

# COMPREHENSIVE LAND USE PLAN

**City of Culver  
Jefferson County, Oregon**

PREPARATION OF THIS PLAN WAS FINANCIALLY AIDED  
THROUGH A PLANNING ASSISTANCE GRANT FROM THE  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT.

prepared for the  
**CULVER PLANNING COMMISSION  
CULVER CITY COUNCIL**

prepared by  
Dan Meader, Planning Consultant  
**TENNESON ENGINEERING CORPORATION**  
The Dalles, Oregon 97058

**Updated January, 2001**

**Adopted May 21, 2001 as Exhibit 1 of Ordinance No. 2001-02**

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Prepared by  
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**409 Lincoln Street**  
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**Phone (541) 296-9177**

**Updated January 2001**

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**Public Hearing Draft**  
**May 21, 2001**

### **CITY COUNCIL**

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Phil Fox, President  
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# Foreword

Before proceeding further into this updated Comprehensive Plan, please take the time to review this Foreword. This information is intended to enhance the reader's understanding of this updated Comprehensive Land Use Plan.

This Comprehensive Plan was initially prepared in 1977 and 1978 by a volunteer group serving as the Culver City Planning Commission. Towards the end of the process, a professional planner was brought on board to help put the final plan document and necessary implementing measures (the Zoning and Subdivision Ordinances) together for review, approval, and acknowledgement by the Oregon State Land Conservation and Development Commission. This was completed in September of 1978. Since that time, there has been little need to revisit the City's Plan; however, the City has grown considerably since the late 1970s, from slightly over 400 to the current population certified by Portland State University at 865 persons for the year 2000. There have been a number of residential developments in the community. In the Fall of the year 2000 and Spring of 2001, the City undertook redrafting the Zoning and Subdivision Ordinances. This brief update of the Comprehensive Land Use Plan has also been prepared. The update consists of providing more current inventory information, particularly about the City's infrastructure, including a current Buildable Lands Inventory, an updated Population

Projection, and other information as available. This information has been provided in the appropriate sections of the Plan.

The 1977 Plan interspersed the Plan Policies with the inventory information, making the Plan somewhat difficult to read and to use. In this rewrite, the Plan Policies have been reorganized and placed at the end of the Plan in appropriate order for easy review by the reader. There have been some minor modifications of the Plan Policies to reflect the current situation. A new Comprehensive Plan/Zoning Map has been prepared. There have been minor changes in the Zoning and Subdivision Ordinances. Most significantly, the procedures for Planning Commission and City Council review of proposed developments have been streamlined for use by both the City Officials and applicants who must complete the development review process.

The City's elected and appointed officials are listed on the previous page. Their time spent reviewing and considering the updated material is greatly appreciated. These folks spent countless hours of volunteer time in formal meetings and hearings—doing their best to make the vital decisions about the future of the town. It is mostly a thankless job and the results are often not seen for years. This writer wishes to express particular appreciation and admiration to Mr. Clyde Wright, who truly is the “glue” that holds this wonderful community together.

Dan Meader  
March, 2001

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**Ordinance No. 2001-02**  
**COMPREHENSIVE LAND USE PLAN**

Culver, Oregon

**INTRODUCTION**

**BACKGROUND TO COMPREHENSIVE PLANNING**

In 1973, the 57th Legislative Assembly adopted Senate Bill 100, otherwise known as the 1973 Land Use Act (ORS Chapter 197). The Act provides for the approval of local comprehensive plans through state standards and review.

To guide local comprehensive planning, the 1973 Act directed the Land Conservation and Development Commission (LCDC) to adopt statewide planning goals and guidelines by January 1, 1975. The goals and guidelines are to be used by cities, counties, state agencies, and special districts in preparing, adopting, revising, and implementing comprehensive plans. The goals and guidelines were formally adopted by LCDC on December 27, 1974.

All goals are of equal importance. The order in which goals are printed does not indicate any order of priority. Goals are:

Citizen Involvement; Land Use Planning; Agricultural Lands; Forest Lands; Open

Spaces, Scenic and Historic Areas, and Natural Resources; Air, Water, and Land Resources Quality; Areas subject to Natural Disasters and Hazards; Recreational Needs; Public Facilities and Services; Transportation; Energy Conservation; and Urbanization.

The preparation and adoption of a plan is a serious undertaking. It is upon this foundation that city government, as well as other agencies and private individuals, will base future decisions. A comprehensive plan has one all-important purpose, to help achieve maximum benefits of economic growth without sacrificing desirable qualities that may make an area attractive as a place to live.

## **BACKGROUND TO CULVER CITY PLANNING**

The Comprehensive Plan for the City of Culver has been prepared with the following policy. The City declares that, in order to assume the highest possible level of livability in Culver, it is necessary to provide for a properly prepared and coordinated Comprehensive Plan. This plan:

1. Shall be adopted by the City governing body;
2. Shall be an expression of public policy in the form of policy statements, land use maps and guidelines;
3. Shall be the basis for more specific rules, regulations, and ordinances which implement the policies expressed in the comprehensive plan;



4. Shall be based upon factual data;
5. Shall be prepared to assure that all public activities are consistent and coordinated with the policies expressed through the comprehensive plan; and
6. Shall be regularly reviewed and, if necessary, revised to keep them consistent with the changing needs and desires of the public they are designed to serve.

The City of Culver established a City Planning Commission on December 2, 1975. Prior to adoption of this ordinance, planning was done through a planning committee and by the City Council. Assistance was supplied from the City Attorney and the Oregon State University Area Extension Agent.

The City Planning Commission was established to meet these objectives:

1. To prepare a comprehensive plan for the City, utilizing data, materials and studies available.
2. To establish an effective planning function in City government, and
3. To develop ordinances and regulations necessary to carry out the objective of the plan.

#### **CITIZEN ADVISORY COMMITTEE FOR PLANNING**

The Land Conservation and Development Commission, at their December 7, 1974,

meeting, adopted the Citizens Involvement Goal as an administrative rule. This action was taken to assure that citizen involvement opportunities be created during the development and review of the Comprehensive Plan.

The Citizen Advisory Committee is responsible for assisting the governing body with development of a program that promotes citizen Involvement in land use planning.

The state goal requires that the citizen involvement program shall be appropriate to the scale of the planning effort. Considering the population of the City of Culver, the difficulties of obtaining an additional committee to serve a public role, the City Planning Commission has been designated to fill the goal of citizen involvement. The City has adopted the Jefferson County Citizen Involvement Program.

## **BACKGROUND INFORMATION**

### History

The City of Culver was incorporated in 1946. Culver, named in honor of O.G. Collver, first postmaster in the area, was founded and plotted by W. C. Barber in 1911. The City of Culver is located nine miles south of Madras, county seat of Jefferson County.

### Location

The City is surrounded by agricultural land, part of the 58,000-plus acres within the North Unit Irrigation District. There is presently production of agricultural products within the City Limit boundaries. The irrigation district began supplying water to the area in the late 1940s. With availability of irrigation water, many abandoned farms were reactivated and there was an influx of both farm operations and farm workers.

### Current Activities

The latest major event in the history of Culver has been the development of Lake Billy Chinook. The artificial reservoir, the result of impoundment of water by a power project on the Deschutes River, offers great potential for recreational development. The Cove Palisades Park, located seven miles west of Culver, provides access to Lake Billy Chinook and its three major river arms, the Deschutes, Crooked, and Metolius Rivers.

### Government

The present City government consists of a mayor and four councilmen. The City has a recorder, municipal judge, treasurer, city attorney, city policeman, public works superintendent, and a volunteer fire department. Property owned by the City consists of 24 acres for sewage lagoon site, 5.7 acres for City park, and two small parcels of slightly more than one acre in size—one of which is the City Hall/Fire Station Complex.

### Climate

Culver is located in a temperate, semi-arid region. Average annual air temperature is 46 to 50 Fahrenheit. The average frost-free period (32° F.) is 50 to 80 days, and 28 F. is 100 to 140 days. Average annual precipitation is 8 to 12 inches. The City has a high percentage of sunshine each year. The City's elevation is 2,633 feet.

### Soils

Three soil series are present in the City of Culver. The largest in the area, which includes the recently acquired sewer lagoon site, is the Metolius Series (Mta), 250 acres. All the area west of the highway is in this series. Metolius consists of well-drained sandy loams over gravelly loam soils.

Soils east of the highway are Metolius (Mta), Madras (Ms), and Agency (Ac) series.

There are 46 acres of Agency soils and 49 acres of Madras.

The Agency series consists of well-drained loam over clay loam soils formed in mixed loamy materials. The Madras series is similar to Agency, except the loam soils are formed over colluvium.

The Metolius series has the deepest soils, ranging to more than 60 inches to bedrock.

The depth to bedrock in the other two series is 20 to 40 inches. The land

capability class of the Metolius and Madras soils is II with irrigation. The Agency soil is Class III with irrigation.

Of the 360+/- acres in the City Limits, only 15+/- acres are currently in agricultural production.

### Forest Lands

Statewide goals require that governing bodies inventory and designate their agricultural lands and forest lands. The City of Culver has no area suitable for designation as forest lands; therefore, this goal is not appropriate for the City.

### Natural Resources

The City owns and maintains a 5.7-acre city park in the center of the town. The park is

utilized for picnicking, baseball, and general recreation. The park has been zoned “open space” to protect it from development. The City has required, in its Subdivision Ordinance, that proposed and approved land developments contribute to the City’s park development fund.

The City does not have any mineral or aggregate resources or energy sources within it. There are no wilderness, historic or cultural areas, Oregon recreation trails, water areas, wild and scenic waterways, groundwater resources, natural areas, or fish habitats within the City.

The City's most significant natural resources are the scenic views of the Cascade Mountain range. Most locations in the City offer views of Mountains Jefferson, Hood, Washington, Three Fingered Jack, Three Sisters, Broken Top, Black Butte, and Bachelor. It is the City's desire to protect the views by limiting building structural height. Height limitations shall be provided in the Zoning Ordinance

There is presently a plan to establish a city museum. The exact location is not yet known.

#### Air, Water, and Land Resources Quality

The City has excellent air resources. There are no major industrial discharges in the area. The occasional periods of gusty winds provide the most significant impacts on the ambient air quality of the City by picking up dust particles from surrounding farmlands.

The City receives its domestic water supply from public water, Deschutes Valley Water District. The water quality is excellent and requires no treatment to meet federal and

state standards.

The City constructed a wastewater collection and treatment facility in 1975. The City requires all users to hook up to the community system.

The City shall adopt a policy to strive to maintain and improve its municipal systems, water and sewer, to meet federal and state water quality standards.

#### Natural Hazards

The physical setting of the City provides a minimum of natural hazards. The relatively flat topography precludes the danger of landslides. There are no streams or rivers near the City that create a flooding hazard. However, the City does experience a “sheeting action” flood situation during heavy rainfall events. This is primarily from runoff from nearby agricultural fields. The Federal Emergency Management Agency (FEMA) has provided a flood plain map for the City and the City has adopted a Flood Plain Management Ordinance. The soils in the City are very stable and provide excellent material for foundations.

Over the years, the City has felt the secondary impacts of earthquakes, the epicenters of which were located hundreds of miles away. There are no special safeguards required other than standard building practices in future development within the City.

#### Recreation

The City provides limited recreational opportunities to its residents. The City park is available for outdoor activities and the school provides a wide variety of activities for

the town's young people. The City's close proximity to the Cove Palisades State Park has made the City a prime source of goods and services to the park users.

#### Future Need

The City has determined a need exists for additional tennis courts.

#### Energy

There are no known sources of energy within the City. However, the geographic location of the City appears to be appropriate for some experimentation with solar heating and wind power.

The City, in the early 1970s, annexed an area of approximately 160 acres on the east side of Old U.S. Highway 97. This annexation has provided increased residential development for the City.

#### Transportation

Old U.S. Highway 97 traverses Culver, connecting the City with Metolius and Madras to the north and Redmond and Bend to the south. About nine miles north of Culver, U.S. Highway 26 provides a direct route to Portland (125 miles northwest) and Prineville (38 miles east by this route). The Dalles is 98 miles north of Culver via U.S. Highway 97/197. Other area routes include several secondary roads that intersect with Culver

from the east and west.

There is one private airfield four miles northwest of Culver and a 1,500-foot cropdusters private strip two miles west of Culver.

Culver is on the Burlington-Northern Railroad, serviced by double sidings. The railroad bisects the City between 6th and 7th Streets, thus providing the industrial site with excellent rail service. Union Pacific leases rail service through Culver from Burlington-Northern. Railroad operations in Culver are limited to storage and loading facilities, as no railroad offices are located there.

### Streets

Culver is designed in a grid pattern, with all streets having a 60-foot right-of-way, with the exception of "C" Street, the main east-west street, which has an 80-foot right-of-way. Many of the streets in the City are in need of repair and repaving. The City is actively seeking funds to accomplish this. The City, with adoption of a Subdivision Ordinance, established specific street design and improvement standards. The City has a main arterial, the Old Culver Highway (Highway 361), several collector streets, including "C" Street west of Highway 361, "D" Street east of Highway 361, Iris Lane on the South of the City, and a future collector, "A" Street, on the north and east of Highway 361. The remaining streets are residential.

### Public Facilities and Services



Public facility and service areas shown as “Open Space” on the Plan include schools, parks and recreation areas, sewage treatment facilities, and the City Hall/Fire Station Complex. The City of Culver is served with utilities by Pacific Power and Light Company. The service office is located in Madras. The City water supply, reservoir, pumphouse, and distribution system are owned and operated by the Deschutes Valley Water District. This district pumps, delivers, and sells water to all the residences within the City. The source of supply is Opal Springs, located ten miles southwest of the City in the Crooked River Canyon Gorge. The storage reservoir which is used to supply the City consists of two 1,000,000 and one 2,500,000 gallon capacity steel tanks situated approximately 5-1/2 miles southwest of Culver. The reservoirs were constructed between 1954-1982 and are in good condition, both inside and out. The City is satisfied with the quality of the water and quantity is generally adequate during heavy demand periods and summer months.

The district possesses water rights of 25.71 cfs on the existing 240 cfs that has been estimated as available at this source of supply. Deschutes Valley Water District supplies water for domestic and industrial users in the City. The North Unit Irrigation District supplies water for irrigation purposes.

The City of Culver owns and operates their own wastewater collection and treatment facility, which was constructed in 1976. This facility, which operates under Water Pollution Control Facilities Permit #101249, utilizes a three-cell evaporation pond with the possibility of land irrigation for disposal. All developed areas in the City are served by the collection system and all new construction is required to connect to the collection

facilities. Based upon the 1999 and 2000 year data for sewage flows, it appears that the City generates approximately 54,000 gallons per day of wastewater. This translates to just over 62 gallons/day/person. Based upon assumed values of a BOD<sub>5</sub> concentration of 0.2 pounds/capita/day and the maximum hourly flow equal to 3 times the average, or 112 gallons per minute, the following components of the collection and treatment system are hereby summarized with their current capacity:

Gravity Collection Pipe: 333 gallons per minute (2,574 population)

Sewage Lift Station: 300 gallons per minute (2,317 population)

Lagoon Capacity:

BOD<sub>5</sub> Loading: 240 pounds per day (1,200 population)

Detention Time: 179,206 gallons per day (2,887 population)

Chlorination at 25 ppm: 333 gallons per minute (2,574 population)

Irrigation Pumps: 250 gallons per minute (1,931 population)

Therefore, based on the assumption that no system component should be operating at more than 80% of capacity, the following population triggers for system improvements and upgrades are recommended.

<u>POPULATION TRIGGERS</u>	<u>SYSTEM COMPONENT IMPROVEMENT</u>
960	Aeration of existing primary lagoon * (80% Capacity = 2,160 pop.)
	Note: The next limiting factor, at assumed population of 1545, is the size of the irrigation pumps.
1,545	Installation of larger irrigation pumps with a

capacity of approximately 150 gpm  
(80% Capacity = 1,854 pop.)

The City of Culver does not have a solid waste disposal site. The old site, located approximately three miles southeast of town, was closed in July of 1974. The only solid waste disposal site in the County is the Jefferson County Landfill site, located southeast of Madras on Grizzly Road. Garbage collection service is provided by a private contractor located in Madras. It is removed to the County sanitary landfill.

### Schools

Culver School District is a small school district (with approximately 550 students in grades K through 12) that has experienced double-digit growth over the last four years and is expected to sustain that growth for the next five to seven years. The student body is comprised of Hispanic (20%) and non-Hispanic (80%). A growing number of students are participating in free and reduced meal programs (59% at the elementary level and 71% at the middle school level). Culver School District enjoys strong parent support for academic excellence and has benefited from many volunteer efforts to sustain co-curricular activities for students. Culver Schools received ratings of “Satisfactory” and “Strong” on state report cards and the Western Association of Schools and Colleges accredits Culver High School.

Culver Schools have a rich history of academic excellence. The previous school improvement plans addressed the provision of additional print and non-print resources for students and faculty; and provision of appropriate physical plant for student use. Those goals have been achieved.

The current focus is to implement programs to better accommodate a growing number of students on Individual Education Plans. This choice of academic focus resulted from community surveys, parental interviews, review of state testing data compared to current district, and school organization and course offerings. Preparation of Certificate of Advanced Mastery opportunities is ongoing. Faculty and community members have received training and have had opportunities to provide input regarding implementation decisions along the way. Course paths have been drafted, meetings have been conducted with neighboring schools regarding ways to incorporate common resources from both districts, and physical plant preparation has been completed to accommodate flexible learning environments. Additional work remains in the areas of school-to-work connectivity and specific student performance outcomes requisite to awarding a Certificate of Advanced Mastery.

### Parks

The City has acquired and developed one 5.7-acre City park, located in the center of the City. This should be adequate for several years, considering the extensiveness of the state park and other recreational developments in the immediate area of Culver. New subdivisions and partitions will be required to contribute to the City's park fund for additional development of the park.

### City Hall/Fire Station

The City constructed a new City Hall/Fire Station Complex in 1977-78. It is a 10,000

square foot one-story structure located on the northeast edge of the City. The project was financed through a grant from the Federal Economic Development Administration.

### Economy

The City of Culver serves as a service and retail center for the surrounding farmlands, the recreational facilities located at Cove Palisades Park, and other recreational developments in the area. The City has several types of commercial establishments that are diverse in nature. Industrial uses in the City are located along the railroad right-of-way and many of the uses are related to agriculture, such as potato processing and seed and fertilizer plants. The Genmar Corporation currently operates the SeaSwirl boat-manufacturing facility in one of the old potato storage sheds. The company presently employs 260 people.

Since the development of Round Butte Dam and Lake Billy Chinook, a substantial amount of tourist business is conducted within the City's business sector. The State Parks and Recreational Division estimates that each person visiting the park contributes significantly to the economy of the surrounding communities.

### Housing and Population

The City of Culver has grown dramatically, particularly in the last decade. The following table summarizes the City's population over the last 50 years.

<u>City of Culver Population Certified by PSU</u>		
	<u>Year</u>	<u>Population</u>
	1950	301
	1960	301
1968	390	
	1970	410

1974	430
1976	486
1980	510
1980	514 (U.S. Census)
1990	570 (U.S. Census)
1995	715
1996	795
1997	835
1998	850
1999	835
2000	865

(U.S. Census for 2000 figures still pending)

The City's growth over the last ten years can be linked to the two subdivisions officially approved in 1994, which are still being constructed and built out. The City's Population Projection calls for additional development to occur in the community. However, the City has recognized its own potential and limitations to population growth and in 1998 accepted the proposed Population Allocation through the year 2018 prepared for Jefferson County. That population allocation was based on the projected increases prepared by the Oregon State Office of Economic Analysis and as allocated under requirements of ORS 195.036. That population is shown on the table below.

<u>Population Allocations</u>	
<u>Year</u>	<u>Population</u>
1998	919
2005	1,052
2010	1,170
2015	1,294
2018	1,354

At a 1,354 population in the City, the City is approaching its holding capacity at build out of all available lands within the current City Limits and Urban Growth Boundary. The City, as will be discussed under Urbanization, has no desire at this time to expand its

Urban Growth Boundary into surrounding agricultural lands for additional residential development. Interestingly enough, the City's 1977 Comprehensive Plan projected a population level of approximately 800 by the year 2000. This is well above the 571 projected by the PSU Center for Population Research and Census.

### Housing

There is a total of just over 250 dwelling units in the City, primarily single-family dwellings. There are four fourplexes, eight duplexes, and twenty-two units in the two existing mobile home parks. All the other dwellings are single-family residential units. A Buildable Lands Inventory was conducted in 1994, and updated in the Fall of 2000 via a Windshield Survey of the community and the use of a 1999 aerial photo which rather dramatically shows the development pattern of the community. A Buildable Lands Inventory Map is shown as Map 1 of this Updated Comprehensive Plan. For the purposes of this discussion, the Buildable Lands Inventory is divided into zones rather than areas.

### R-1 Zone

The R-1 Zone occurs primarily in the southeast quadrant of the City and consists of three fairly well developed subdivisions and a recently replatted 42-lot subdivision that is currently in progress. There are approximately 12 platted lots that would be available for infill in the existing subdivisions and there are 42 lots in the recently approved tentative plan of East Valley Estates.

### R-2 Zone

The R-2 Zone comprises the older portion of Culver from Highway 361 to 6th Street and the property in the northeast quadrant of the City east of City Hall. Within the older portion of the City there are 21 platted lots which would be available for infill. The Palisades Estates Subdivision plat was approved with 68 lots. However, only 10 were constructed along “D” Street. Recently this subdivision has been replatted with smaller lot size to increase the total available to 78 lots, including the 10 developed lots. Therefore, there will be 68 lots available as soon as the final plats are filed.

The one major tract of ground available is the 40.3 acres north of “D” Street and the extreme northeast quadrant of the City. This particular piece of property would be difficult to develop because of the presence of the North Unit Irrigation Canal running diagonally through the property. It is estimated that only 25 acres would be available for reasonable development.

#### Commercial C-1

The City has a fairly well defined commercial strip development along the west side of Highway 361 through the center of the City. There are, as indicated by the Buildable Lands Map, some vacant lots. The east side has two primary tracts totaling 18 acres which are in single ownership. This property will become the commercial center of the community as new commercial development occurs.

#### Industrial M-1

Industrial property lies to the west of the City from 6th Street to the City Limits and is part of the old plat of Culver. It is primarily under the single ownership of Genmar, the manufacturer of SeaSwirl Boats. The plant employs 260 people and is currently



operational. There are numerous other small activities including three water bottling plants, seed growers, and agricultural produce storage and processing. All of the vacant land is owned primarily by the boat manufacturer. For that reason, the City may need to expand its Urban Growth Boundary for additional industrial lands in the future to stabilize a one-industry town. The present needs (1977) of the City are:

Doctor, resident

Bank

Single and multiple dwellings, low and medium cost

Rental Units

Additional police protection

### Urbanization

There is sufficient land within the City Limits for future residential development in the City, so that there is no need for an urban boundary outside the present City Limits. Development should allow for an orderly expansion of growth from existing development outward. Growth shall occur from the center of town in an easterly and westerly direction. The City's corporate limits and the Urban Growth Boundary are coterminus. There is no need for an Urban Area Management Agreement with Jefferson County.

### Comprehensive Plan Policies

#### 1. Agricultural Land Policy

It shall be the policy of the City to support the existing agricultural uses outside the City Limits. However, it is recognized by the City that lands inside

the City Limits are suitable and desirable for development. The City shall not expand the Urban Growth Boundary upon these lands for residential purposes unless there are no longer lands available in the City.

2. Urbanization Policy

It shall be the policy of the City to establish its City Limit boundary as the Urban Growth Boundary. This will separate urbanizable land from rural land. Establishment and change of the boundary shall be a cooperative process between the City and County in accordance with the state rules and statutes.

3. Energy Conservation Policy

It shall be the policy of the City to proceed with development from the center of town (Hwy 361) in an easterly and westerly direction. Growth from the center out avoids sewer lines being extended past vacant lots.

4. Public Facilities and Services Policy

It is the policy of the City to expand its facilities and services at levels necessary and suitable for existing uses. Future services in the City should be based upon: (1) the level of service needed and desired, (2) the availability of funding and financial ability of the City to operate and maintain the services needed; and (3) the public facilities and services should be appropriate to support sufficient amounts of land to maintain an adequate housing market in areas undergoing development. It shall also be the policy of the City to require improvements as required in the Subdivision Ordinance to be the responsibility of those seeking to develop the land. The City shall seek funding to construct at

least two tennis courts at the City Park location.

5. Economic Policy

It shall be the policy of the City to encourage economic growth within the following guidelines:

- A. Increase diversity of economic endeavor within the City.
- B. Efficiently utilize and develop existing resources. These include additional industrial and tourist facilities within the City. This potential has not been fully realized.
- C. Encourage further development and expansion of existing facilities and industries.
- D. Each industrial or tourist facility proposal shall be evaluated to consider the social, environmental, and economic impacts in the City and surrounding area before being approved.
- E. Adequate facilities for off-street parking and off-street loading should be provided. The major street network is designed to emphasize the central business district as the dominant center of activity in the community. Design controls to require landscaping of commercial properties and City streets would assist in improving the community's value and livability.

6. Housing Policy

It shall be the policy of the City to encourage continued development of low

and medium income housing within the City and to encourage diverse housing construction to provide an adequate housing market within the City. The City shall also regulate the mixing of land uses to prevent the loss of value to adjoining properties. A variety of living areas and housing types should be provided appropriate to the needs of the population group they serve. Residential neighborhoods should be protected from any land use activity involving an excessive level of noise, pollution, or traffic volume.

7. Environmental Standards

The City shall require all development to meet state and federal environmental rules, regulations, and standards.

8. Oregon Department of Transportation Coordination

The City shall coordinate with ODOT in implementing its improvement program.

## **LAND USE ELEMENT**

### Introduction

The purpose of this element of the Comprehensive Plan is to develop the guidelines for the land use zones and provide a correlation between the Comprehensive Plan text and Comprehensive Plan/Zoning Map and to implement the applicable policies provided in the previous section.

### Single-family Residential “R-1 Zone”

The R-1 Zone consists primarily of the lands east of the Old Culver Highway and south of "D" Street, which were annexed into the City in the early 1970s. The R-1 land consists of three existing residential subdivisions nearing full development and a new subdivision, East Valley Estates, which is a replat of certain phases of Culver Ridge III. The earlier subdivisions, Culver Ridge I and II, were platted in the 1990s at much larger lot sizes than were required by the Zoning Ordinance, that of 5,000 square feet. The average lot size of Culver Ridge I and II is between 7,500 and 9,000 square feet. Culver Ridge III, however, was platted at approximately 6,000 square feet and, while it met the Zoning Ordinance requirements at that time (5,000 square feet), it simply did not fit with the other two subdivisions. It caused a great deal of concern upon the neighboring landowners and the other City residents regarding the compatibility with the existing development pattern of the City. To that end, in the 1990s, in a legislative amendment to the Comprehensive Plan and Zoning Ordinance, the City established a minimum lot size in the R-1 Zone of 7,500 square feet. All of the existing R-1 land that is currently platted, or in the process of being platted, is the remaining 42 lots in East Valley Estates, which has received a tentative plan approval from the City.

#### Multiple-family Residential "R-2 Zone"

The R-2 Zone encompasses the developed portion of the original town of Culver lying between the Oregon Trunk Railroad and west of Highway 361. This area consists of essentially 50 x 100 platted lots and only a few lots remain unbuilt. The R-2 Zone also encompasses the area east of the Old Culver Highway and north of "D" Street as shown on the Comprehensive Plan and Zoning Map. This area includes the 10 lots of the original Cove Palisades Subdivision and the 68 lots of the revised plat of Culver

Palisades Subdivision. The original tentative plan proposed lots in the character of 9,000 square feet per lot. This plan was not successful and the tentative plan approval expired. A recent upgrade of that plat used the same proposed street alignment but reduced the lot size to coincide with the minimum lot size of 7,500 square feet.

The R-2 Zone includes approximately 20 acres west of the irrigation canal, which is anticipated to be developed into single-family residential homes as well. There are approximately 15 acres east and northeast of the irrigation canal. This tract will be difficult to develop because of the irrigation canal location. These two tracts of land are the only significant unplatted Residential lands left within the City.

The update of the Comprehensive Plan and Zoning Map has eliminated a Mobile Home (MH) Residential Zone because manufactured dwellings are now allowed as an outright use in both Residential Zones and mobile home parks are allowed as a conditional use in the R-2 Zone. The update also eliminated the Multiple-family (R-3) Residential Zone. There was no land designated (R-3). The uses allowed in R-3 are now allowed in the R-2 Zone, making it unnecessary to continue the extra zoning text. The City will allow multiple-family dwellings in duplexes, triplexes, fourplexes, and in individual structures. The City is not large enough to accommodate barracks-style apartments. Multiple structures containing fourplexes could be placed on individual lots or tracts under the terms of R-2 Zoning.

#### Commercial "C-1 Zone"

The Commercial Zone remains unchanged from the original zoning map. There was

one small map amendment several years ago to reduce commercial designation in a block and a half on Second Street away from the Downtown Commercial District. This involved existing residential uses. There are over 18 acres of vacant commercial lands lying adjacent to the Highway 361. The City has developed more stringent development standards for the Commercial Zone in the form of off-street parking, storm water drainage, and other issues. The City will require a site plan review process for commercial and industrial development.

#### Industrial “M-1 Zone”

The M-1 Zone is virtually unchanged from the original zoning map. It includes all lands west of 6th Street and the railroad tracks and from the railroad tracks to the City Limits on the west is currently designated Industrial. There are only a handful of industrial users. The primary user is the SeaSwirl Boat Company. There are both outright permitted and conditional uses listed in the M-1 Zone. Site plan review would be required for the outright uses.

#### Open Space/Public Facilities “OS”

Most of the public facilities, including the City Hall, the City park, and the school district properties, are designated as Open Space/Public Facilities. The “OS” Zone is primarily a Public Use Zone.

### **ADMINISTRATIVE PROCEDURE**

This Comprehensive Plan is intended to be a working document. The conditions of the City and needs of its citizens change over time and the Plan must be responsive to

those changes. The City's Zoning Ordinance sets forth specific amendment procedures which shall be followed in amending this Plan, as well.