

City of Brookings

MEETING AGENDA

SPECIAL JOINT CITY/COUNTY MEETING

Tuesday, February 19, 2013, 6:00pm

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

1. Call to Order

2. Pledge of Allegiance

3. Roll Call

4. Staff Report

- a. City's request that Curry County Execute a Consent to Annexation of County-owned Brookings Airport Property. [City Manager, pg. 2]
 - 1. Brookings Airport Annexation Review [pg. 3]
 - 2. Airport Annexation Map [pg. 9]
 - 3. Memorandum from Curry County Assessor Jim Kolen [pg. 10]
 - 4. List of taxable accounts at the Brookings Airport [pg. 11]
 - 5. City System Development Charge fee schedule [pg. 12]
 - 6. Oregon Statewide Planning Goals and Guidelines, Goal 11 [pg. 13]
 - 7. BMC 13.10.270 [pg. 16]

5. Adjournment


All public meetings are held in accessible locations. Auxiliary aids will be provided upon request with advance notification. Please contact 469-1102 if you have any questions regarding this notice.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: February 19, 2013

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Curry County Consent to Annex Airport Property

Recommended Motion:

This is a joint meeting between the Brookings City Council and the Curry County Board of Commissioners concerning the City's request that Curry County execute a consent to annexation of County-owned property, generally known as the Brookings Airport.

Background/Discussion:

The City has requested that Curry County approve Consent to Annex the Brookings Airport property into the City Limits. The City has secured \$1.7 million in funding from the U.S. Economic Development Administration, and is contributing an estimated \$1.0 million in water and sewer utility funds, to extend water and sewer system improvements to the Airport area. The infrastructure project will be managed by the City of Brookings, and all facilities will be owned and maintained by the City of Brookings upon completion. Curry County is a co-grantee, but is not making a financial contribution to the project.

Under the terms of the Joint Management Agreement between Curry County and the City of Brookings, land within the Urban Growth Area must annex into the City Limits as a condition of receiving water and sewer service from the City.

The City of Brookings Comprehensive Plan and the Joint Management Agreement requires all new development within the Urban Growth Area north of the Chetco River to obtain sanitary sewer and water service from the City of Brookings.

The Brookings Municipal Code requires annexation into the City Limits, or when annexation is not feasible the execution of a consent to annex, as a condition of receiving City sewer service.

Attachment(s):

1. Brookings Airport Annexation Review
2. Airport Annexation Map
3. Memorandum from Curry County Assessor Jim Kolen
4. List of taxable accounts at the Brookings Airport
5. City System Development Charge fee schedule
6. Oregon Statewide Planning Goals and Guidelines, Goal 11
7. BMC 13.10.270

BROOKINGS AIRPORT ANNEXATION REVIEW

PREFACE

Under the terms of the Joint Management Agreement between Curry County and the City of Brookings, land within the Urban Growth Area must annex into the City Limits as a condition of receiving water and sewer service from the City.

The City of Brookings Comprehensive Plan and the Joint Management Agreement requires all new development within the Urban Growth Area north of the Chetco River to obtain sanitary sewer and water service from the City of Brookings.

The Brookings Municipal Code requires annexation into the City Limits, or when annexation is not feasible the execution of a consent to annex, as a condition of receiving City sewer service.

BACKGROUND

Curry County is the owner of the Brookings Airport. There is no airport management or maintenance staff. Administration of the airport is assigned to one of the Commissioners; currently George Rhodes. When there is a need for some maintenance activity, Commissioner Rhodes requests assistance from the County Road Department or the County Facilities Department. There are no Brookings-based resources, so County employees respond from Gold Beach.

The non-profit Brookings Flying Club serves in an advisory capacity to the County regarding airport matters.

The Brookings Airport is comprised of 90 acres at an elevation of 459 feet. It is the only general aviation airport in Curry County that is not located in a tsunami inundation zone. The Airport accommodates approximately 22,000 landings and departures annually.

The Airport is used predominantly for “general aviation” by private parties who base their privately-owned aircraft there, or who land at the airport while visiting the area. Among the 35 aircraft based at the Airport, are two larger corporate aircraft...one operated by C&K Markets and one by South Coast Lumber. Cal Ore Life Flight also uses the Brookings Airport as a base of operations and occupies a large hanger there. Commercial delivery services such as Federal Express and United Parcel Service also use the Brookings Airport to serve the greater Brookings area.

The County retains contract engineering services to assist with technical matters relating to the Airport and Airport improvements

The County contracted for the development of a Brookings Airport Master Plan in 2004. That Plan calls for construction of additional hangers, runway and navigation improvements. Some of these improvements have been funded by the Federal Aviation Administration (FAA).

The annual County operating budget for the Brookings Airport is about \$27,000. The 2012-13 budget anticipates an operating deficit of about \$17,000. This deficit is paid from the County General Fund. There is also a 2012-13 capital projects budget totaling \$386,563, which is predominantly grant funded.

Adjacent Lands

The County currently owns 14.3 acres immediately adjacent and to the north of the Airport. The City currently owns 7.34 acres immediately adjacent to the south of the Airport. The County property is considered to have good development potential; development of the City property is more limited by its terrain. The City property was acquired over 60 years ago and the City has a surface water right at this location for 0.53 cfs which is not considered developable.

The City had a portion of the County property appraised in December 2010 as a part of a proposal for a land exchange. An appraised value of \$58,000 was established for five of the 14.3 acres. Discussions on the land exchange were terminated by the County in 2011 without explanation.

Urban Development/Utility Service Planning

The original UGA was adopted in approximately 1983. The airport and adjacent area proposed for the airport annexation is located within the original 1983 UGA.

In 1995, Curry County adopted Ordinance 95-10 in the process to expand the UGA. Ordinance 95-10 included a number of attachments. Attachment B, Findings for Goal 14, states:

"The City of Brookings and unincorporated land lie to the north of the Chetco. The unincorporated land is not within any sewer or water districts. Land within the current boundary (Note: current boundary refers to the original adopted in 1983) must annex to Brookings to receive public sewer and water. In some cases, the City of Brookings will extend services, particularly water, to areas outside the City with an agreement to annex in the future."

The City adopted these same findings for Goal 14 in Resolution No 95-R-599.

Under Goal 14 - Urbanization of the City's Comprehensive Plan, the City and the County adopted an Urban Growth Boundary Joint Management Agreement which provides:

- *"All new development shall be required to obtain sanitary sewer service from either the City of Brookings or the Harbor Sanitary District depending upon agreed service areas."*

- *“All new development shall be required to obtain public water service from either the City of Brookings or the Harbor Water Public Utility District, depending on agree service areas.”*

Further, Goal 11 of the City’s Comprehensive Plan provides:

- *“The City of Brookings will provide wastewater collection in the Urban Growth Boundary north of the Chetco River when land is annexed to the city.”*
- *“The City of Brookings will provide (water) service to the entire Urban Growth Boundary north of the Chetco River.”*

The basic rationale for requiring annexation as a condition of receiving sewer service is the concept that urban development should occur within urban areas: i.e. within cities. The County has demonstrated that it does not have the ability to provide an urban level of service in the unincorporated area.

Perhaps more important is that annexation is required as a condition of receiving sewer service to insure compliance with Department of Environmental Quality regulations which require the City...as the wastewater collection and treatment permittee... to comply with industrial waste permit requirements, NPDES treatment plant discharge compliance, collection system inflow and infiltration reduction requirements, illegal connections, emergency response and report of sewer overflow violations...to name a few. If the City is not the agency permitting the building or approving the development of the properties served, it compromises our ability to comply with our regulatory permits.

The City contracted for the development of Water and Sewer Master Plan updates in 2007 and 2008. The Water Master Plan called for water main extensions and the installation of a 750,000 gallon water storage tank **south** of the Airport. The Sewer Master Plan called for sewer main extensions and new lift stations in the Parkview Drive/Dodge Avenue area to eliminate the need for several smaller lift stations.

When the Seacrest reservoir was constructed in 2010, it was downsized from the 2.0 million gallons (mg) recommended in the Water Master Plan to 1.6 mg due to site limitations. At that time, management indicated that the future Airport area reservoir would be upsized to at least 1.0 million gallons to make up for this deficiency in storage capacity.

Water and Sewer Master Plans are used as base documents for the determination of SDC rates. The Master Plans identify future capital improvement needs to handle the increased capacity demands of new development and a formula is applied to determine the amount of SDC needed to fund system improvements, and to pay for past plant capacity improvements.

As a part of its ongoing economic development activity and public facilities planning activities, the City identified the County property north of the Airport as a potential site for a Public Works facility in 2009. As a part of this activity, the City Engineer prepared a study report for extending water and sewer service to the Airport area and recommended relocating the proposal site for the water storage reservoir to a location north of the Airport to achieve adequate pressure for Airport use and to equalize the proposed reservoir with other reservoirs in the City system.

The City initiated discussions with the County concerning the possible acquisition of a five-acre site adjacent to the Airport for development as a Public Works facility. Discussions were terminated by the County.

In 2012, the City became aware of grant funding available from the U.S. Department of Agriculture, Economic Development Administration for infrastructure projects that would facilitate economic growth and enhance disaster response/recovery. The City applied for a grant to fund a portion of the cost of extending water and sewer service to the Airport area, including a water storage reservoir that would serve the needs of expansion of use on the Airport itself. The estimated cost of this project is \$2,700,000 and grant funding in the amount of \$1,700,000 was approved. The City has agreed to utilize \$1.0 million in System Development Charge (SDC) revenues to fund the \$1.0 million match. The City will also manage the construction project and maintain the water/sewer facilities upon completion.

A residual benefit of receiving grant funding for this project is that it reduces the amount of funding needed from SDCs by \$1.7 million. Thus, it is anticipated that, as a result of a new SDC study which the City is slated to authorize in February, this grant contribution to the capital improvement cost needs will have the effect of reducing the sewer service SDC.

The County's only contribution toward this water and sewer project...which will greatly enhance the development potential of the Airport and adjacent County-owned lands...was to sign an agreement with the City pledging its cooperation in undertaking the project. There was no commitment of County funding or staffing resources.

The City currently provides water service to the Airport through a one-inch service connection at the end of a four-inch main. There is insufficient water pressure or flow to accommodate additional development at the Airport, and the existing service is insufficient to provide fire protection. The Airport sewer system is on-site, which is also a severe development constraint.

ANNEXATION

Brookings Municipal Code Section 13.10.270, adopted in 1988, provides:

“In order to assure required control by the city of connections and input to its sewage system and treatment plant in perpetuity, all persons initiating or renewing requests for sewer service outside the corporate limits of the city shall execute an agreement by and between the requesting property owner and the city to annex to the city at such future time as all legal requirements for annexation have otherwise been met and at the discretion of the city.”

Historically sewer service has not been provided outside the City limits. Staff is aware of one instance where sewer service has been extended outside the City limits. The subject property is located off Parkview Drive at 16940 Kendall Lane. The property cannot legally annex into the City as it is not adjacent. In 2010 the septic systems serving two rental units failed. The City allowed this property to install a lateral and connect to the City sewer system. One requirement for the connection was the recording of a consent to annex.

As indicated above, under the terms of the Joint Management Agreement with the City the County is prohibited from any and all new development on the Airport property and adjoining lands within the UGA without annexing into the City and connecting to the City's water and sewer systems.

Land Use

The County property that includes the Airport is split-zoned (one parcel with two zones). The area developed as the airport is Public Facilities (PF) with is comparable to the City's Public Open Space (P/OS). The remaining County property is zoned Light Commercial (C-1). The City Planning Commission and the City Council have adopted zoning regulations which authorizes airports and accessory uses in the P/OS zone. For that portion of the property zoned C-1, it will be re-zoned Industrial Park (IP) which allows a variety of manufacturing and more intense commercial use than the County C-1. The County Planning Director has stated that the City zoning would allow more flexibility and intensity of use on the County property than the current County zoning.

BENEFITS OF ANNEXATION

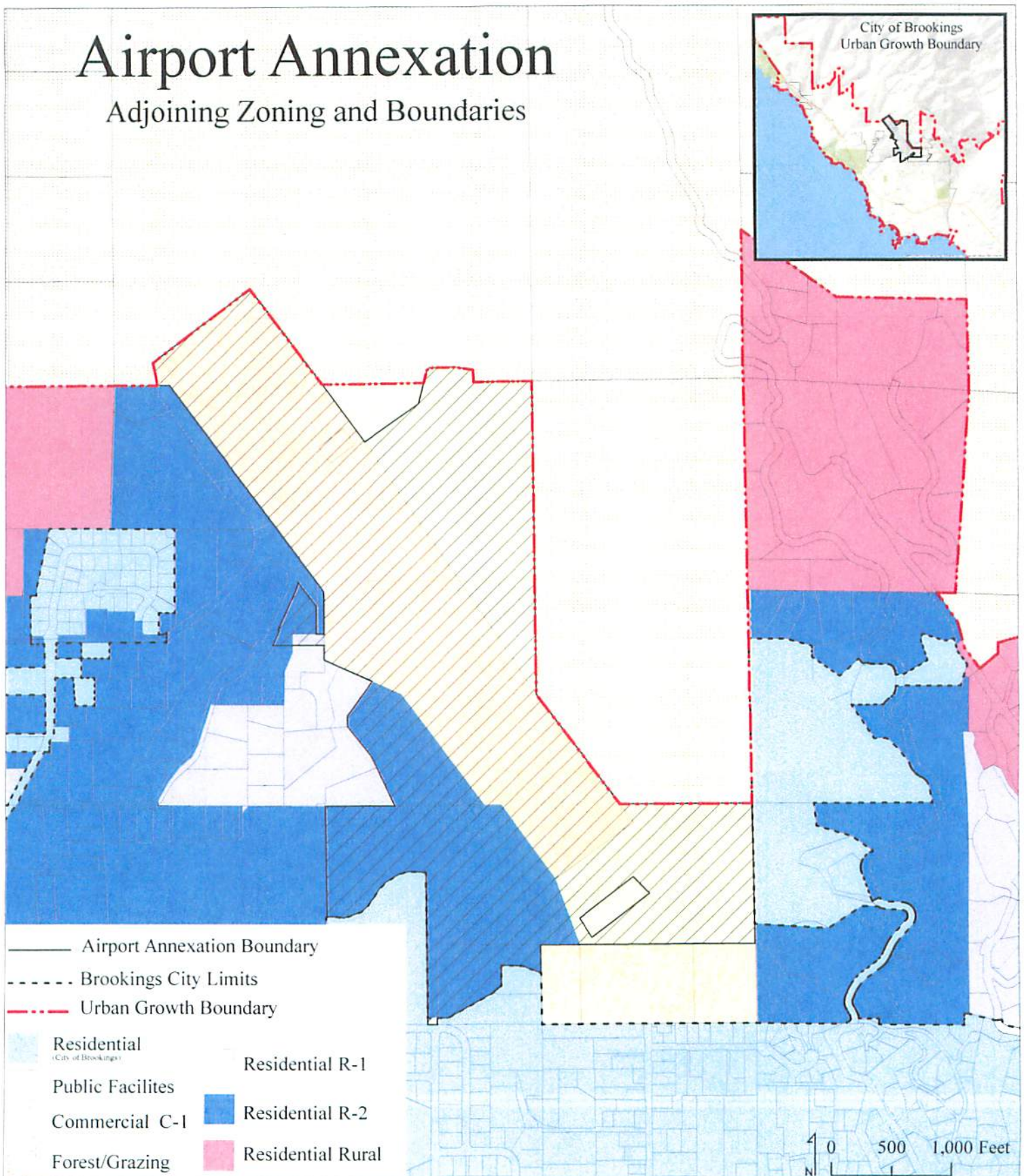
Benefits of annexation of the Airport into the City can be outlined as follows:

1. The County will be able to proceed with new development of airport and non-airport dependent uses on its property, thus generating revenue to the County General Fund
2. Such new development will generate jobs for southern Curry County residents.
3. New development will generate much-needed additional property tax revenues for the County and the City.
4. The City will be able to proceed with the water and sewer project that will not only serve the Airport, but adjacent privately-owned properties. This project will promote new private investment in the area and resolve water/sewer system operating deficiencies.

5. New sewer revenues generated from new customers will enable the City to spread the cost of the debt service on the Wastewater Treatment Plant over a broader customer base.
6. Utilizing federal grant funds to pay for a part of a capital project that would otherwise be funded through development fees or user fees will contribute to a reduction in SDC fees.
7. The availability of water and sewer service to the Airport will enhance its ability to serve as a staging area during periods of disaster emergency.
8. Upon annexation, the responsibility for police and fire protection services transfers to the City. The City has a higher capacity to provide these services to the Airport.

Airport Annexation

Adjoining Zoning and Boundaries



CURRY COUNTY ASSESSOR/TAX COLLECTOR

94235 MOORE STREET, SUITE 221
GOLD BEACH, OREGON 97441
1-800-247-3601



Jim Kolen
Assessor/Tax Collector

Phone (541) 247-3257

MAC K ARCH ON THE CURRY COAST

January 24, 2013

To: Commissioners

From: Jim Kolen

Re: City of Brookings Annexation of Brookings Airport Property and County
Notification to Tenants

I see from your letter to Hangar Lease Tenants (Tenants) dated January 23, 2013 that you have notified the airport Tenants that the City of Brookings (City) has requested the County Consent to Annex the Brookings Airport property (airport) into the City. The letter appropriately notifies Tenants that annexation will impact the property tax bills of people who lease hangars at the airport.

Unfortunately I will be unable to attend your meeting regarding the consent to annex scheduled for 6:00 p.m. on Monday, January 28th. To that end I would like to provide you with the following illustrations of how annexation would impact the county's tenants at the airport.

In 2012-13 the combined tax rate of property tax payers at the airport is \$6.7614 per thousand dollars of assessed value (AV). Were this property to be annexed into the City, then Tenants would receive and pay for City services. The combined tax rate for property owners in the City is \$10.5852/1000 AV. The difference between these two rates is \$3.8238/1000 AV.

Assessed values of the leases at the airport range from \$8,700 ($\times 3.8238/1000 = \33 tax increase) to \$307,200 ($\times 3.8238/1000 = \1175 tax increase) with the average value in the \$40,000 range ($\times 3.8238/1000 = \153 tax increase).

All of the increase in property tax related to an annexation would go to the City.

Tenants desiring specific information of the impact to their own accounts may contact this office at 541-247-3296 and speak to Wendy.

I hope this information is useful to you.

Cc: Jerry Herbage
Tracy Garner
Wendy Carpenter

Taxable accounts at the Brookings Airport with 2012-13 values and levy amounts and proposed tax in annex to City of Brookings.

Property	Map Tax Lot	Legal Description	Code Area	Owner Name	Roll Rmv Value	Roll Assd Val	Current Levy	2012 Tax Rate	2012 City Bkg Rate	Proposed 2012 Tax If	
										Annexed	Exempt
1 R24746	4013-31 -00200-00	Real Property ACRES 95.88, M	17-3	CURRY COUNTY	2,200	0	0	0	0	0	Exempt
2 R26359	4013-31 -00200-61	HANGAR 8	17-7	SIEVERS, ERIN MICHELLE	76,860	61,540	416.09	0.0067614	0.0105852	651.41	
3 R26911	4013-31 -00200-62	HANGAR 9	17-7	HARVELL, ROBERT A	76,320	48,720	329.41	0.0067614	0.0105852	515.71	
4 R26912	4013-31 -00200-63	HANGAR 10	17-7	BLUE, DONALD L	126,000	114,450	773.83	0.0067614	0.0105852	1,211.48	
5 R26948	4013-31 -00200-64	HANGAR 11	17-7	SOUTH COAST LUMBER CO	378,750	307,180	2,076.95	0.0067614	0.0105852	3,251.56	
6 R27025	4013-31 -00200-65	HANGAR 12	17-7	COOKE, CLAUDE	31,210	28,580	193.24	0.0067614	0.0105852	302.53	
7 R27267	4013-31 -00200-66	HANGAR 13	17-7	DK AIR, LLC	150,690	106,560	720.49	0.0067614	0.0105852	1,127.96	
8 R33946	4013-31 -00200-67	HANGAR 14	17-7	DK AIR, LLC	35,330	35,330	238.88	0.0067614	0.0105852	373.98	
9 M31087	4013-31 -00200-00		17-7	CURRY COUNTY	3,640	0	0.00	0	0	0.00	Exempt
10 R34212	4013-31 -00200-68	AVIATION FUEL TANKS	17-7	BROOKINGS FLYING CLUB	63,770	50,150	339.10	0.0067614	0.0105852	530.85	
11 R22850	4013-31 -00200-27	HANGAR 6-A	17-7	BROOKINGS FLYING CLUB	29,970	23,740	160.50	0.0067614	0.0105852	251.29	
12 R22851	4013-31 -00200-28	HANGAR 1-F	17-7	MCGAHEY, JACK	23,130	18,100	122.37	0.0067614	0.0105852	191.59	
13 R22852	4013-31 -00200-29	HANGAR 1-A	17-7	BRIM, RODNEY	23,130	18,100	122.37	0.0067614	0.0105852	191.59	
14 R22853	4013-31 -00200-51	HANGAR 1-C	17-7	NIDIFFER, DOUG	19,810	15,470	104.61	0.0067614	0.0105852	163.75	
15 R22854	4013-31 -00200-52	HANGAR 2-C	17-7	NIDIFFER, DOUG	18,550	14,480	97.90	0.0067614	0.0105852	153.27	
16 R22855	4013-31 -00200-53	HANGAR 2-B	17-7	GARVIN, LEE E & CRISTI L	18,350	14,370	97.16	0.0067614	0.0105852	152.11	
17 R22856	4013-31 -00200-54	HANGAR 2-D	17-7	CURRY COUNTY LESSOR	18,540	14,480	97.90	0.0067614	0.0105852	153.27	
18 R22857	4013-31 -00200-55	HANGAR 3-B	17-7	HENDERSON, JAMES R	23,130	18,100	122.37	0.0067614	0.0105852	191.59	
19 R22858	4013-31 -00200-56	HANGAR 3-C	17-7	WOODFIN, GLENN A ET AL	26,980	21,140	142.94	0.0067614	0.0105852	223.77	
20 R22884	4013-31 -00200-57	HANGAR 1-D	17-7	SCOTT, GENE H TRUSTEE ET /	19,080	14,910	100.81	0.0067614	0.0105852	157.83	
21 R22885	4013-31 -00200-58	HANGAR 1-E	17-7	WORMAN, DARRIN	19,460	15,240	103.05	0.0067614	0.0105852	161.32	
22 R23005	4013-31 -00200-59	HANGAR 7	17-7	FORSBERG, RAY H	10,340	8,660	58.56	0.0067614	0.0105852	91.67	
23 R10545	4013-31 -00200-21	HANGAR 1-B	17-7	HUETHER, JERRY	19,460	15,240	103.05	0.0067614	0.0105852	161.32	
24 R10609	4013-31 -00200-22	HANGAR 2-A	17-7	FAULSTICK, DYREL A & JUDITS	21,830	17,110	115.69	0.0067614	0.0105852	181.11	
25 R10670	4013-31 -00200-23	HANGAR 3-A	17-7	MOORE, TOM	26,980	21,140	142.94	0.0067614	0.0105852	223.77	
26 R10731	4013-31 -00200-24	HANGAR 4	17-7	PLATT, PHILIP L	58,980	48,820	330.09	0.0067614	0.0105852	516.77	
27 R10789	4013-31 -00200-25	HANGAR 5	17-7	PLATT, PHILIP L	84,530	69,160	467.62	0.0067614	0.0105852	732.07	
28 R10851	4013-31 -00200-26	HANGAR 6-B	17-7	GLAZE, WARREN & DEE	29,960	23,740	160.50	0.0067614	0.0105852	251.29	
29 R36928	4013-31 -00200-69	Mobile Homes	17-7	CURRY COUNTY LESSOR	5,020	0	0	0	0	0	Exempt
										7738.42	12,114.87

If they annexed in for the 2012-13 Year



City of Brookings

Building Department

Fee Sheet

Fees Overview

Building permit fees are based on the Building Valuation of the new construction.

Fees are set by the State of Oregon and are used to fund the activities of the Building Department.

How to figure the new Building Valuation:
Sq footage of habitable space x \$103.92 +
Sq footage of garage x \$39.44 +
Sq footage of decks over 30" above grade
(ground level) x \$19.72 =
\$ BUILDING VALUATION

Filing Fee: \$165.00

Base Building Permit Fee = \$562.90 for the 1st \$100,000 of valuation + \$3.25 for each additional \$1,000 or fraction thereof.

Plan Review Fee = 65% of Permit Fee

OR State Surcharge = 12% of Permit Fee

City of Brookings

898 Elk Drive
Brookings, OR 97415
Phone: 541-469-1131
Fax: 541-469-3650

System Development Charges

System Development are designed to offset the impact of additional development and residents on Brookings' infrastructure and services, including water, sewer, streets, parks and storm drain systems.

Water:	\$ 2178.28
Sewer:	\$ 9646.16
Streets:	\$ 1384.57
Storm Drains:	\$ 940.22
Parks:	\$ 1547.19
2% Admin. Fee:	\$ 313.93
TOTAL	\$16,010.28

Water Meter Fees

Lot w/water stubbed at property line:	\$ 130.00
Lot w/out water stubbed :	\$2790.00

Sewer Fees

Sewer Lateral Inspection =	\$53.31
Account fee	= \$20.00
Without Lateral to Property =	\$3,756.00

Misc. Permit Fees

Mechanical Permit: approx. \$25.00
Plumbing Permit: Issued by Curry County 541-247-3304 for current fees.
Electrical Permit: Issued by State Bldg. Codes Division 541-396-2148 for current fees.

Oregon's Statewide Planning Goals & Guidelines

GOAL 11: PUBLIC FACILITIES AND SERVICES

OAR 660-015-0000(11)

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

Urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served. A provision for key facilities shall be included in each plan. Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. To meet current and long-range needs, a provision for solid waste disposal sites, including sites for inert waste, shall be included in each plan.

Counties shall develop and adopt community public facility plans regulating facilities and services for certain unincorporated communities outside urban growth boundaries as specified by Commission rules.

Local Governments shall not allow the establishment or extension of sewer systems outside urban growth boundaries or unincorporated community boundaries, or allow extensions of sewer lines from within urban growth boundaries or unincorporated community boundaries to serve land outside those boundaries, except where the new or extended

system is the only practicable alternative to mitigate a public health hazard and will not adversely affect farm or forest land.

Local governments may allow residential uses located on certain rural residential lots or parcels inside existing sewer district or sanitary authority boundaries to connect to an existing sewer line under the terms and conditions specified by Commission rules.

Local governments shall not rely upon the presence, establishment, or extension of a water or sewer system to allow residential development of land outside urban growth boundaries or unincorporated community boundaries at a density higher than authorized without service from such a system.

In accordance with ORS 197.180 and Goal 2, state agencies that provide funding for transportation, water supply, sewage and solid waste facilities shall identify in their coordination programs how they will coordinate that funding with other state agencies and with the public facility plans of cities and counties.

A Timely, Orderly, and Efficient Arrangement – refers to a system or plan that coordinates the type, locations and delivery of public facilities and services in a manner that best supports the existing and proposed land uses.

Rural Facilities and Services – refers to facilities and services suitable and appropriate solely for the needs of rural lands.

Urban Facilities and Services –

Refers to key facilities and to appropriate types and levels of at least the following: police protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services.

Public Facilities Plan – A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan or plans within an urban growth boundary containing a population greater than 2,500.

Community Public Facilities Plan – A support document or documents to a comprehensive plan applicable to specific unincorporated communities outside UGBs. The community public facility plan describes the water and sewer services and facilities which are to support the land uses designated in the plan for the unincorporated community.

Water system – means a system for the provision of piped water for human consumption subject to regulation under ORS 448.119 to 448.285.

Extension of a sewer or water system – means the extension of a pipe, conduit, pipeline, main, or other physical

component from or to an existing sewer or water system, as defined by Commission rules.

GUIDELINES

A. PLANNING

1. Plans providing for public facilities and services should be coordinated with plans for designation of urban boundaries, urbanizable land, rural uses and for the transition of rural land to urban uses.

2. Public facilities and services for rural areas should be provided at levels appropriate for rural use only and should not support urban uses.

3. Public facilities and services in urban areas should be provided at levels necessary and suitable for urban uses.

4. Public facilities and services in urbanizable areas should be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services in these areas should be based upon: (1) the time required to provide the service; (2) reliability of service; (3) financial cost; and (4) levels of service needed and desired.

5. A public facility or service should not be provided in an urbanizable area unless there is provision for the coordinated development of all the other urban facilities and services appropriate to that area.

6. All utility lines and facilities should be located on or adjacent to existing public or private rights-of-way to avoid dividing existing farm units.

7. Plans providing for public facilities and services should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land

conservation and development action provided for by such plans should not exceed the carrying capacity of such resources.

B. IMPLEMENTATION

1. Capital improvement programming and budgeting should be utilized to achieve desired types and levels of public facilities and services in urban, urbanizable and rural areas.

2. Public facilities and services should be appropriate to support sufficient amounts of land to maintain an adequate housing market in areas undergoing development or redevelopment.

3. The level of key facilities that can be provided should be considered as a principal factor in planning for various densities and types of urban and rural land uses.

4. Plans should designate sites of power generation facilities and the location of electric transmission lines in areas intended to support desired levels of urban and rural development.

5. Additional methods and devices for achieving desired types and levels of public facilities and services should include but not be limited to the following: (1) tax incentives and disincentives; (2) land use controls and ordinances; (3) multiple use and joint development practices; (4) fee and less-than-fee acquisition techniques; and (5) enforcement of local health and safety codes.

6. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal

13.10.270 Connections outside city limits.

In order to assure required control by the city of connections and input to its sewage system and treatment plant in perpetuity, all persons initiating or renewing requests for sewer service outside the corporate limits of the city shall execute an agreement by and between the requesting property owner and the city to annex to the city at such future time as all legal requirements for annexation have otherwise been met and at the discretion of the city. The said agreement shall be and become a covenant to run with the land so served. [Ord. 88-O-430 Art. IV § 17.]