12B that permit urban services at the Port. Should sewer become available and within 200 feet of the connection point of any development within the City, hook-up to that line shall be mandatory. Should a financial burden, unforeseen hardship, or the configuration of certain property make such connection costly and difficult, the City Council may address alternative solutions on a case-by-case basis. Mention should be made that the Tillamook Care Center has received previous Council authorization to hook-up to the Sewer system when the Center feels it necessary and at their expense.

Policy D-19: Sanitary sewer services shall be provided following annexation. Sewer main extensions shall be accomplished in a logical **manner**, taking into consideration the following factors:

- a) Housing and economic needs concerning property which requires sewer service.
- b) Serving properties nearest to City limits first, taking into consideration geographic limitations and the availability of other public facilities.
- c) A method of financing through an equitable manner those benefited properties.

Policy D-20: Septic systems are allowable within the Urban Growth Area.

Storm Sewer Policies

Policy D-21: The City shall cooperate with the County in addressing the problems of inadequate tide gates for drainage into the Trask River.

Policy D-22: The City shall continue to provide a public works program to keep catch basins and storm drain lines open. New developments, including improvement of substandard streets through a Local Improvement District are required to accommodate storm drainage. Consideration shall be taken of the Storm Drainage Master Plan and drainage in the Highway North 101 area. Local Improvement Districts should also be considered to improve and maintain rural storm ditches that carry City storm water to natural water systems.

Solid Waste Policies

Policy D-23: The City shall strengthen city ordinances that regulate the appearance of buildings and yards and solid waste accumulation, and seek the cooperation of Tillamook County regarding unsightly areas within and adjacent to the city limits.

Policy D-24: The City shall strengthen city ordinances that deal with garbage collection and curbside recycling and will continue to rely on solid waste collection within the Urban Growth Boundary to be handled by a private contractor with a franchise.

Policy D-25: The City shall strengthen city ordinances that deal with garbage disposal and will rely on the solid waste disposal needs being accommodated through implementation of the County's solid waste program, and as required by the Department of Environmental Quality.

Transportation Policies:

Policy D-26: Tillamook shall take full advantage of its present investment in street improvements and also take actions to insure future developments are in the best interest of the local residents, which includes facilitating the flow of goods and services for the local economy.

Policy D-27: The City should pursue funds from the State for implementing transportation programs. Emphasis shall be placed on programs which minimize adverse social, economic and environmental impacts and costs, and enhancement of funded projects such as future phases of the Third Street conversion and augmentation of the Highway 101/OR 6 project.

Policy D-28: Carpooling for work trips is encouraged.

Policy D-29: All new commercial developments and all new residential developments larger than a duplex shall be located on fully improved streets.

Policy D-30: The streets in new subdivisions will be designed to improve traffic circulation in nearby existing subdivisions.

Policy D-31: Street grids shall be the preferred street pattern over isolated cul-de-sacs and the broader roads that connect them.

Policy D-32: New subdivisions shall provide sidewalks and are encouraged to provide bike paths.

Policy D-33: A pedestrian/bikeway shall be encouraged in the following locations:

1. Along Holden Creek and Twelfth Street..
2. Along the Trask River on the west.
3. Adjacent to Third Street from the Southern Pacific Railroad tracks from the Trask River Road.
4. Linking all park and recreation areas in the City to one another as a Pedestrian Loop System.

Policy D-34: Walking is encouraged by sidewalks with street trees, narrow roads that slow down traffic and most importantly, commercial and recreational areas are located a short walk from most residential areas. The City will encourage walking as a means of transportation by addressing the following:

- **Connectivity.** The City will work to develop a connected network of pedestrian facilities. Connected networks are important to provide continuity between communities and to improve safety.
- **Safety.** The City will work to provide a secure walking environment. For residents to use the pedestrian system, it must be perceived as safe.
- **Design.** The City can ensure pedestrian-oriented design by adopting policies and development standards that integrate pedestrian scale, facilities, access and circulation into the design of residential, commercial and industrial projects.

Policy D-35: Various state programs available for development of pedestrian and bike path systems will be pursued by the City. The Oregon Coast Bike Trail travels through Tillamook. The City shall coordinate with the Department of Transportation on the particular needs of bikers using that trail.

Policy D-36: The City recognizes the important of transportation systems in the City and encourages the continuation and, where appropriate, the expansion of the following networks in addition to streets and pedestrian/bikeway systems.

Railroads:	Port of Tillamook Bay
Barge:	At Garibaldi, 9 miles north
Motor Carriers:	One common carrier
Air:	Tillamook Municipal Airport
Intercity bus:	TCTD,
Local bus:	TCTD, Senior Citizen's Group
Taxi:	Tillamook Taxi (private company)

Policy D-37: Development and maintenance of public transportation is encouraged. Bus system such as TCTD should be maintained for all age groups. The City shall support the provision of enhanced bus facilities that are in TCTD plan and pay particular attention to the transportation disadvantaged when developing alternatives to meet growing transportation needs.

Policy D-38: The City TSP shall be included in the City's Comprehensive Plan as Appendix XXI. The City Transportation Refinement Plan shall be included in the City Comprehensive Plan as Appendix XXII.

Policy D-39: The City of Tillamook shall protect the function of existing and planned roadways, railways, waterways and airways as identified in the TSP, and as a result the Rails and Trails feasibility study.

Policy D-40: The City of Tillamook shall include a consideration of land use impacts on existing or planned transportation facilities in all land use decisions.

Policy D-41: The City shall identify and support the transportation goals, objectives and implementing strategies listed in the City TSP.

Goal, Objectives, Policies, and Implementing Procedures for Recreation

Objectives for Recreation: To encourage the growth of and maximization of the use of all recreational activities provided in the parks, recreational facilities and open space, within the Tillamook UGB.

- Provide, develop, and maintain quality park and recreation areas and special use areas that are readily accessible to visitors and residents throughout the City and within its existing service area over the next ten years;
- Create additional playing fields and/or replace existing fields to prolong their life and expand their capacity, and provide quality sports and recreation facilities and programs for City residents of all ages, cultural backgrounds, abilities and income levels;
- Create a strong connection of trails segments throughout the City, and develop and maintain a core and an interconnected system of trails, to provide a variety of recreational opportunities, such as walking, bicycling and jogging;
- Create/enhance public spaces to learn and play, to create and imagine, promote health and wellness, and increase cultural awareness;
- Effectively communicate information about City goals, policies, programs and facilities among City residents, City staff, City advisory committees, City Council, Planning Commission, City Urban Renewal Agency, partnering agencies and other groups;
- Protect environmental resources, by acquiring, conserving and enhancing natural areas and open spaces within the City;

- Operate and maintain parks in an efficient, safe and cost-effective manner by incorporating principles of environmental and financial sustainability into the design, operation, improvement, maintenance and funding of City programs and facilities.

School Policies

Policy D-42: The City will coordinate with School District #9 in implementing its plan for school facilities, will consider an amendment to the City TSP for the additional Junior High Right-of-Way, and foster improved educational facilities.

Policy D-43: The City will become a community that supports education and will develop community connections/promote community service interaction and involvement in schools through coordination with the School District.

Policy D-44: The City shall enhance the living environment of the community for and through education, encouraging an educational understanding and appreciation of the natural environment, and provide an environment for innovation and intellectual pursuits.

Policy D-45: The City will foster a collaborative effort in the educational community, and foster life-long learning to acquire knowledge and life-skills to effectively participate in the workforce, community and society at large through all the levels of education.

Policy D-46: The City shall make the community a living classroom by encouraging school-to-work opportunities for our students, and provide leadership in the economic, cultural and intellectual evolution of our community through education.

Policy D-47: The City shall ensure that school facility planning is incorporated in land use planning in coordination with the School District.

Policy D-48: The City shall foster educational and cultural diversity, focusing on statewide educational goals, knowledge and information to shape a changing society, and educating people for anticipated jobs.

Policy D-49: The City will encourage activity-involved schools, and special events, which include school, church and cultural programs.

Policies for Recreation

Policy D-50: The City shall conserve open space and protect natural and scenic resources for recreational facilities. Efforts must be taken to maintain and preserve the existing and future environment in and around the community.

Policy D-51: Recreational facilities shall be provided to serve both the Tillamook Community and those who visit the area. Existing parks should be upgraded and development of neighborhood parks is encouraged.

Policy D-52: The City shall encourage the promotion of the Tillamook June Dairy Parade and Rodeo, the County Fair and other annual events.

Policy D-53: The park and recreation areas in the City shall be developed to accommodate the growing need for recreational areas in natural settings, and shall be identified on the Comprehensive Plan Map.

Policy D-54: The City shall continue to monitor the long-term recreational needs of the people of Tillamook and the need to maximize use of all public recreational facilities.

Policy D-55: Use of the Oregon Coast bicycling trail as shown on the Transportation System Plan Pedestrian Bicycle Map is encouraged.

Policy D-56: The Oregon Coast hiking trail, is recognized as a regional recreational facility. Its extension southward is encouraged by the City, along with the Rails and Trails program.

Policy D-57: The City shall continue to explore the feasibility of waterfront parks along the Hoquarton, the abandoned railroad right-of-way and extending the park trails.

Policy D-58: Tillamook City shall cooperate with appropriate agencies in maintaining its recreational vitality.

Policy D-59: Inventory data of all recreation areas within the City limits and Urban Growth Boundary shall be reviewed and where necessary supplemented. This recreation inventory shall provide the basis for a City recreation plan, which will detail the recreation needs and desires of residents, and the design of each park.

Policy D-60: The City of Tillamook Park and Recreation Master Plan shall be coordinated with the Tillamook County Plan to provide overall analysis and coordinated effort for recreation facilities within the U.G.B.

Policy D-61: The City shall develop and maintain a Park and Recreation Master Plan in the City that will describe the maintenance and use of each of the parks and properties in the City designated as open space.

Section E Policies for Land Use

Objective No. 1 for Land Use: To have a compact, efficient urban development pattern and to preserve good agricultural lands for agricultural uses.

Implementing Policies for Objective No. 1 for Land Use

Policy E-1: Services within the boundary will be phased as much as possible so that utility lines and transportation networks are extended compactly and efficiently.

Policy E-2: The City shall seek and preserve use compatibility objectives which recognize livability as the highest goal and the Planning Commission and City Council will use the characteristics listed in the Guidelines for Land Designation Decisions as a guide for making decisions about zoning and land use.

Policy E-3: The Urban Growth Boundary (U.G.B.) is established in order to preserve prime agricultural land as much as possible. Any future conversions of rural agricultural land to urbanizable land shall be based upon the seven factors as listed in State Goal 14.

Policy E-4: Urban services will not be extended to land outside the Urban Growth Boundary.

Objective No. 2 for Land Use: To provide for an orderly and efficient transition from rural to urban land use. An Urban Growth Boundary shall be established to identify and separate urbanizable land from rural land.

Implementing Policies for Objective No. 2 for Land Use

Policy E-5: The City will not annex or service land outside the designated Urban Growth Boundary. Urban level development and urban level services shall be limited to land within the Urban Growth Boundary (UGB).

Policy E-6: The City will establish agreements with the County to enforce development patterns desired by the city within the Urban Growth Boundary.

Policy E-7: Other elements of the plan and land use ordinances, such as the zoning and floodplain ordinances, will be consistent with the Urban Growth Boundary [and with the policies of this plan].

Policy E-8: The Urban Growth Boundary (U.G.B.) will be reviewed and revised if necessary according to the following guidelines:

- a. There shall be a demonstrated need for additional area due to economic or population growth or scarcity of available land.
- b. There shall be no unnecessary developments on agricultural land.
- c. If additional land is required, land shall be chosen that can be efficiently provided with all public services and facilities, including transportation routes.

Policy E-9: Urban level development will be limited to land within the Urban Growth Boundary.

Objective No. 3 for Land Use: To provide sufficient land for development to meet future needs and to preserve open space lands as much as possible.

Implementing Policies for Objective No. 3 for Land Use

Policy E-10: Land uses and densities shall be guided by the Land Use Plan so that the length of auto trip is minimized, and enforced through the Zoning Ordinance, as is stated and described further in the Regulatory Controls. Medium density living areas shall be located, when possible, near thoroughfares leading to shopping/service areas. Higher density, mixed uses, and pedestrian-oriented design should be focused in the Town Center area. Highway commercial areas shall accommodate those land uses which would primarily deal with the tourist and traveling public. Downtown shopping shall be designated for convenient shopper parking and then walking to a variety of shopping areas. These guidelines will in turn allow for lower fuel and energy consumption.

Policy E-11: The following is a list of each of the purposes for each of the zone districts:

Open Space (O District): To maintain, preserve, conserve and otherwise continue in existence desirable and appropriate uses of open space lands in the more undeveloped sections of the City in order to assure continued public health by counteracting pollutants and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the city and its citizens.

Single-Family Residential (R-7.5 District): To encourage, accommodate, maintain and protect a suitable environment for family living. The R-7.5 District is intended to provide for single-family residential homes at urban standards in areas with community services.

Single-Family and Duplex Residential (R-5.0 District): To encourage, accommodate, maintain and protect a suitable environment for family living at urban standards and an increased density in areas with community services.

Multiple Use Residential (R-0 District): To provide for high density multiple family developments in locations close to shopping and services, transportation or public open space, and in appropriate locations to provide a transitional use area between residential areas and other less restrictive districts. The allowance of small-scale commercial services and retail is intended to encourage compatible mixed use development that is transportation-efficient, and enhances the function of this district.

Neighborhood Commercial (C-N District): To provide for the location of small businesses and services in residential sections of the City for the convenience of nearby residents; also to recognize existing uses of this type within the City. New C-N districts have a maximum area of 40,000 square feet of contiguous land. The businesses are intended to fit into the residential pattern of development and not create either land use,

architectural or traffic conflicts. The above site sizes for new C-N districts and the following regulations are intended to protect the residential environment. Neighborhood Commercial development shall be limited in size and designed so they do not conflict with nearby and surrounding residential uses. Grocery stores, Barbershops, beauty shops and dry cleaning stores are the type of uses permitted in Neighborhood Commercial developments.

Highway Commercial (C-H District): To provide for those commercial uses which are appropriate to major thoroughfare or highway locations, and are dependent upon thoroughfare travel, and for those establishments that require large land areas. The types of uses appropriate in the highway commercial area include: Motels, restaurants, auto sales and repair, commercial recreation, service stations and retail establishments that require large land areas. This latter retail category include establishments selling garden supplies, nurseries, home furnishings and retail lumber.

Central Commercial (C-C District): To serve as the central trading area for the City and surrounding urbanized areas.

Light Industrial (I-L District): To provide for those heavier commercial and light industrial uses located in existing built-up areas of the City.

General Industrial (I-G District): To provide for the establishment of light and heavier industrial uses essential to the development of a balanced economic base in an industrial environment with a minimum conflict between industrial uses and residential and light commercial uses.

Public and Semi-Public (P & S-P District): To recognize areas for those uses which generate large public gatherings.

Policy E-12: The following is a list of each of the purposes for each of the overlay zone districts:

Town Center (TC District): To create a pedestrian-oriented, mixed-use downtown core and preserve and enhance the historic buildings and character of the Town Center;

Flood Hazard Overlay (FHO): To promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed:

- 1) To protect human life and health;
- 2) To minimize expenditure of public money and costly flood control projects;
- 3) To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- 4) To minimize prolonged business interruptions;

- 5) To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets, and bridges located in areas of special flood hazard;
- 6) To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;
- 7) To ensure that potential buyers are notified that property is in an area of special flood hazard; and,
- 8) To ensure that those who occupy the areas of special flood hazard assume responsibility for their actions;

Airport Overlay (AO): To prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Tillamook and Tillamook County.

Hazard Overlay (HO): To avoid development hazards in the areas of the City and the urban growth boundary which have been mapped as inundation zones (limit construction of new essential facilities and special occupancy structures as defined in ORS 455.447 in tsunami inundation zones). The following special regulations apply to all properties which lie wholly or partially within one or more of these areas (refer to Tsunami Hazard Map of Tillamook Quadrangle.).

Water Resources Protection Overlay District: To implement the Significant Wetland and Riparian Corridor Resource policies of the City of Tillamook Comprehensive Plan and to guide development and conservation of significant wetlands, streams and riparian corridors identified in the City of Tillamook Significant Riparian/Wetlands Inventory. This section allows use of property while establishing clear and objective standards to protect and restore water bodies and their associated riparian areas, thereby protecting and restoring the hydrologic, ecological and land conservation functions these areas provide. Specifically, this ordinance is intended to protect habitat for fish and other aquatic life, protect habitat for wildlife, protect water quality for human uses and for aquatic life, control erosion and limit sedimentation, limit development in significant riparian corridors, and reduce the effects of flooding. This ordinance attempts to meet these goals by excluding structures from areas adjacent to fish bearing lakes and streams, and their associated wetlands, and by restricting vegetation removal or other alterations in those areas.

Policy E-13: Retail uses are encouraged to remain in the downtown area to maintain its vitality. Infill and redevelopment should be accommodated in the Town Center area. The classes and types of businesses and/or services permitted in the Town Center shall include: upper floor residential, housing for the elderly or disabled, upper floor clubs or lodges, cultural facilities, day care, governmental offices, libraries, parks, plazas, open space, postal services, hotels, office uses, retail services, restaurants, museums, theaters, galleries or studios for dance, art , and photography, personal services including but not

limited to medical or dental clinics, small animal veterinary clinics, or pharmacy. Infill and redevelopment shall keep with the original architectural character, scale, mass and materials.

Policy E-14: Ample buffers shall be maintained between industrial areas and activities and residential areas

Policy E-15: Any proposed public or semi-public use on a specified site in a residential, commercial, industrial or public area requires review through the conditional use procedures of the Zoning Ordinance. Institutions that propose to be located in a residential area should be situated so the impacts of their surroundings are minimized.

The exception to this policy shall be the Tillamook County Fairgrounds. This property contains multi-use facilities such as:

Exhibit Halls and pavilions, indoor tennis courts, track and grandstands, areas for outside amusement activities, parking lots, buildings for assorted storage uses, buildings for the housing of animals, buildings for various meetings, social gatherings and community activities, public shops, and other public buildings.

This policy recognizes that these uses and activities have existed for a long period of time and are unique and complementary to the Tillamook Community. This Plan acknowledges that fairground existing public uses may continue and be expanded upon subject to the conditional use requirements of the City Zoning Ordinance.

Plans for expansion, improvement and relocation of public buildings shall include consideration of the magnitude of the population increase and the geographic direction of growth. Consideration shall also be given to consolidation of administration facilities for convenience and economy of operation.

Policy E-16: A study shall be done on the availability and developability of land currently being used for Fairground purposes.

Policy E-18: Parks of all sizes shall be provided and maintained in the existing developed areas. Community involvement is strongly encouraged for the development of such parks.

Policy E-19: Increased use of existing recreational facilities at the schools is encouraged.

Policy E-20: Optimum use of all public recreational facilities is encouraged.

Policy E-21: A large park of 14 acres serving the needs of Tillamook residents and others shall be developed in the area to the south part of the Fairgrounds.

Policy E-22: The large marine park developed on the Trask River immediately south of the City Sewer Plant Facility, known as Carnahan Park shall be investigated as to

extension southward in the area zoned as Open Space. The park shall provide various recreational facilities, and shall include enhanced wetlands and open space.

Policy E-23: Future parks are encouraged to occupy other areas of land designated as open space within the City of Tillamook, such as the area at the confluence of the Hoquarton and Dougherty Sloughs, as shown on the Comprehensive Plan Map.

Policy E-24: Significant volumes of land are available for community parks and development in the Urban Growth Boundary. Acquisition is encouraged on this park/open space land. The City shall study the development of said property for various purposes, and estuary guidelines shall apply in all cases of development.

Policy E-25: The Plan shall allocate acreage for open space.

Objective No. 4 for Land Use: To guide community development in such a way as to maximize the conservation of energy.

Implementing Policies for Objective No. 4 for Land Use

Policy E-26: Land designated for new development or redevelopment is allocated as shown in Table G. The proposed land use map is hereby adopted and made part of the general plan.

Policy E-27: Land uses developed on the land will be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles.

Policy E-28: The City shall review and implement various plans for ways this community can conserve energy. Informative literature and programs shall be developed to aid various identified energy conservation needs. As a municipality, Tillamook City shall take a strong role in recognizing the imminent need for energy conservation. Analysis of heating and fleet fuel consumption costs and electricity consumption shall be made and innovative programs implemented to conserve and reduce consumption. With reference to local resources such as wind, solar, forest and farm wastes, the City shall consider viable renewable energy programs that might lead to energy conservation.

Goal, Objectives, Policies, and Implementing Procedures for Economic Development

Goal for Economic Development

To diversify and improve the economy.

Objective No. 1 for Economic Development: To improve the economic vitality of the Tillamook area, and Revitalize the Tillamook City Downtown.

Policies for Objective No. 1 for Economic Development

Policy E-29: The City will promote a revitalized City Center that serves as a Gateway to Commerce supporting residents and tourists in a viable economic and cultural manner.

Implementing Procedures for Policy E-29

- Develop a marketing program to promote tourism and to advertise Tillamook's historical significance.
- Develop a marketing program to make businesses aware of Tillamook's potential for economic development.

Policy E-30: The Town Center Plan shall include design review standards and criteria and be a commercial overlay district in the City Development Codes. The Plan may compliment early efforts and provide continuity of purpose in terms of color schemes, architectural and design elements and public open space.

Implementing Procedures for Policy E-30

- The City shall develop and preserve the City Center to retain a small, friendly, relaxed and welcoming environment, and maintain a small town center atmosphere.

Policy E-31: The City shall explore the desirability and feasibility to providing in the core area, public restrooms, covered walkways and sidewalk amenities, such as trees/shrubs, benches and a public fountain.

Policy E-32: Programs to enhance the Central Business District, such as improving the outward appearance of the existing structures and an overall downtown development plan are desirable to help maintain the economic viability of this area. A special emphasis should be placed on the Town Center development and traffic and parking patterns and problems in the CBD.

Implementing Procedures for Policy E-32

- A Downtown Master Plan for the built environment will include a staging plan for restoring key structures and a remodeling plan for upgrading structures by defined development standards.
- The Downtown Master Plan will include the creation of restoration and remodeling standards to guide a staging plan.
- The Downtown Master Plan for the built environment will include the development of an era design program to provide guidance during the restorative and remodeling effort.
- There shall be design consistency (standards) in design review of the Commercial District.
- Develop an incentive program for meeting standards (Tillamook City Economic Development Loan Fund).

Policy E-33: Parking in the downtown area is essential. Surface lots shall be focused internally and designed to reinforce a pedestrian oriented streetscape. Perimeter landscape screening will be required for surface parking lots.

Policy E-34: New development and conversions in the central commercial district are encouraged and may be required to provide off-street parking. Generally, elimination of off-street parking requirements shall not take place unless adequate uncommitted parking spaces exist within one block walking distance, or when established off-hour shared arrangements allow double use of available spaces.

Policy E-35: The City shall continue to monitor new commercial development to assure that available parking spaces equal customer demand. The City shall encourage private investors to fund needed parking (by L.I.D., revenue bonds, etc.).

Policy E-36: Expansion of the Central Business District (CBD) shall be monitored to identify when it is needed.

Policy E-37: The City shall monitor increased growth and projected future growth of Highway Commercial uses and the need for expansion. Specified Highway Commercial areas at the northern, southern and eastern borders of the City, would provide economic opportunities of:

- a. Increased employment sources, investment and tax revenues of existing and new business activities.
- b. Eliminate the problems of conflicting uses by providing adequate space for highway related uses not suitable for location in other areas of the City.
- c. Maintaining and increasing tourist trade revenues.
- d. Providing a social focal point such as a highway rest/wayside in conjunction with Chamber of Commerce informational activities.
- e. Providing additional land area for location and expansion of new and existing businesses.
- f. Centralized Highway Commercial uses to maximize energy conservation techniques and minimize travel time.
- g. Provide for possible location of a Retreat Center complex.

Policy E-38: The classes and types of businesses and/or services that require large land areas are to be encouraged to locate in the Highway Commercial area, and shall include motels, restaurants, auto sales and repair, commercial recreation, service stations, garden/farm supply stores, nurseries, home furnishings, retail lumber, and other retail and wholesale establishments.

Policy E-39: Tillamook City must have a distinctive identity heralded by its well-recognized five Gateways, and shall provide "City Gateways" at the five (5) major street entrances to the City of Tillamook: Trask River Bridge, Wilson River Bridge, Port of Tillamook Bay RR Bridge on Highway 6, South Highway 101 Divider Island at Main &

Pacific, the Hoquarton Crossing on 101, and enhance the Gateways image by distinctive signage, lighting & landscaping. Each "Gateway" and City entrance shall include current City population. The City additionally shall develop and include appropriate commerce signage for each Gateway that identifies the Downtown Commercial District.

Policy E-40: The City shall encourage the development of a tourist wayside-rest area along Highway 101 North and Highway 6, and shall coordinate with Tillamook City service clubs to acquire and develop such facilities.

Objective No. 2 for Economic Development: To create more and better jobs in Tillamook, to raise per capita income, and to have the resulting wealth be retained and reinvested in the community so as to create a better quality of life for all.

Policies for Objective No. 2 for Economic Development

Policy E-41: The City will encourage a downtown development plan with implementation strategy to guide the creation of a viable business organization, a restructured economic market mix of commerce in the City Center and a design initiative which refreshes and underscores the pedestrian-friendly, livable aspects of the City Center.

Implementing Procedures for Policy E-41

- Work with civic and business leaders to create a redevelopment master plan for Tillamook's central commercial district and Town Center to make the downtown more attractive to shoppers and businesses. This master plan should address matters such as street furniture, street trees, lighting, pedestrian circulation, parking, public art, refurbishing of storefronts, and restoration of older buildings. The Town Center Plan, shows how the downtown could look if such a plan were developed and implemented.
- The Downtown (Central Commercial Core) business mix should effectively support residential markets first and tourism markets second and be the backbone of a business and service center for the City and the area.

Policy E-42: The Community and the government shall encourage the retention of the downtown business district as the primary shopping, service and financial center for the City of Tillamook area.

Implementing Procedures for Policy E-42

- Support the downtown revitalization effort.

Policy E-43: The City shall investigate municipal means as well as encourage downtown business attempts, to form improvement districts or other financial means of enhancing the vitality of the central commercial area. Such attempts shall not be limited to parking improvements, but shall also focus on use of second story buildings, attractive shops and public attraction areas and the providing of adequate downtown apartment housing.

Implementing Procedures for Policy E-43

- Downtown stakeholders shall strive to build a better revitalization network. Stakeholders include, but are not limited to: the Resident Shopper, the Resident Non-Shopper, City Service Organizations, Tillamook Chamber of Commerce, Tillamook City Council, Tillamook City Administration, Tillamook County Commissioners, Tillamook County Administration, Tillamook Revitalization Association, utility providers, and others.
- Blend and coordinate stakeholders who are involved with the Downtown's future to include, but not be limited to: the Resident Shopper, the Resident Non-Shopper, City Service Organizations, Tillamook Chamber of Commerce, Tillamook City Council, Tillamook City Administration, Tillamook County Commissioners, Tillamook County Administration, Tillamook Revitalization Association, utility providers, and others.
- Promote partnerships between civic local and business groups and local government that will enhance a welcoming environment and a more visual pleasing downtown through a recognition / reward program and nuisance ordinances.
- The City of Tillamook is to provide leadership and coordination in developing public use, focal-point areas within the City Center.

Policy E-44: The leadership focusing on the downtown development will place ongoing emphasis on restoration and remodeling where appropriate.

Implementing Procedures for Policy E-44

- Foster a climate, which promotes a physically safe environment that is pedestrian-friendly.
- The City government and utility providers shall actively support and participate in the creation of a viable business mix and a pedestrian-friendly and livable City Center.
- The City government shall encourage economic diversity through business recruitment that is specific and value-driven by quality and service.

Policy E-45: The City shall recognize and preserve community heritage. Historic buildings and other features shall be preserved and renovated, and a touring program to visit sites of community heritage shall be pursued.

Implementing Procedures for Policy E-45

- Develop and conduct a touring program to visit sites of community heritage.
- Identify and inventory the community heritage sites.
- Identify and preserve, with legal language, the City's historic buildings.

Policy E-46: The City shall support an active Economic Development Advisory Committee and shall work with that committee, the Port of Tillamook Bay, the County and Chamber of Commerce to:

- interest tourists in year round visits to Tillamook;

- use existing timber resources in local wood products manufacturing;
- increase local marine food processing;
- attract appropriate manufacturing concerns to the Tillamook area;
- support public facilities including water, sewer and parking to handle the planned growth;
- monitor changes in employment, population, retail sales, etc., in order to bring information up to date and be able to make adequate choices as development alternatives become available;
- focus key civic uses in the Town Center Area.

Policy E-47: The City shall encourage effective business diversity to be in place.

Policy E-48: The City shall maintain an adequate supply of buildable commercial and industrial lands suitable for businesses and industries likely to locate in Tillamook.

Policy E-49: The City shall protect designated commercial and industrial lands from conflicting uses by applying appropriate zoning and land development ordinances.

Policy E-50: The City shall work to ensure that buildable commercial and industrial lands are market-ready, with access, infrastructure, and permit needs capable of being met at key sites within six months of receiving a proposal for development.

Policy E-51: Realizing the importance of industry to the economic stability of the community, it is desirable to encourage and aid in the improvement and well-located industrial development.

Implementing Procedures for E-51

- Existing industry is encouraged to expand in the Tillamook City area.
- Additional light and heavy industries are needed to help diversify and balance the fiscal effects of the Community's growth in the Tillamook City area.
- Suitable locations for heavy industry exist at the Port of Tillamook Bay industrial park and in several light industrial sites lying to the east and north in the Urban Growth Boundary area.
- New industry would provide increased employment source, investment and tax revenues in the Tillamook City area.

Policy E-52: The City shall promote and encourage greater use of Port of Tillamook Bay for industrial uses.

Policy E-53: The City shall participate in a countywide economic development program to recruit industry appropriate for the area.

Policy E-54: The City shall work with key state and federal agencies to promote local economic objectives and to seek financing for economic development programs and projects.

Policy E-55: The City shall work with Tillamook County to protect and support the agricultural lands that surround Tillamook for commercial agricultural production.

Implementing Procedures for E-55

- Encourage cultural events related to the rural, agricultural heritage and traditions of this community.

Policy E-56: The economic vitality of the Tillamook area should be encouraged by attracting new, diverse employers, and the City shall work closely with the County Economic Development Council in attracting new industry to the area and new commercial, residential and civic uses to the Town Center area.

Goal, Objectives, Policies, and Implementing Strategies for Housing

Goal for Housing:

"To provide for the housing needs of all citizens of the City."

Objective No.1 for Housing: To establish residential areas that are safe, convenient, healthful and attractive places to live.

Policies for Objective No.1 for Housing

Policy E-57: The City shall protect residential areas from encroachment of incompatible uses.

Policy E-58: The primary areas for new low-density residential development are east of the POTB Railroad Right-of-way.

Policy E-59: The primary areas for new multiple-use residential development are as follows:

East of the railroad tracks and,

- (a) In the 'vicinity of Evergreen Drive and Third Street,
- (b) In an area north of Fairview Road and east of Olson Road,
- (c) Between Evergreen Drive and Marolf Loop Road running along the south U.G.B. line north of Marolf Loop Road (12th Street).
- (d) In an area south of Brookfield Avenue, east of Marolf Loop Road,
- (e) In the area on Third Street in the vicinity of the Tillamook County General Hospital,

(f) In the areas near parks and playgrounds, multi-residential development should be considered,

(g) In the residential areas surrounding the Downtown Commercial Zone, multi-residential development should be considered,

Objective No.2 for Housing: To plan for, provide and maintain an adequate supply of sound, affordable housing within the income level of the community, with a variety of dwelling types, such as single and multi-family dwellings, mobile homes, modular homes, in desirable locations, and a variety of densities, including compact residential development, adequate to insure meeting the housing need for a population increase within the City of Tillamook.

Policies for Objective No.2 for Housing

Policy E-60: The City encourages a wide range of housing types varying in size and price ranges so that all who desire to live in Tillamook will be accommodated, including adequate housing and care for special needs citizens.

Implementing Procedures for Policy E-60

- Provide special housing needs which may involve medical treatment.
- Inventory and redefine special-need housing for the next decade.

Policy E-61: The City shall support the efficient use of lands within the residential zones.

Policy E-62: Development on existing small lots (infill) is encouraged.

Implementing Procedures for Policies E-62 and 11-6

- Establish Land Use Zone to permit higher densities and smaller square foot ratios (smaller houses).
- Zone for compact development near parks and playgrounds.

Policy E-63: In low-density residential areas, developments on a mixture of 3,750, 5,000, and 7,500 square foot lots are encouraged. In the lowest density zone, an average minimum lot size of 7,500 feet is expected.

Policy E-64: In the lowest density zone, single new subdivision lot sizes may be as small as 3,750 square feet.

Policy E-65: Duplexes and single-family attached dwellings are permitted outright in low-density residential areas.

Policy E-66: Multi-family residential structures are permitted in medium density residential areas.

Policy E-67: The medium density residential designation shall include offices as a conditional use.

Policy E-68: Lot sizes smaller than 3,750 square feet are allowed in the medium density residential zone.

Policy E-69: Plan and zone a supply of vacant buildable land adequate to meet the community's needs for housing to 2030 as described in this chapter.

Policy E-70: Ensure that all ordinance standards and procedures for reviewing applications for permits for needed housing types are clear and objective.

Policy E-71: The City shall provide for and encourage development of apartments, duplexes, and other forms of multifamily housing in areas of the city planned and zoned for medium-density residential development.

Policy E-72: The City shall provide for and encourage development of manufactured home parks and manufactured homes on individual sites in areas planned and zoned for such residential development.

Policy E-73: The City shall provide for and maintain public facilities, services, and access necessary for residential development of vacant buildable land.

Policy E-74: The City shall ensure that all costs of providing public facilities and services to new residential development are borne by those who will build or buy the new dwellings.

Policy E-75: The City shall encourage development of new housing in areas where public facilities and services can be provided in the most cost-effective way.

Policy E-76: The City will implement quality elements of compact residential development.

Policy E-77: Garages are set back to the rear of residential lot or alley side of the property.

Policy E-78: The City encourages houses that occupy small lots clustered around public spaces such as parks or playgrounds. Innovative design and development techniques are also encouraged.

Policy E-79: Planned unit developments are encouraged to afford a degree of flexibility not permitted by traditional site planning.

Policy E-80: Flexibility in access and lot size and configuration is encouraged to allow full development potentials for land areas.

Policy E-81: New housing construction, especially multi-family, shall include outdoor landscaping and other amenities.

Objective No.3 for Housing: To rehabilitate and improve existing sub-standard housing, including unimproved streets.

Policies for Objective No.2 for Housing

Policy E-83: Manufactured Homes are permitted to locate on individual lots in all zones that permit single-family housing (according to ORS 197.307).

Policy E-84: Programs for the maintenance, conservation and rehabilitation of existing residential areas and housing stock within the community are encouraged. The City shall support the Northwest Oregon Housing Authority in its work with low-income people.

Implementing Procedures for Policy E-84

- Promote rehabilitation and weatherization programs to help preserve Tillamook's current housing stock.

Policy E-85: Tillamook encourages the use of the following programs in order to meet the needs of its citizens.

-Department of Housing and Urban Development

1. Subsidy to homeowners
2. Subsidy to renters
3. Rent supplement program
4. Housing rehabilitation and weatherization funds

-Farmers Home Administration

1. Homeowners and renters programs

Policy E-86: The City discourages the concentration of low-income housing in any one area of the city.

Policy E-87: The City allows for the conversion of older homes into apartments where larger homes can no longer be reasonably maintained as single-family residences.

Policy E-88: The City promotes energy-efficient housing.

Policy E-89: The City encourages redevelopment of the deteriorated properties adjacent to downtown for multifamily housing by changing the current plan and zoning map designations for that property from Low-Density Residential use to Medium-Density (R-0) Residential.

Implementing Procedures for Policy E-89

- Develop ordinance provisions to facilitate redevelopment in the residential zones immediately east and west of the downtown commercial zone.

- Create Compact Residential Development Overlay in a manner that provides for multiple housing types (square footages) available for different markets (e.g., low-income, special needs).

Section F Policies for Revising the Plan

Policy F-1: The Comprehensive Plan shall be reviewed and any necessary **minor** revisions made at least every two years, after a report from the Planning Commission public statement is issued on whether any **minor** revisions are needed. The review will begin with re-examination of the base data, and problem areas and continue through the same basic phases as the initial preparation of the plan and implementation measures. A report from the Planning Commission for the minor revisions should include, at a minimum the following items:

- a. A general review of the factual base (Inventory);
- b. An evaluation of the effectiveness of plan policies and implementing measures in meeting community goals and objectives; and
- c. Recommended amendments, if any, to the Plan and/or implementing measures.

Following approval of the minor revisions, ordinances, the capital improvements program, and other plan implementation measures will be revised to support changes in the Plan.

Policy F-2: **Major** revision to the Comprehensive Plan, resulting in widespread and significant impact beyond an immediate local area, isolated property and minor changes to the Comprehensive Plan, may be made at any time. Such revisions may be initiated by the City Council, Planning Commission, or by any individual, agency, or firm. Special studies or other information will be required as the factual basis to support the change. The public need and justification for change must be established by the applicant.

Policy F-3: The Plan may be reopened at appropriate times in response to completion of plans by other jurisdictions and agencies. Further, the City shall acquire and consider additional inventory information that was not available during plan development in its evaluation of future plan revisions. The City may consider such a revision either major or minor.

Policy F-4: Plan amendments may be initiated by:

- a. City Council or Planning Commission.
- b. An individual or organization by application.

All Comprehensive Plan amendments shall be considered at public hearings before the Planning Commission and City Council in accordance with state law, City Charter, and appropriate City ordinances.

Policy F-5: Proposed revisions, either major or minor, or otherwise initiated, shall be reviewed in public hearings held by the Planning Commission and City Council and shall have adequate notice to meet State requirements. Comprehensive Plan amendment hearings shall be conducted under the following procedures:

- a. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practical meeting time after the amendment is proposed.
- b. Prior to the Planning Commission hearing, the City Planning staff shall review the proposed amendment and prepare a report to the Planning Commission.
- c. Within 45 days of the hearing, the Planning Commission shall recommend to the City Council approval or rejection of the proposed amendment. It shall take a majority vote of the Planning Commission in favor of the proposal to recommend to the City Council that the Comprehensive Plan be amended.
- d. The Planning Commission shall consider amendment requests to the Comprehensive Plan at regularly advertised meetings.
- e. After receiving the recommendation of the Planning Commission, submitted as written findings regarding the proposed revision which consider public hearing(s) and response of affected governmental agencies, the City Council shall hold a public hearing on the proposed amendment.
- f. The City Recorder shall maintain records of all plan amendment hearings and adopted amendments of the Comprehensive Plan.
- g. Consideration by Planning Commission and Council of Plan amendments should be based on:
 1. Meeting the overall intent of the Comprehensive Plan. All Plan Policies shall be reviewed when revising the City Comprehensive Plan to make sure no portion of the Comprehensive Plan is overlooked.
 2. Citizen review and comment. The citizens of Tillamook will be encouraged to take part in all stages of the planning process.
 3. Input from affected governmental units and other agencies. All affected government agencies shall be informed of proposed revisions and allowed reasonable time to respond before making a recommendation on the plan revision to the City Council.
 4. Short- and long-term impacts of the proposed revision.
 5. Additional information as required by the Planning Commission or City Council.

Policy F-6: All appendices may be amended by Resolution.

Objectives and Policies for Plan Implementation

Objective No. 1 for Plan Implementation: To implement the City Comprehensive Plan and its objectives, policies and implementing procedure.

Policies for Objective No. 1 for Plan Implementation

Policy F-7: The City shall institute regulatory and non-regulatory controls for the implementation of the Comprehensive Plan. These regulatory controls shall include the City's Zoning Ordinance.

Policy F-8: The City shall develop intergovernmental agreements with the County and other governmental entities and agencies to assist in the implementation of City policies.

Objective No. 2 for Plan Implementation: To provide for cooperation between the City and the County in the unincorporated land within the Urban Growth Boundary and establish and maintain an Urban Growth Management Agreement and Urban Service Agreement between the City and County.

Policies for Objective No. 2 for Plan Implementation

Policy F-9: The City shall develop an Urban Growth Management Agreement (UGMA) and other intergovernmental agreements with the County. The UGMA shall include an Urban Service Agreement (USA) between the City and County. Additional Intergovernmental Agreements between the City and County may also be made to coordinate services between the two levels of government.

Objective No. 3 for Plan Implementation: To establish and maintain grants-in-aid and a capital improvements program

Policies for Objective No. 3 for Plan Implementation

Policy F-10: The City shall coordinate a capital improvement projects list for the community.

Policy F-11: The City shall strive to identify grants available to continue to better the community in implementing its policies listed in the Comprehensive Plan.

-- END --

From: David Mattison [<mailto:dmattison@tillamookor.gov>]
Sent: Wednesday, December 12, 2012 11:45 AM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

I appreciated the phone conference this morning – it helped me with the questions that I had answered – thank you.

Here (attached) is the list of the amended Tillamook City Comprehensive Plan goals, objectives and policies, I said I would get to you.

If you have any questions, don't hesitate to contact me.

David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [<mailto:Kevin.Belanger@ch2m.com>]
Sent: Wednesday, December 12, 2012 9:03 AM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

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Kevin

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [<mailto:dmattison@tillamookor.gov>]
Sent: Monday, December 10, 2012 5:55 PM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

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David Mattison
City Planner
City of Tillamook
(503)842-3443

From: Kevin.Belanger@ch2m.com [<mailto:Kevin.Belanger@ch2m.com>]
Sent: Monday, December 10, 2012 4:19 PM
To: David Mattison

Cc: Terra Wilcoxson
Subject: RE: Conversation with Tillamook PUD

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Kevin Belanger
Environmental Planner



2020 SW 4th Ave., 3rd Floor
Portland, OR 97201
Tel: 503-736-4271

David Mattison

From: Kevin.Belanger@ch2m.com
Sent: Wednesday, December 12, 2012 12:18 PM
To: David Mattison
Subject: RE: Conversation with Tillamook PUD

Hi David – I'm glad that we all were able to chat. I think it was helpful all around.

I had a few questions for you:

- 1) We need to get a formal letter from you stating on what date our application was deemed complete, similar to the letter you sent out stating that the application was incomplete.
- 2) From a quick glance of the Comp Plan updates, it seems like you all did some heavy reorganization. We were hoping to see some sort of redlined version of the previous Comp Plan so I could more quickly scan to see what has changed since this was just brought up to us today. Do you have something like that that I could see?
- 3) When we make adjustments to the Comp Plan responses and Figure 2 like we said we would, how would you like us to deliver them to you? Email or hard copy, and if hard copy, how many copies?

Give me a call back when you get a moment.

Kevin Belanger / CH2M HILL / 503-736-4271 / kevin.belanger@ch2m.com

From: David Mattison [mailto:dmattison@tillamookor.gov]
Sent: Wednesday, December 12, 2012 11:45 AM
To: Belanger, Kevin/PDX
Subject: RE: Conversation with Tillamook PUD

Kevin,

I appreciated the phone conference this morning – it helped me with the questions that I had answered – thank you.

Here (attached) is the list of the amended Tillamook City Comprehensive Plan goals, objectives and policies, I said I would get to you.

If you have any questions, don't hesitate to contact me.

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Kevin Belanger
Environmental Planner



CH2MHILL

2020 SW 4th Ave., 3rd Floor
Portland, OR 97201
Tel: 503-736-4271

David Mattison

From: David Mattison
Sent: Wednesday, December 12, 2012 11:44 AM
To: 'Kevin.Belanger@ch2m.com'
Subject: RE: Conversation with Tillamook PUD
Attachments: Chapter 15.docx

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Environmental Planner



2020 SW 4th Ave., 3rd Floor
Portland, OR 97201

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David Mattison

From: David Mattison
Sent: Wednesday, December 12, 2012 9:07 AM
To: 'Kevin.Belanger@ch2m.com'
Subject: RE: Conversation with Tillamook PUD

Sorry Kevin,

I've been at the counter – zoning questions.

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CH2MHILL

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PUBLIC NOTICE
CONDITIONAL USE PERMIT #CU-12-04.

PUBLIC HEARING NOTICE: JANUARY 3, 2013, 7:00 PM TILLAMOOK CITY HALL, 210
LAUREL STREET, TILLAMOOK, OREGON.

NOTICE TO MORTGAGEE, LIEN HOLDER, VENDOR OR SELLER: ORS 215
REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST PROMPTLY BE
FORWARDED TO THE PURCHASER.

Applicant: Tillamook People's Utility District, 1115 Pacific Avenue, Tillamook, OR 97141

Owners: Dean Alexander, 7835 Fawcett Creek Road, Tillamook, OR 97141; Barbara Aufdermauer, 1845 Wilson River Loop Road, Tillamook, OR 97141; Bradley and Beatrice Barclay, 10800 Chance Road, Tillamook, OR 97141; City of Tillamook, 210 Laurel Avenue, Tillamook, OR 97141; David and Rita Hogan, 2614 First Street, Tillamook, OR 97141; Dennis and Connie Johnson, 4103 Beech Street, Tillamook, OR 97141; Marie Mills Center Inc., 1800 Front Street, Tillamook, OR 97141; Perkins Investments, LLC, PO Box 420, Astoria, OR 97103; Port of Tillamook Bay (POTB), 4000 Blimp Boulevard, Tillamook, OR 97141; Tillamook County Creamery Association, 4185 Hwy 101 North, Tillamook, OR 97141; Western Oregon Conference Association of Seventh Day Adventists, 13455 SE 97th Avenue, Clackamas, OR 97015.

Property: Tax lots 800, 900, Section 30, T1S R9W; Tax lot 200, Section 30BC, T1S R9W; Tax lots 100, 600, 700, Section 30BD, T1S R9W; Tax lots 300, 400, 4500, 4501, 4600, Section 25AC, T1S R10W; Tax lots 200, 401, 501, 502, 600, 700, 701, Section 25AD, T1S R10W. Located along the Front Street Right-of-Way, west of Main Avenue, and along the Port of Tillamook Bay (POTB) Right-of-Way, east of Main Avenue, inside and outside the City Limits, inside the Urban Growth Boundary of the City of Tillamook.

Zone: O-S, Open Space District; R-0, Multiple Use Residential District; C-C, Central Commercial Zone District; I-L, Light Industrial Zone District; FHO, Flood Hazard overlay Zone District; WRPO, Water Resource Protection Overlay Zone District.

Request: Approval of a conditional use permit (CUP) to construct a new 1.1-mile portion of the 115-kilovolt (kV) transmission line between the Bonneville Power Administration's (BPA) Tillamook Substation located to the east of the City of Tillamook on Oregon Route 6 and a proposed PUD substation (Oceanside Substation) near the community of Oceanside in Tillamook County. Approximately 1.1 miles of the approximately 7.0-mile transmission line route are within the jurisdiction of the City of Tillamook, and the remaining 5.9 miles are within the jurisdiction of Tillamook County. A separate application will be submitted to Tillamook County for approval of the portion of the Project under the County's jurisdiction.

The complete proposal across the City of Tillamook and Tillamook County includes two elements: approximately 7.0 miles of 115-kV electric transmission line and a 115-kV to 24.9/14.4-kV distribution substation.

The proposed Project route within the City of Tillamook will collocate on an existing linear corridor along the Front Street road Right-Of-Way and POTB Railroad Right-Of-Way.

The proposed Project will require the establishment and maintenance of a 100 foot wide Project Corridor established through the use of easements across existing properties, as well as the installation of ten (10) support poles and conductors.

Steel monopole will be typically used for the support poles with a distance between the poles between approximately 500 and 700 feet, varying in height, between 70 to 90 feet above ground to meet the topography and safety requirements of the National Electric Safety Code (NESC) and the Rural Utilities Services (RUS). The support poles will be tubular and galvanized with a 5-foot diameter, and it is anticipated that poles will be placed on a vibratory

caisson base through the City of Tillamook. The depth of the base and the use of vibratory caissons will vary based on soil conditions and the loads supported by the base. The footprint of each support pole's ground penetration is considered permanent disturbance.

The 100 foot wide Project Corridor can continue to be used for its current purpose if the landowner chooses to do so, as long as the use does not conflict with the safe operation of the line and meets the NESC, RUS, and PUD standards for clearances and use. Allowed uses in the Corridor will include agricultural, grazing, hunting, and some development such as parking lots or roads. Development of buildings or any use that degrades the required ground-to-line clearances as stipulated by the NESC, RUS, and PUD standards will not be allowed.

Dead-end support poles will be self-supporting without need for guy or support wires and used at regular intervals on the line to accommodate adequate conductor tensioning. The only dead-end support poles that are anticipated to be used in the City of Tillamook are to be located where the Project crosses the railroad main line at pole 5 and poles 9 and 10 on opposite sides of the crossing at Highway 101.

The electrical conductor and proposed single-circuit line will consist of three phases of one conductor per phase that carries the electrical current making up the single-circuit configuration.

The conductors will not be covered with insulating material; instead, they will use air for insulation and ground clearance for public safety. Conductors will be attached to the pole supports using insulators to prevent the electricity in the conductors from moving to other conductors, the poles, and the ground.

A smaller overhead shield wire will be attached to the top of the support pole. It will provide ground protection to the transmission line from lightning damage. The overhead shield wire will have a core containing optical fibers used to transmit system protection data.

Criteria: City Zoning Ordinance No. 979: Section 10, Application Procedures and Fees; Section 11, Open Space Zone District; Section 14, Multiple Use Residential Zone District; Section 17, Central Commercial Zone District; Section 18, Light Industrial Zone District; Section 20, Flood Hazard Overlay District; Section 21.1, Water Resources Protection Overlay District; Section 27, Conditional Use Permits; Section 28, Provisions Applying to Special Uses; Section 33, Appeals; City of Tillamook Comprehensive Plan.

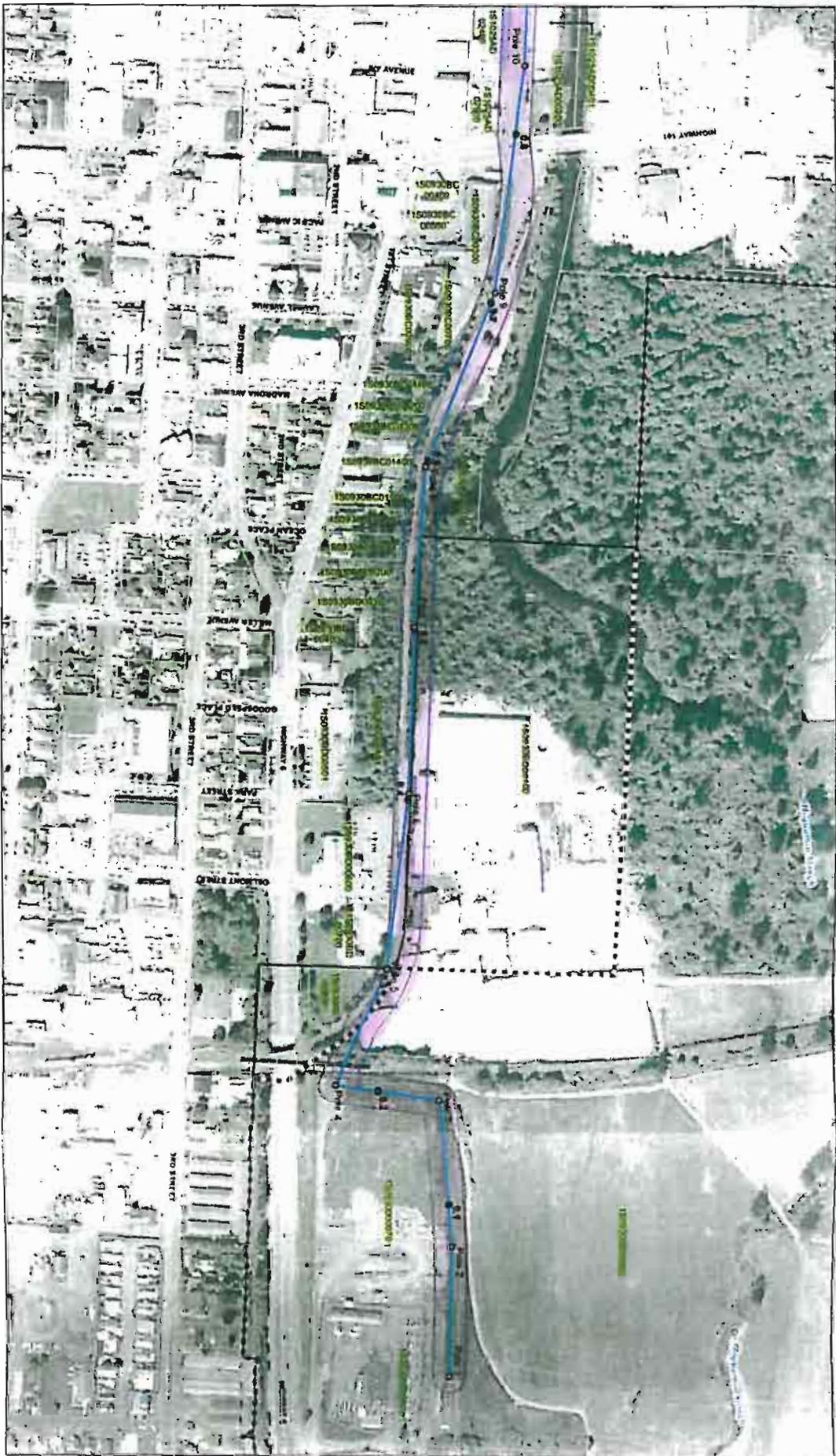
Comments: Written comments received by this Department prior to 5:00 p.m. on December 31, 2012, will be considered in rendering a decision. Comments should address the criteria upon which the department must base its decision. Those who comment shall receive written notice of the decision. Persons shall have the opportunity to make an appeal to the City Council.

Affected parties: This notice and a drawing of the request have been mailed to the applicant, all owners of abutting properties within a 250' radius of the subject property and other appropriate persons, agencies and departments.

Questions? If you have any questions about this request, please call David Mattison, City Planner, during regular business hours at (503) 842-3443.

David Mattison
City of Tillamook
City Planner

Mailed notice: December 10, 2012
Published: December 19, 2012



LEGEND

- 110 kV electrical Station
- Proposed Transmission Pole
- Proposed Transmission Route
- Tillamook City Limit
- Tillamook Urban Growth Boundary
- ▭ Tax Lot

Sources

- 11 Tillamook County, 2008
- 21 OR Dept. of Land Conservation and Development
- 31 Tillamook County

FIGURE 2
Proposed Project,
City of Tillamook
CUP Application
Tillamook-Oceanside Transmission Line
Tillamook PUD

SHEET 1 OF 2