

**BEFORE THE BOARD OF COMMISSIONERS
FOR MORROW COUNTY, OREGON**

AN ORDINANCE AMENDING THE MORROW)	Ordinance Number
COUNTY COMPREHENSIVE PLAN, COMPREHENSIVE)	ORD-2017-7
PLAN MAP AND ZONING ORDINANCE MAP, THEREBY)	
EXPANDING THE IONE URBAN GROWTH BOUNDARY)	
AND ZONING THE SUBJECT PROPERTIES RURAL)	
LIGHT INDUSTRIAL AND DOING SO IN COOPERATION)	
WITH THE CITY OF IONE)	

WHEREAS, ORS 203.035 authorizes Morrow County to exercise authority within the county over matters of County concern; and

WHEREAS, Morrow County adopted a Comprehensive Land Use Plan which was acknowledged by the Land Conservation and Development Commission on January 15, 1986; and

WHEREAS, Linda LaRue, on behalf of the affected landowners, did submit an application requesting expansion of the Ione Urban Growth Boundary and the associated amendments to accomplish the expansion and zoning of the subject property; and

WHEREAS, the Morrow County Planning Commission, in cooperation with the City of Ione, held a joint public hearing to review the request on July 11, 2017 at the American Legion Hall in Ione, Oregon; and

WHEREAS, the Morrow County Planning Commission and the Ione City Council considered the request, including testimony in favor and concerns expressed by an adjoining landowner, and after discussion recommended approval of the request as presented by Planning staff, and adopted Planning Commission Final Findings of Fact; and

WHEREAS, the Morrow County Board of Commissioners, in cooperation with the City of Ione, held a joint public hearing to consider the recommendation of the Morrow County Planning Commission on August 8, 2017, also at the American Legion Hall in Ione, Oregon; and

WHEREAS, the Morrow County Board of Commissioners and the Ione City Council did receive additional testimony in support of the action from Linda LaRue; and

WHEREAS, the Morrow County Board of Commissioners accepted the Planning Commission recommendation and approved the request.

NOW THEREFORE BE IT ORDAINED THAT THE MORROW COUNTY BOARD OF COMMISSIONERS AUTHORIZES THE EXPANSION OF THE IONE URBAN GROWTH BOUNDARY AND ADOPTS THE FOLLOWING CHANGES TO THE MORROW COUNTY COMPREHENSIVE PLAN, COMPREHENSIVE PLAN MAP AND ZONING MAP: AMEND THE URBANIZATION ELEMENT OF THE COMPREHENSIVE PLAN, APPLY A COMPREHENSIVE PLAN MAP DESIGNATION OF INDUSTRIAL TO THE SUBJECT PROPERTY, AND APPLY THE RURAL LIGHT INDUSTRIAL USE ZONE TO THE SUBJECT PROPERTY.

Section 1 Title of Ordinance:

This Ordinance shall be known, and may be cited, as the "2017 Ione UGB Expansion."

Section 2 Affected and Attached Documents:

- Comprehensive Plan Urbanization Element
- Comprehensive Plan Map identifying new boundaries and reflecting the Comprehensive Plan Map designation of Industrial
- Zoning Map identifying new boundaries and reflecting the Zoning Map designation of Rural Light industrial

Section 3 Effective Date:

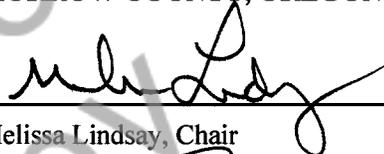
This ordinance shall be effective on February 1, 2018, meeting the 90 day requirement.

Date of First Reading: October 11, 2017

Date of Second Reading: October 25, 2017

ADOPTED BY THE MORROW COUNTY BOARD OF COMMISSIONERS THIS 25TH DAY OF OCTOBER 2017.

BOARD OF COMMISSIONERS OF MORROW COUNTY, OREGON



Melissa Lindsay, Chair

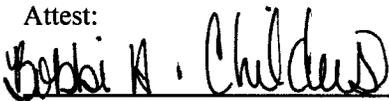


Don Russell, Commissioner

Absent

Jim Doherty, Commissioner

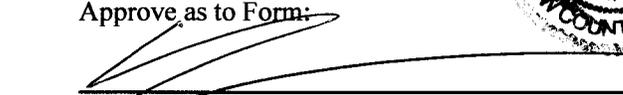
Attest:



Bobbi Childers, County Clerk



Approve as to Form:



Morrow County Counsel

Josh Nels
OSB #074906

MORROW COUNTY, OREGON **CJ2017-0161**
Commissioners' Journal 10/26/2017 2:10:01 PM



2017-0161

I, Bobbi Childers, County Clerk for Morrow County, Oregon, certify that the Instrument identified herein was recorded in the Clerk records.

Bobbi Childers - County Clerk



URBANIZATION ELEMENT

Introduction

Goal 14 is designed to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The original urban growth boundaries established at the time of adoption and acknowledgment for Morrow County and each of the respective communities - Boardman, Heppner, Lone, Irrigon and Lexington - has functioned adequately. Nearly 30 years after the acknowledgment of the Morrow County Comprehensive Plan a complete review and update is being undertaken and each of the communities urban growth boundaries and respective needs will be completed.

Joint Management Agreements are in place, but as part of the Comprehensive Plan update are being reviewed and amended to provide better information to both Morrow County and the respective community.

While none of the communities have needed to do expansive urban growth boundary expansions over the past 30 years there have been actions to increase or provide other support to the communities within or adjacent to the respective urban growth boundary. This update will continue to refine what we know now about how each community has grown under the Oregon statewide planning system, and how they want to continue to grow.

City of Boardman Urban Area

The Boardman Urban Area Plan indicates a major addition to the City. As shown in the Plan, the City could accommodate up to 12,000 people.

The land use pattern is comprised of three basic types of land use: commercial, residential and industrial. The commercial core area is located close to the existing I-80N interchange. Tourist commercial is located around the interchange, with community commercial to the south. The community commercial area contains enough room for a large shopping center, office development and similar uses.

The residential area lies primarily south of the freeway. The existing residential area to the north is also planned for full development. Each residential neighborhood will contain its own park and internal pedestrian system. Major traffic movements will be routed around the perimeter of each neighborhood on arterial streets.

The industrial area lies north of the freeway. Most of it is located on the Port of Morrow property. The general industrial area will accommodate food processors and other heavy industries. The light industrial area will accommodate warehousing, bulk storage facilities, and commercial-industrial establishments such as automobile dealerships.

City of Irrigon Urban Area

The Plan for Irrigon Urban Area indicates complete development of the existing town site, with some residential use in adjoining areas.

Two types of commercial development are indicated; tourist commercial uses along U.S. 730 and a proposed community shopping area north of the railroad. The tourist commercial area is also intended to accommodate mobile home parks. A new civic center is indicated close to the community shopping area. This area will contain a city hall, library, and other community buildings.

Urban residential development is shown between the Columbia River and U.S. 730. This type of development is characterized by single-family homes on lots ranging from 7,000 to 10,000 square feet. Some residents will desire to maintain larger lots. Unneeded streets need to be vacated to permit more orderly and cohesive development. Continued development of the residential area at the densities described will require the installation of a municipal sewerage system.

The land west and south of the urban residential area is designated for residential-farm (rural residential) use. This type of use is characterized by lots ranging from 1 to 5 acres. Tracts this size will permit a limited range of farm operations in conjunction with residential development, provided residents maintain their own water and sewerage facilities.

A linear area along the water front is shown as a park. A portion of this area is being developed with a marina, a picnic area, and a large playfield. A site for a future high school is shown between the park and the present elementary school. To the east is an area the State intends to establish as a wildlife refuge.

East of the residential development is an area for industrial development. Irrigon presently lacks industry, and this area provides an opportunity to accommodate some industrial development in a location that has good highway and rail access.

City of Lone Urban Area

The Plan for the Lone Urban Area shows full development of the existing town site. The City's objective is to completely develop the area shown on the Plan Map before expanding into new areas. Commercial development is shown in the present downtown location and some additional commercial along the highway.

In 2017 Lone proposed an Urban Growth Boundary expansion to add new lands on the western edge of town. The focus for this expansion and associated zoning and rezoning of land west of the city limits and south of Highway 207 was to create an area for light industrial and commercial development. The county applied to this area the Rural Light Industrial use zone in advance of any annexation into the city limits to support the industrial and commercial focus desired by the City of Lone. Considered as part of the Urban Growth Boundary expansion were exceptions to Goal 3, 11 and 14 to allow for the conversion of lands from resource to industrial, allow for the delivery of city services and to accomplish development at appropriate urban densities.

When Lone established the original city limits and Urban Growth Boundary industrial use was limited to grain elevators, but over the past decade or so a trucking firm has made Lone home and the Grain Growers is planning a relocation and expansion. An area next to the highway at the east end of town is shown for industrial. Commercial development would also be suitable at that location if the need develops.

Residential use is indicated in most of the existing, developed portion of the City. Residential development will be primarily single-family homes. Any further multi-family units should be located adjacent to the downtown commercial area. Residential lots will range from 7,000 to 10,000 square feet per dwelling unit. Full development of this area will necessitate the installation of a municipal sewerage system. There has been development east and north of one of the Emert Addition 1 and 2 creating larger lot home sites. Future residential development up Rietmann Canyon will be contingent upon the provision of public water and sewerage service and a solution to flood problems.

Town of Lexington Urban Area

The Town of Lexington has a current population of just under 300 individuals in about 125 households, is the location of the Morrow County Grain Growers main office and a large retail outlet, and has seen the relocation of the Morrow County School District's office out of town. There are several thriving small businesses that serve the community, south Morrow County and in some cases beyond.

The urban growth boundary has not changed since originally created at the time the Town of Lexington's Comprehensive Plan was acknowledged in October of 1979.

City of Heppner Urban Area

The Plan for the Heppner Urban Area shows full development of the existing town site and the implementation of the Willow Creek Dam project.

The commercial district along Main Street is already well-established. Future commercial development will be concentrated in this location. Surrounding the central commercial area is residential development. Much of this area is already built-up, but some vacant lots are available, along with view properties overlooking the community. A new subdivision near the high school is presently being developed. Areas suitable for mobile home parks are also shown.

Heavy industrial development is presently located west of town. Industrial areas within the City, with access to the highway and railroad, are indicated in the Plan.

Rural Residential Areas

In addition to the afore referenced Urban Areas there are two specific areas located outside (but adjacent to) the adopted Urban Growth Boundaries of the Cities of Boardman and Irrigon that demand special consideration. Said areas (as identified hereinafter) are predominately committed to non-commercial agriculture and are platted and partially developed in rural home sites ranging from one (1) to five (5) acres. Although some intensive farming occurs intermittently on isolated parcels with these general areas, the predominance of nonfarm rural home sites precludes most long-term productive and economical agricultural operations.

As set forth herein, the two (2) areas are described herein as those rural residential areas in the immediate vicinity of the urban areas of Boardman and Irrigon. Said areas involve lands located in Section 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23 of Township 4 North, Range 25 East lying North of the West Extension Canal and outside the urban growth boundary of the City of Boardman; and, lands encompassing the major portions of Section 13, 14, 23 and 24 of Township 4 North, Range 24 East, located South of the Interstate Freeway in the proximity of

Boardman; and, lands encompassing those portions of Sections 20 and 21 of Township 5 North, Range 26 East located outside the urban growth boundary of the City of Irrigon but contiguous thereto; and the developed and/or platted portions of Sections 22 and 23 of Township 5 North, Range 26 East, lying contiguous to but outside the urban growth boundary of the City of Irrigon. Said areas are shown in general on the County overall Land Use Plan Map and in more detail in maps that follow.

The recognition of these areas also provides a limited alternative to total urban residency without expansion into the major agricultural areas of the County. Said areas are also located in the immediate proximity of two (2) urbanizing areas (Boardman and Irrigon) and therefore are serviceable without excessive expansion of required services and facilities. Failure to give special consideration to these existing developed areas could compound existing limited land use conflicts in the County and expand the demand for such a living alternative to more predominate agricultural areas of the County.

Rural Service Center

Two (2) unincorporated communities of the County (Hardman and Ruggs) are shown on the overall Comprehensive Land Use Plan Map as rural service centers in recognition of their existing or potential functions of basic services to surrounding agricultural areas. It is anticipated that the economic forces which are responsible for their existence today will, with little change, remain the primary cause for their continued existence.

At the present time little basis can be established to anticipate expanded growth and development of these rural service centers, and therefore insufficient need to warrant preparation of plans for its accommodation. The principal planning task for these areas is then to protect existing uses and necessary expansion or improvement thereof.

Port of Morrow (Industrial Lands Outside an Urban Growth Boundary)

Recognized previously throughout the Plan for its economic importance to the County, necessitates special consideration in this element to those lands under jurisdiction of the Port of Morrow which are located outside the urban growth boundary of the City of Boardman and, are intended and vital for industrial development. Said properties (i.e. owned, controlled and managed by the Port of Morrow) involve a total of approximately 4,000 acres located east and southeast of the City of Boardman and bordered on the northwest by the Columbia River for a distance of about 3,600 feet (2/3 mile). Of this 4,000 acres, approximately 1,980 acres are available for future industrial development.

Major industrial development currently exists on Port property of which 350 acres is already identified as a Food Processing Industrial Park.

The major portion of the property under Port jurisdiction is located in Sections 1, 2, 3, 4, 9, 10, 11, 12 and 24 (Section 24 designated for effluent disposal) of Township 4 North, Range 25 East, and Sections 6 and 18 of Township 4 North, Range 26 East.

Existing ownerships and development patterns, coupled with the economic factors vital to the County, necessitates the designation of the Port of Morrow and properties controlled thereby as industrial. Such designation and appropriate implementing zoning does not, however, preclude the continuance of some agricultural use of said properties as an interim beneficial use until needed for industrial development.



Morrow County Oregon

Comprehensive Plan Map
2017 City of Lone
UGB Expansion

Johnson Road

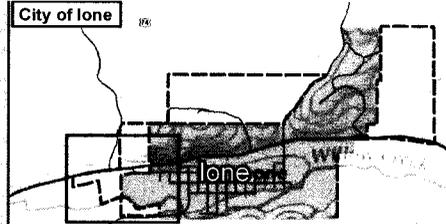
Highway 74

East Main Street

Highway 74

City of
Lone

Gooseberry Road



Legend

County Seat	City Limits
City	Highway
Runway Length	Arterial/Collector
Airport	

Coordinate System: NAD 1983 NSRS2007 StatePlane Oregon North FIPS 3601 Ft Intl
Projection: Lambert Conformal Conic
Datum: NAD 1983 NSRS2007



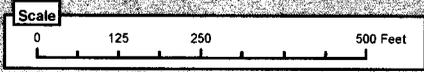
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Date Saved: 10/24/2017
Morrow County Planning Department



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Service Layer Credits:

Adopted UGB and Zone Changes

- 2017 Lone UGB.
Extent of the City of Lone's Urban Growth Boundary, effective date February 1, 2018.
- Tax Lot
- Industrial





Morrow County Oregon

Zoning Map
2017 City of Ione
UGB Expansion

EFU

Johnson Road

Highway 74

RLI

East Main Street

RLI

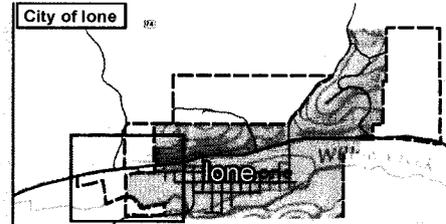
RLI

City of
Ione

EFU

Gooseberry Road

EFU



Legend

- County Seat
- City
- Runway Length
- Airport
- City Limits
- Highway
- Arterial/Collector

Coordinate System: NAD 1983 NSRS2007 StatePlane Oregon North FIPS 3601 F1 Intl
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Tax Lot

Rural Light Industrial

