

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM

2013

APPLICATIONS DUE 4:00 p.m. June 14, 2013

Type of Grant:

Please indicate Category 1
or Category 2

Category 1

PROJECT TITLE:

Gilliam Group TSP Update

PRIMARY APPLICANT
JURISDICTION:

County

MAILING ADDRESS:

PO Box 427

CITY:

Condon, Oregon

ZIP:

97823

CONTACT PERSON:

Susie Anderson

OTHER JURISDICTIONS
INVOLVED IN THE
PROJECT

	MATCH	
	Yes	No
Gilliam County	<input checked="" type="radio"/>	<input type="radio"/>
Condon	<input type="radio"/>	<input checked="" type="radio"/>
Arlington	<input type="radio"/>	<input checked="" type="radio"/>
Lonerock	<input type="radio"/>	<input checked="" type="radio"/>
Port of Arlington	<input checked="" type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

TELEPHONE:

(541) 384-2381

FAX:

(541) 384-3304

EMAIL:

susie.anderson@co.gilliam.or.us

ODOT REGION (1 - 5):

Region 4

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will result in an updated TSP for the above entities as well as an updated Comprehensive Plan and associated codes. The plan will be developed in collaboration with the above entities, including ODOT and DLCD with input from citizens and businesses.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Gilliam Group TSP Update

JURISDICTION: County

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$ 0.00	\$ 10,000.00	\$ 10,000.00
Consultant Personal Services	\$ 86,000.00	\$ 14,000.00	\$ 100,000.00
TOTAL	\$ 86,000.00	\$ 24,000.00	\$ 110,000.00

* This amount should be a minimum of 12 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial SA

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name Browne Consulting, LLC - Peggy S Browne

Initial PSB



 Authorized Signature

Gilliam County Planning Director

 Title

Susie Anderson

 Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME Gilliam County	PHONE 541.384.2381
CONTACT PERSON NAME AND TITLE Susie Anderson-Planning Director	CONTACT PERSON E-MAIL susie.anderson@co.gilliam.or.us
PROJECT TITLE GILLIAM GROUP TSP UPDATE	

Section One: GRANT ELIGIBILITY REQUIREMENTS

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail research, analysis, evaluation of alternative scenarios, development of implementation measures, or public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Gilliam County seeks an update to the current Transportation System Plan (TSP), which was adopted in 1999 and is no longer in compliance with State regulations. The TSP update that will comply with the Transportation Planning Rule (TPR), follow the Oregon Highway Plan and integrate future land use and transportation system elements. Gilliam County, working in partnership with the Cities of Arlington, Condon, Lonerock and the Port of Arlington, also known as the "Gilliam Group", propose to combine resources realizing the budget constraints of the State, County and Cities to update a TSP that would cover all entities listed.

Located in north-central Oregon, Gilliam County is situated to provide a wide-range of transportation options. Four principal highways, including three state routes, transect Gilliam County. Interstate 84 borders the northern boundary of Gilliam County providing the main East/West corridor paralleling the Columbia River. State Highway Route 19, the principal north-south highway through Gilliam County begins at I-84 at Arlington, proceeds south through Condon and Fossil and terminates in a junction with U.S. Route 26 west of Dayville. State Route 206 crosses the county in a northwest-southeasterly direction, intersecting with Oregon Route 19 in Condon then proceeding easterly to Heppner. A short section of State Route 74 is located in the extreme northeast corner of the county and follows along Willow Creek. Rail lines parallel Interstate 84 and the

Columbia River; service is available at several industrial sites south of Arlington at Shutler Station, including Columbia Ridge Landfill & Recycling Center and Chemical Waste Management, a hazardous waste facility. A Port of Arlington Barge Facility is also available for river access and is integral in providing intermodal shipping options. There are two public use airports in the county; a municipal airport in Arlington and a state airport in Condon. A natural gas pipeline traverses the mid-part of the county. Numerous substations and transmission lines cross the County, providing access to the power grid at multiple locations. Approximately 500 acres of industrial-zoned land is available for development and numerous incentives are available to businesses. These areas must have safe and reliable vehicular access.

Numerous transportation-related projects have been identified by local governments as well as requests made by private citizens and businesses. One example is the 392 acre Arlington Mesa Airport and Industrial Park, located within city limits of Arlington. The Mesa Park is strategically located next to the very large Slatt substation which receives power directly from five major power generation facilities, including the McNary and John Day dams and several large wind turbine farms. A 250 MW power study was conducted to verify that Mesa Park could indeed be serviced by Slatt. By engaging in the TSP development process, the projects will have the opportunity to be discussed, added, refined and prioritized so that transportation infrastructure may be maintained, constructed and/or improved as necessary to benefit the area's economy and the safety of its residents.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment or element, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible.

Gilliam Group is committed to creating an adoption-ready Transportation System Plan that focuses on project objectives while prioritizing efficient use of time, money, energy and resources by reducing redundancy by applying as a group. Gilliam Group plans to work with the project team and facilitate public comments in order to develop an adoption-ready TSP. The entities involved in updating the TSP intend to accomplish the following project objectives:

- Compliance with new state and/or federal regulations.
- Address new transportation needs that would promote economic vitality and incorporate multi-modal opportunities.
- Improve transportation safety while providing the community with balanced and interconnected transportation networks necessary for mobility.
- Amendment of Comprehensive Plan and Zoning Ordinance to ensure allowed land uses are consistent and compatible with the adoption of the updated TSP.

Since the County has completed the majority of the road and bridge projects that were identified in the 1999 plan, they require assistance to work through the public process of identifying and adopting new transportation-related projects that would most benefit the communities that make up Gilliam County.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from

the governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

The County is identified by the State as an economically distressed county. Local officials recognize the importance of a professionally updated TSP and have committed to contribute \$14,000 cash match to the process; which results in a contribution of 22% to the critical update.

Attached is Exhibit A, please find the letters of support and resolutions from the following entities that are cooperating in the TSP update: Gilliam County, City of Arlington, City of Lonerock, City of Condon and the Port of Arlington. In addition to the incorporated cities, port and Gilliam County, numerous local public entities support this Transportation Growth Management grant application and look forward to the outcomes of the project.

AWARD CRITERIA

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected based on the points scored, the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the TGM objectives (as listed on page 10 of the Application Packet).

Up to 40 points: Provide a statement of project purpose, transportation relationships and benefits, and relate them to TGM objectives. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan, have you asked TGM to perform a TSP Assessment? What were the key update recommendations and how do they relate to your proposed project?

Gilliam Group Project Statement of Purpose:

The collective local governments of Gilliam County are out of compliance with state TSP rules and regulations and have exhausted projects listed in the 1999 TSP. Furthermore, land use patterns of the county have dramatically changed and there is a large emphasis on transportation and industrial needs. Thus, the Gilliam Group is focusing on economically driven demands for multi-modal transportation development of the exceptional combination of highway, rail, water and air transportation options. Of equal importance is the need to provide safe mobility and connectivity of goods and services to citizens.

The proposed Gilliam Group TSP update project is intended to focus on the following objectives and supporting outcomes, which are only a sample of the expected TSP goals and objectives. TGM objectives have been shown when applicable. Discussions with ODOT Region 4 staff indicate that no transportation assessment will be necessary.

- **Meet requirements and intentions of the Transportation Planning Rule (TPR) in a TSP update**
 - Work with the public (citizens and businesses) to obtain input and address the needs of transportation system users; *(TGM Objectives a, b, h, i, j, k)*
 - Ensure compliance with the TPR, 1999 Oregon Highway Plan and 2006 Oregon Transportation Plan; *(TGM Objective b)*
 - Update the TSP to include a freight plan due to expansion of solid and hazardous waste treatment facilities that receive shipments from as far away as Alaska. *(TGM Objectives b, g, i, k, l)*

- **Support community efforts to expand and develop safe, multi-modal transportation opportunities**
 - Adopt an updated TSP that focuses on an efficient, multi-modal transportation network that utilizes the area’s unique combination of transportation including, but not limited to, highway, railway, airway and waterway *(TGM Objectives a, b, c, i, l)*;
 - Strategize to update the efficiency of arterials and connectors loading and unloading zones of goods to reduce traffic congestion and limit greenhouse gas emissions from vehicles waiting to unload *(TGM Objectives a, b, k, l)*;
 - Repair damages sidewalks and access routes to goods and services within UGBs of incorporated cities *(TGM Objectives c, d, e, f)*;
 - Address seasonal safety hazards to ensure transportation access is maintained *(TGM Objectives g, h, l)*;
 - Ensure continuance and efficiency of local transportation system as an option for low income and medically fragile individuals to access healthcare in Portland and Tri-Cities that is not available locally *(TGM Objectives a, c, d, f, l)*;

- **Promote economic vitality by planning for sustainable and efficient transportation systems**
 - Development and rehabilitation of existing developed land and Brownfield sites to attract business and provide a range of housing opportunities *(TGM Objectives c, e, g, j, k, l)*;
 - Industrial park transportation and infrastructure development and road improvements *(TGM Objectives a, b, i, l)*;
 - Expand and improve intermodal transportation hub locations and connectivity between locations *(TGM Objectives a, b, c, f, i, l)*;
 - Identify and improve congested traffic patterns *(TGM Objectives a, b, k, l)*.

For reference, TGM objectives referenced above are listed below:

TGM Objectives:	
A.	Provides a balanced, multi-modal and safe transportation system that accommodates a range of transportation needs and supports land uses.
B.	Provides appropriately sited, designed and managed local, regional and state transportation facilities and services that support the movement of goods and services.
C.	Provides mobility choices for those with limited options.
D.	Provides safe and convenient walking, biking and public transportation opportunities to support an active lifestyle.
E.	Creates livable towns and cities with a mix of housing types, work places, shops, schools and parks for people of all ages and income.
F.	Creates well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists and transit users.
G.	Creates a healthful, safe and pleasing physical environment supportive of the social and cultural needs of all the community residents.
H.	Support economic vitality via thriving existing neighborhoods and centers and well-planned new growth that accommodates existing and future residents and businesses.

I.	Support economic vitality through well-located and accessible industrial and employment centers.
J.	Urban growth accommodated within existing communities, thus minimizing, delaying or providing an alternative to an urban growth boundary expansion.
K.	Future transportation need accommodated within the existing or improved system thus minimizing, delaying or providing an alternative to constructing additional major infrastructure projects.
L.	Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency and reduce emissions of air pollution and greenhouse gases.

2. Proposed Project is Timely and Urgent

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

This grant application will allow the residents of Gilliam County to update the current Transportation System Plan (1999). In the last 14 years, 438 acres of multi-modal industrial lands were added to the UGB and city limits of Arlington. The region continues to develop the capability for intermodal freight opportunities through rail, air, river and highway and has incredible access to the multitude of power options (nuclear, wind and hydroelectric). Not only is it imperative to address these new assets in an updated TSP, but coordination and development of the transportation systems to these areas is vital to promoting the economic development of the region.

Although the opportunities for development are limitless, the Gilliam Group has recognized the vital transportation element to almost every prospective project. This has been done in conjunction with the Port of Arlington Strategic Planning Process. Amendments to Comprehensive Plans and Zoning Ordinances necessary to new development can only be made once the TSP is updated and compliance with state regulations is met. New businesses are buying property and moving in rapidly. During the writing of this application for example, Shutler Station Industrial Park was purchased.

In addition, an updated TSP will allow incorporated cities within Gilliam County the opportunity to make vast improvements to the safety and security of citizens via transit between their homes and services such as schools, businesses and healthcare facilities. There are currently no continuous sidewalks or bike paths in any of the UGB's that provide access between schools, grocery stores, government facilities or healthcare. To access any goods and services from a person's home, one must either use a vehicle or walk in the street for at least a portion of the route. Much needed sidewalk, bicycle and pedestrian crossings, for example, will allow

safer passage and will give Gilliam County citizens, including children and seniors, a variety of safe transportation options.

3. Proposed Project Approach is Reasonable

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

Gilliam County and the Cities of Arlington, Condon, Lonerock and the Port of Arlington will coordinate and work closely with a consultant to update the TSP in a timely, accurate manner. Local government officials recognize that they are not in compliance with state and federal regulations that have been updated since 1999; yet businesses are moving in rapidly. The Gilliam Group TSP update will be achieved by a series of technical analyses in conjunction with systematic input and review by the County, Cities, the Public and ODOT and DLCD compliance as part of an overall countywide transportation planning project. In addition, it will support the Port of Arlington Strategic Plan. The Gilliam Group recognizes the importance of the public input on proposed projects and plans to initiate a better use of technology that will allow residents to stay up-to-date on development by utilizing the internet and local websites.

A consultant team will be used to coordinate the technical aspects of the TSP update including reports, maps, project website development and technical analysis. The team will be available to participate and/or facilitate public meeting presentations. Collaborative staff will lead the project management, public/advisory committee meetings, and will direct the prioritization of projects to be included in the TSP update. Staff will support the consultant team with local knowledge and experience while providing data and product review in order to develop an updated TSP product that will reflect the priorities of the community as a whole.

Major project tasks*:

1. Project Management; identifying a project team and establishing public involvement and review process (comprising local representatives of Cities, County and Port) – Month 1
2. Policy development and project vision (incorporating public forum meetings) – Months 2 through 4
3. Project inventory and prioritization – Months 5 through 8
4. Alternatives analysis and cost-constrained options – Months 9 through 10
5. Draft TSP and implementing ordinances for collaborative staff review – Months 10 & 11
6. Final TSP and Adoption – Month 12

*Discussions with ODOT Region 4 staff indicate that no transportation assessment will be necessary.

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Project Management	\$1,200	\$3,000
2. Policy Development and Project Vision	\$2,200	\$15,000
3. Project Inventory and Prioritization	\$3,500	\$19,000
4. Alternatives analysis and cost-constrained options	\$4,800	\$27,000
5. Draft TSP and Implementation of Ordinances for Review	\$1,300	\$18,000
6. Final TSP and Adoption	\$1,000	\$4,000
Totals:	\$14,000	\$86,000

4. Proposed Project has Community Support

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

Gilliam Group has full commitment of all incorporated cities, the Port of Arlington and the County. In addition, the residents of Gilliam County support the TGM grant application and the initiative of an updated TSP that will identify projects that will improve transportation infrastructure and access to goods and services while providing the residents with a multitude of transportation options. Gilliam County and incorporated city departments, such as the emergency preparedness and roads, fully support improving roads and access in order to better serve the community. The City of Arlington public schools and City of Condon Public Schools have provided support for this TGM grant application and look forward to the benefits of safe crossing locations, among other items. Finally, there are numerous existing and potential businesses that will benefit from the transportation projects that will be developed through an updated TSP and, as a result, wholly espouse this project.

Letters and resolutions of support may be submitted separately from the application through June 28, 2013. Those submitted after June 14, 2013 must be submitted electronically to the ODOT FTP TGM Applications folder.

SOURCE	ATTACHED	EXPECTED
1. City of Arlington	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. City of Condon	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. City of Lonerock	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Port of Arlington	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Gilliam County	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Arlington School District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Condon School District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Paul O'Dell (Mayor of Lonerock)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Department of Emergency Preparedness	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Gilliam County Road Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Community Health Centers	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Senior Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Pioneer Community Development Corporation (PCDC)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. WATCO Companies, LLC	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Oregon Waste Systems, Inc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Insitu Company	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Shepherd's Flat Wind Farm	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction's capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how the projects will be managed will receive fewer points. Applicants must include a description of previous TGM projects (if any) and their outcome.

All local governmental departments and entities are prepared to move towards an updated TSP as a collaborative group. Port statutory authority gives it intrinsic leverage for assistance with economic development, specifically transportation and industrial related. The area currently boasts eight wind farms, four large developing industrial parks and a river port. All of these projects demonstrate local commitment, ingenuity, and capability to not only attract business, but to implement and advance economic development through transportation and infrastructure improvement.

The county road department and public works department have completed a plethora of TGM projects that were identified in the 1999 TSP. Types of projects successfully completed include but are not limited to roadway realigning and rebuilding, ditch and shoulder repair, drainage and culvert installation, roadway basing, fog seal, chip seal, and bridge repair. In addition, Gilliam County has successfully applied for and implemented two Connect Oregon grants for the rail spur and the expansion of the rail spur at Shutler Station Industrial Park.

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives.

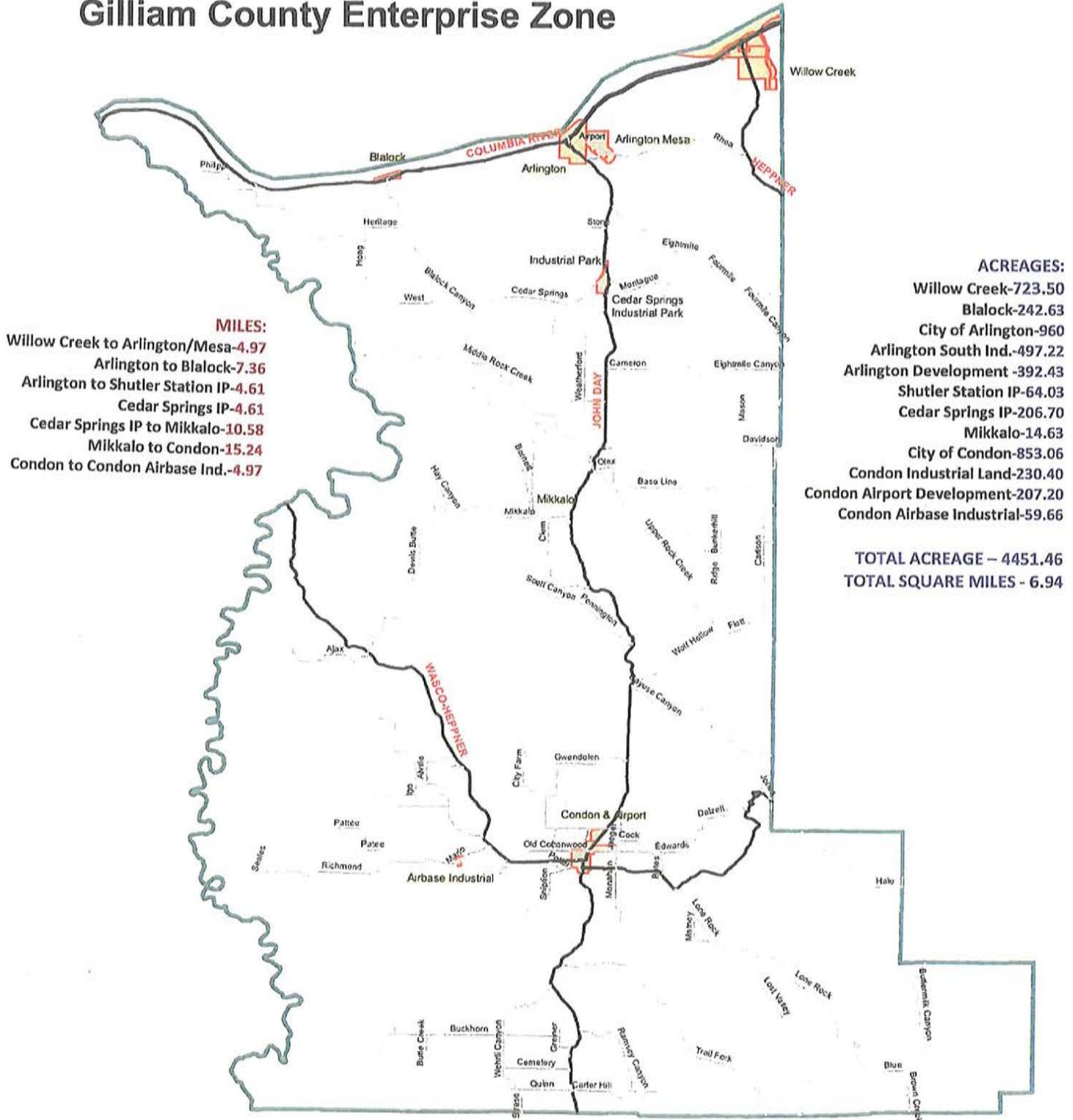
Up to 10 points: By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

The collaborative approach is an innovative way for this county and its local governments to adopt one TSP for multiple groups in order to save public and private costs and resources. Since Gilliam is Oregon's third least-populated county, this approach will be the most efficient use of funds. A resulting byproduct of this initiative will be the fortification of the ability for the cities, port, businesses, services and public of this region to work together. Their aptitude for these types of projects has previously been demonstrated through the Port of Arlington Strategic Plan and resulting projects such as the Shutler Station Industrial Park expansion. Priority projects are currently being (and will continue to be) identified through the lens of transportation and economic development.

The people of Arlington have the perspective that they are not trying to increase the population of their rural county, but instead have the goal of improving the economy through attracting business by utilizing their rare combination of multi-modal ports of transportation. The second goal, not necessarily less important, is to ensure the livability, safety, connectivity, and mobility of the area's residents. Less populated areas can function well with relatively straightforward goals as is depicted by their distinctive methodology to updating the TSP.

Finally, the concept for addressing climate change in such a rural setting is unique in how the team plans to integrate modifications. The modifications are primarily two fold; to improve traffic flows, particularly truck and intermodal flows, and to serve as potential staging area for catastrophic events. For example, when the grain trucks wait in line at the Port of Arlington to offload freight, sometimes the result is stalling other traffic. Secondly, due to many of the unknowns pertaining to climate change, but observing the recent catastrophic events, county quick response teams are poised to act immediately.

Gilliam County Enterprise Zone



MILES:
 Willow Creek to Arlington/Mesa-4.97
 Arlington to Blalock-7.36
 Arlington to Shutler Station IP-4.61
 Cedar Springs IP-4.61
 Cedar Springs IP to Mikkalo-10.58
 Mikkalo to Condon-15.24
 Condon to Condon Airbase Ind.-4.97

ACREAGES:
 Willow Creek-723.50
 Blalock-242.63
 City of Arlington-960
 Arlington South Ind.-497.22
 Arlington Development -392.43
 Shutler Station IP-64.03
 Cedar Springs IP-206.70
 Mikkalo-14.63
 City of Condon-853.06
 Condon Industrial Land-230.40
 Condon Airport Development-207.20
 Condon Airbase Industrial-59.66

TOTAL ACREAGE - 4451.46
TOTAL SQUARE MILES - 6.94

COMPREHENSIVE PLAN AND ZONING MAP

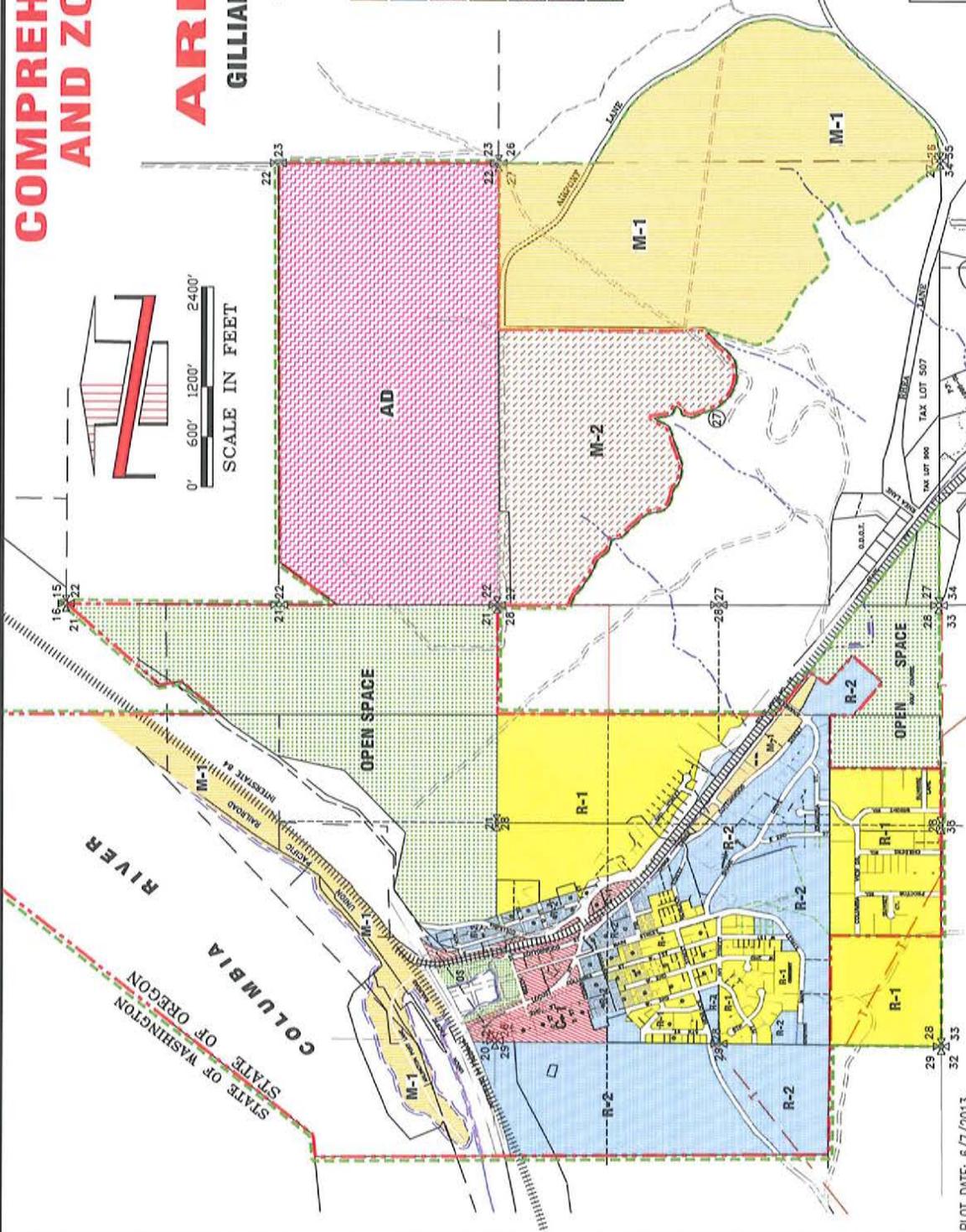
CITY OF ARLINGTON GILLIAM COUNTY, OREGON JANUARY, 2013

	R-1	SINGLE FAMILY RESIDENTIAL
	R-2	MULTI-FAMILY RESIDENTIAL
	C-1	COMMERCIAL
	M-1	INDUSTRIAL
	M-2	LAND INTENSIVE INDUSTRIAL
	AD	AIRPORT DEVELOPMENT
	OPEN SPACE	

"THIS 2013 UPDATE INCORPORATES THE MAP AMENDMENTS ENACTED BY CITY ORDINANCE NO. 409 AND 410

LEGEND:

	CITY LIMITS LINE (1,775 AC.)
	URBAN GROWTH BOUNDARY (2,200 AC.)



TEC
TEMESON ENGINEERING CORP.
 CONSULTING ENGINEERS
 3313 W. 2nd STREET, SUITE 100
 THE DALLES, OREGON 97058
 PH. 541-296-9177 FAX 541-296-6657
 W.O. #11700

PLOT DATE: 6/7/2013
 K:\ACAD\CITY\ARLINGTON2.dwg

CITY OF CONDON

GILLIAM COUNTY, OREGON
IN SECTIONS 2, 3, 4, 9, 10, 11 AND 15,
TWP. 4 S., RANGE 21 E. W.M.
AUGUST, 2010

COMPREHENSIVE PLAN & ZONING MAP



0' 700' 1400'
SCALE IN FEET

	R2 RESIDENTIAL
	C COMMERCIAL
	P PUBLIC LANDS
	M INDUSTRIAL
	AD AIRPORT DEVELOPMENT
	F FLOOD ZONE

COUNTY ZONING:

	UGA-C URBAN GROWTH AREA-CONDON
	UGA-C1 (LIVESTOCK OVERLAY)

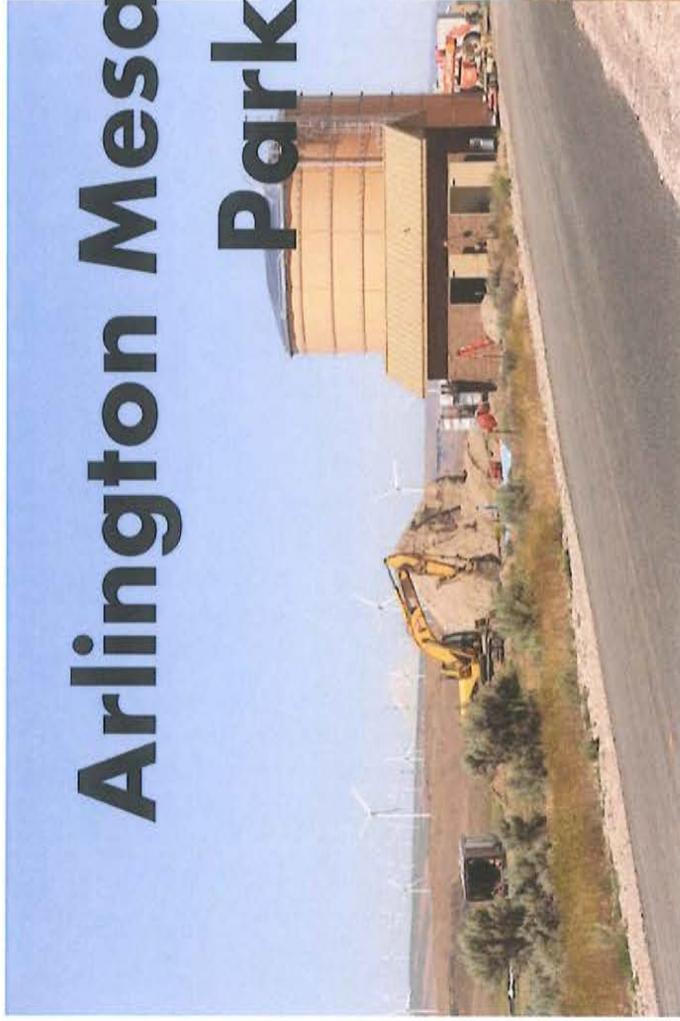
--- CONDON CITY LIMITS LINE
- - - URBAN GROWTH BOUNDARY

TENNESSEE ENGINEERING CORP.

CONSULTING ENGINEERS
3313 WEST 2ND STREET, SUITE 100
THE DALLES, OREGON 97058
541-296-9177 FAX 541-296-6657



Arlington Mesa Industrial Park



350 acres of land within
UGB zoned Industrial