

**UMATILLA PLANNING COMMISSION MEETING
AGENDA
COUNCIL CHAMBERS
FEBRUARY 22, 2022
6:30 PM**

1. **CALL TO ORDER & ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [January 25, 2022 Minutes](#) *Suggested Action: Approval*

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Milani Estates Subdivision SUB-4-21](#) *Suggested Action:*

The applicant, Pedro Torres, request approval of a tentative plat for a residential subdivision to divide one existing parcel into 18-lots for residential development. The applicant intends to develop the lots with Townhomes. The property is identified as Tax Lot 200 on Assessors Map 5N2814BB.

6. **DISCUSSION ITEMS**

7. **INFORMATIONAL ITEMS**

8. **ADJOURNMENT**

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UMATILLA PLANNING COMMISSION MEETING
AGENDA
COUNCIL CHAMBERS
JANUARY 25, 2022
6:30 PM

1. **CALL TO ORDER & ROLL CALL**

Meeting called to order at 6:30 p.m.

A. **Present:** Commissioners; Kelly Nobles, Keith Morgan, Bruce McLane, Devon Mitchell, Jennifer Cooper

B. **Absent:** Hilda Martinez, Heidi Sipe

C. **Late arrival:**

D. **Staff present:** Senior Planner, Jacob Foutz, Community Development Director, Brandon Seitz.

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [November 23, 2021 Minutes](#) *Suggested Action: Approval*

Motion to approve by Commissioner Nobles, seconded by Commissioner Morgan. Motion Carried by consensus vote 4-0.

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Nobles Street Vacation SV-1-21](#) *Suggested Action: The applicant in this matter, Clyde Nobles, seek approval of a street vacation for an undeveloped 10-foot portion of G Street.*

Chair McLane opened the hearing and read into the record the Public Hearing Opening Statement and asked if there was any challenge to jurisdiction, conflict of interests, or ex-parte contacts.

Commissioner Nobles recused himself from the hearing because he is the applicant.

Chair McLane opened the hearing and asked for the staff report

Planner Foutz explained the ORS and procedure for a street vacation

Chair McLane asked for applicants' testimony

Kelly Nobles of 1050 Stephens avenue explained if approved he would be building two new homes on the subject property and the lot next to it.

Chair McLane asked for testimony in support and in opposition. None

Chair McLane called for a motion to close the hearing of SV-1-21. Motion to close by Commissioner Morgan. Second by Commissioner Cooper. Motion carried 4-0

Chair McLane asked for any comments or deliberation. None.

Chair McLane called for a motion to recommend approval of SV-1-21 to City Council.

Motion to approve by Commissioner Cooper. Seconded by Commissioner Morgan. Motion carried 4-0

5.b **Extension of Time for Nobles RV Park CU-3-21** *Suggested Action:*

The applicant, Kelly Nobles, has received previous approval to develop a 60 site RV park. The applicant has requested two six-month extensions for a total of one year. The subject property is generally located between I and L Streets north of Fifth Street and the rail spur. The property is identified as Tax Lots 100, 190, 300 and 400 on Assessor's map 5N2817BD.

Chair McLane opened the hearing and read into the record the Public Hearing Opening Statement and asked if there was any challenge to jurisdiction, conflict of interests, or ex-parte contacts.

Commissioner Nobles recused himself from the hearing because he is the applicant.

Chair McLane opened the hearing and asked for the staff report

Planner Foutz explained the procedure for extensions, that they require two 6-month extensions.

Chair McLane asked for applicants' testimony

Kelly Nobles of 1050 Stephens avenue explained the reasons things have been delayed and that he should be receiving the last couple things soon.

Chair McLane asked for testimony in support and in opposition. None

Chair McLane called for a motion to close the hearing of extension of time for CU-3-21.

Motion to close by Commissioner Morgan. Second by Commissioner Cooper. Motion carried 4-0

Chair McLane asked for any comments or deliberation. None.

Chair McLane called for a motion to approve two 6-month extensions for extension of time for CU-3-21. Motion to approve by Commissioner Morgan. Seconded by Commissioner Cooper. Motion carried 4-0

6. **DISCUSSION ITEMS**

6.a **Limitation on Drinking Establishments** *Suggested Action: Current limit on Drinking Establishments prohibits establishment of such business within 500 feet from Schools, Libraries, and Parks.*

6.b **Food Truck Pilot Program** *Suggested Action: City staff have operated a food truck pilot program for close to two years. There have been three applicants during that time. In Staff's opinion the pilot program and code that goes along with it has been a success. It is staff's recommendation to adopt code allowing for the food truck use to be allowed in the same manner the pilot program allowed for.*

6.c **Building Height** *Suggested Action: It is staff's recommendation to increase the building height in the Heavy Industrial Zone to 70 feet and the Commercial and Light Industrial Zones to 50 feet.*

Backyard Chickens *Suggested Action: Example code from different municipalities for discussion*

Staff and Commission reviewed upcoming code updates. Commission gave approval to continue with current updates.

7. **INFORMATIONAL ITEMS**

8. **ADJOURNMENT**

Meeting adjourned 7:40

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**CITY OF UMATILLA PLANNING COMMISSION
 REPORT AND RECOMMENDATION
 FOR
 TENTATIVE SUBDIVISION PLAT FOR SUB-4-21**

DATE OF HEARING: February 22, 2022

REPORT PREPARED BY: Jacob Foutz, Senior Planner

I. GENERAL INFORMATION

Applicant: Pedro Torres, 13125 Kiliam Loop NE, Woodburn, OR 97071

Property Owners: Elizabeth Duarte, 3316 W Yakima St, Pasco, WA 99301

Land Use Review: Tentative plat review for an 18-lot subdivision.

Property Description: Township 5N, Range 28, Section 14BB, Tax Lot 200.

Location: The property is located west of the Deschutes Ave and south of the golf course.

Existing Development: The subject property is currently undeveloped.

Proposed Development: To subdivide the properties into 18-lots for residential development.

Zone Multi-family Residential (R3)

Adjacent Land Use(s):

Adjacent Property	Zoning	Use
North	R2	Golf Course
South	R2	Undeveloped land
East	R2	Single-family home
West	R3	Apartment buildings

II. NATURE OF REQUEST

The applicant, Pedro Torres, request approval of a tentative plat for a residential subdivision to divide one existing parcel into 18-lots for residential development. The applicant intends to develop the lots with Townhomes. The property is identified as Tax Lot 200 on Assessors Map 5N2814BB.

The proposal must comply with the applicable standards for the Multi-family Residential zoning district (R3) and the Land Division Ordinance (LDO).

III. ANALYSIS

The criteria applicable to this request are shown in underlined text and the responses are shown in standard text. All of the following criteria must be satisfied in order for this request to be approved.

CITY OF UMATILLA ZONING ORDINANCE

SECTION 10-3C-4: DEVELOPMENT STANDARDS:

Minimum lot area	Townhouse: 2,000 square feet Duplex: 4,000 square feet Multi-family: 6,000 square feet, plus 1,500 square feet for each additional dwelling unit
Minimum lot width	50 feet and 20 feet for townhouse lots
Minimum lot depth	90 feet
Minimum yard setbacks:	
Front and rear yard	12 feet
Side yard	5 feet or 0 feet for townhouse lots where abutting a common wall
Side street yard	12 feet
Garage	18 feet from any street except an alley
Maximum building height	45 feet

Findings: No development is proposed at this time and the minimum yard setbacks are not applicable to this request. The minimum lot area, width and depth are applicable to all of the proposed lots. All of the proposed lots except four meet or exceed the minimum lot standards listed above as shown on the applicant's submitted tentative plat. Lots 15, 16, 17, and 18 are all short of 90 feet by 1/8th of an inch. This is due to the fact that the westerly and easterly property lines are not parallel with each other. This is out of the applicants control and this standard is effectively met. This explanation by the surveyor can be found as an exhibit.

Conclusion: All of the proposed lots meet or exceed the minimum lot standards.

CITY OF UMATILLA LAND DIVISION ORDINANCE

SECTION 11-2-6: LAND DIVISION APPROVAL CRITERIA:

No plat for a subdivision or partition may be considered for approval until the city has approved a tentative plan. Approval of the tentative plan shall be binding upon the city and the applicant for

the purposes of preparing the subdivision or partition plat. In each case, the applicant bears the burden of proof to demonstrate that the proposal satisfies applicable criteria and standards.

A. Approval Criteria: Land division tentative plans shall only be approved if found to comply with the following criteria:

1. The proposal shall comply with the city's comprehensive plan.

Findings: The City of Umatilla's Zoning Ordinance (CUZO) and Land Division Ordinance (LDO) implement the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO and LDO the request is considered to be consistent with the comprehensive plan.

Conclusion: This request is found to meet or be capable of meeting all of the applicable standards and criterion in the CUZO and LDO as addressed in this report.

2. The proposal shall comply with the I-82/U.S. 730 interchange area management plan (IAMP) and the access management plan in the IAMP (section 7) as applicable.

Findings: The Interchange Area Management Plan (IAMP) extends along U.S. Highway 730 from its intersection with U.S. Highway 395 west to Eisele Drive just west of the U.S. Post Office within City Limits. The property is not within the IAMP area.

Conclusion: The property is not located within the I-82/U.S. 730 IAMP. This criterion is not applicable.

3. The proposal shall comply with the city's zoning requirements.

Findings: The property is zoned R-3 and the applicable City zoning requirements are addressed above. This request complies with all of the dimensional standards for townhomes in the R-3 zone as addressed in this report.

Conclusion: The request is for approval of a subdivision that would result in 18-lots for townhomes. A condition of approval will be imposed that the 18 lots shall be limited to townhomes unless reconfigured to meet minimum lot standards of other allowed uses within the R-3 zone.

4. The proposal shall comply with the city's public works standards.

Findings: The City's public works standards are engineering design standards for construction of streets, sidewalks, curbs, water and sewer lines, other utilities, and safety standards for installation of such improvements. The applicant did not submit engineered construction plans for these facilities. Section 11-5-4 of the LDO provides the applicant/developer with the option of submitting engineered construction plans after tentative plat approval has been obtained. Engineered plans for all public facilities serving the proposed development will be reviewed by the public works director for compliance with the City's public work standards. The applicant is required to install these facilities in compliance with the approved plans and to submit a final set of "as-built" plans to the City upon completion of the improvements.

Conclusion: This requirement is best satisfied as a condition of approval that the applicant obtain approval of engineered construction plans for all public works and utility facilities prior to starting construction and to submit final “as-built” drawing after construction is completed.

5. The proposal shall comply with applicable state and federal regulations, including, but not limited to, Oregon Revised Statutes 92, 197, 227, and wetland regulations.

Findings: The CUZO and LDO implement the applicable provision of ORS 92, 197, 227. The subject property does not contain wetlands as shown on the National Wetlands Inventory (NWI) or figure 5-1.2 in the City’s Comprehensive Plan. Except as implemented through the City’s ordinance, applicable state and federal regulations will be required to be met as a condition of approval.

Conclusion: This request is found to meet or be capable of meeting all of the standards and criteria as addressed in this report, the proposal will comply with applicable state and federal regulations, as implemented through the City’s ordinances. The applicant will be required as a condition of approval to comply with all other state and federal requirements.

6. The proposal shall conserve inventoried natural resource areas and floodplains, including, but not limited to, mapped rivers, creeks, sloughs, and wetlands.

Findings: There are no known wetlands, as identified on the NWI, or flood zones on the subject property. The City of Umatilla’s Comprehensive Plan does not identify any significant natural resources on the property and there are no known rivers, creeks or sloughs on the property.

Conclusion: There are no inventoried natural resource areas, waterways, water bodies or floodplain areas to conserve on the property. This criterion is not applicable.

7. The proposal shall minimize disruption of natural features of the site, including steep slopes or other features, while providing for safe and efficient vehicle, pedestrian, and bicycle access.

Findings: The subject property is flat to gently sloping with no distinct or significant natural features. The applicant/developer is proposing an 18-lot residential development that will require disturbance of the site for construction of streets, sidewalks and utilities, and for dwellings on each of the residential lots. The proposed streets are considered local streets which do not require separate bicycle lanes. Streets and sidewalks will be reviewed for compliance with the City’s public works standards which are intended to provide for and protect the public health, safety and welfare.

Conclusion: There are no significant natural features on the site. Therefore, no disruption of natural features will occur as a result of providing access to the subdivision, or with development on any of the individual lots. Vehicle and pedestrian access will be provided as part of the proposed subdivision. This criterion is met.

8. The proposal shall provide adjacent lands with access to public facilities and streets to allow its full development as allowed by the City's codes and requirements.

Findings: The subject property allows for undeveloped adjacent lands with access to public facilities and streets.

Conclusion: The applicants submitted plan includes a tentative street layout that complies with City standards and would provide adjacent lands with access to public facilities and streets to allow its full development.

9. The proposal shall be designed with streets that continue or connect to existing and planned land division plats on adjoining properties. All proposed streets shall comply with standards of this Title and the Public Works Standards.

Findings: The proposed subdivision includes a street layout that connects to the adjoining existing property to the south and east. All proposed streets will be reviewed through this request and through the public works director's review of engineered construction plans to ensure the streets comply with the City's public works standards.

Conclusion: As addressed above, the proposed subdivision includes a street layout for the property that extends and connects to adjoining lands and existing land division plats. The proposed streets will be reviewed for compliance with the City's street standards as contained in the LDO and reviewed by the public works director for compliance with the City's public work standards.

SECTION 11-4-2: STREETS:

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public utilities, services, convenience, and safety, and to the proposed use of the land to be served by the streets.

A. Street Arrangement: The arrangement of streets in and serving land divisions shall:

1. Maximize public safety, access, and minimize out of direction travel by utilizing a grid system or comparable design.
2. Avoid cul-de-sacs, except where there is no other practical alternative to serve a portion of the land area to be divided, due to topographical conditions, existing development, or similar circumstances.
3. Provide for the continuation of existing streets in surrounding areas.
4. Conform to any future street plan, neighborhood plan, or other street plan adopted by the City.

Findings: The proposed subdivision uses a modified grid system. The design creates a uniform building pattern that is logical and practical for surrounding areas. The design will allow for a future buildout of the property to the south. The proposed subdivision cannot utilize a true grid system because of exiting development to the north and west. The proposed subdivision has no cul-de-sacs. Columbia Blvd. is to be extended as a two thirds-street that will be capable of expansion into a full city street if the property to the south is ever developed.

Conclusion: The proposed subdivision is a modified grid layout, and provides a layout and design that may be extended to serve potential future phases. There are no street or neighborhood plans adopted by the city on adjacent properties.

B. Street Layout and Design:

1. All streets, alleys, bicycle, and pedestrian pathways shall connect to other streets within the land division and to existing and planned streets outside the land division. Streets shall terminate at other streets or at parks, schools, or other public uses within a neighborhood.

Findings: As addressed in this report the proposed street will connect with an existing Deschutes street and will extend Columbia Blvd. across the southern portion of the property.

Conclusion: The proposed subdivision will include streets and pedestrian pathways that connect to existing streets outside of the subdivision.

2. Local streets shall align and connect with other streets when crossing streets with higher level classifications.

Findings: The proposed subdivision will not cross any streets with a higher-level classification.

Conclusion: The proposed streets will not cross a street with a higher-level classification.

3. Cul-de-sacs and flag lots shall only be permitted when the following conditions are demonstrated:

- a. Existing conditions, such as topographic features, water features, an irrigation canal, a railroad, a freeway, or other condition, that cannot be bridged or crossed prevents the extension of a street.
- b. The existing development pattern on adjacent properties prevents a street connection.
- c. An accessway is provided consistent with the standards for accessways.
- d. A minor street is not a suitable alternative to multiple flag lots (more than 2 adjacent flags) due to size of the site, topographic features, or other physical constraint.

Findings: There are no proposed cul-de-sacs for the development.

Conclusion: There are no proposed cul-de-sacs for the development.

4. Cul-de-sacs shall not exceed four hundred feet (400') in length.

Findings: There are no proposed cul-de-sacs for the development.

Conclusion: There are no proposed cul-de-sacs for the development.

5. Where a land division includes or is adjacent to land that can be divided and developed in the future, streets, bicycle paths, and pedestrian ways shall continue through the full length of the land division to provide connections for the adjacent land.

Findings: The proposed subdivision includes streets that continue through the full length of the proposed subdivision. The proposed streets and pedestrian ways continue through the full length of the land division to provide connections to the adjacent land.

Conclusion: The proposed subdivision is adjacent to lands that can be divided and developed (to the south). The proposed subdivision includes a proposed layout that will

allow for the continuation of the streets and pedestrian ways throughout the adjacent property, if it is developed in the future.

6. Where proposed lots or parcels in a proposed land division exceed double the minimum lot size and can be redivided, the location of lot and parcel lines and other layout details shall be such that future land divisions may readily occur without interfering with the orderly extension of adjacent streets, bicycle paths, or pedestrianways. Any building restrictions within future transportation locations, such as future street rights of way or future street setbacks, shall be made a matter of record for the purpose of future land divisions.

Findings: The proposed subdivision would create 18 new lots on the subject property. There are no building restrictions within future transportation locations.

Conclusion: The location and parcel lines are such that future land division may readily occur without interference.

7. Where there is a reasonable relationship between the impacts of the proposed development and the public need for accessways, such as direct connections to public schools or parks, the land divider shall be required to publicly dedicate accessways to:
 - a. Connect to cul-de-sacs;
 - b. Pass through oddly shaped or unusually long blocks; or
 - c. Provide for networks of public pedestrian and bicycle paths; or
 - d. Provide access to other transportation routes, businesses, residential, or public uses.

Findings: There are no existing parks, schools or other public facilities in the area that would require dedication of additional public access.

Conclusion: There are no public schools, parks or other public facilities in the area that would require dedication of additional public access.

8. New construction or reconstruction of collector and arterial streets shall include bicycle facilities and pedestrian sidewalks as required by applicable city plans.
9. Sidewalks shall be installed along the street frontage of arterial and collector streets and for any street within a multi-family, commercial, or industrial land division by the land divider. Sidewalks on local streets within a subdivision for single-family residential lots shall be provided with the construction of a structure on the lot and shall be completed prior to occupancy of the structure.

Findings: The proposed application includes the creation of new local streets within a residential subdivision. Therefore, installation of sidewalks along the property frontage will be required at time of issuance of a building permit.

Conclusion: Although engineered construction plans were not submitted as part of this application, the proposed internal roads are considered local streets and sidewalks will be required as a condition of approval on a building permit to be installed prior to issuance of a certificate of occupancy.

10. An easement may be required to provide for all or part of sidewalks along one or both sides of a public right of way which lacks width to include sidewalks within the public right of way.

Findings: All of the proposed new streets will be required to dedicate right of way to a current city standard including sidewalks.

Conclusion: All of the proposed new streets will be required to meet a current city standard including sidewalks within the public right of way.

11. When a sidewalk in good repair does not exist, all applicants for building permits for a new structure or remodeling of more than a minor nature of an existing structure shall, in conjunction with the issuance of a building permit, obtain a permit to construct a sidewalk for the full frontage of the site. No final inspection or certificate of occupancy shall be issued for the building permit until a sidewalk has been constructed in accordance with the permit requirements.

Findings: All of the proposed roads are considered local streets and installation of a sidewalk will be required as a condition of approval on a building permit.

Conclusion: All of the proposed local streets will be required to install sidewalks as a condition of approval upon issuance of a building permit.

12. Off site pedestrian improvements may be required concurrent with a land division to ensure access between the land division and an existing developed facility such as a commercial center, school, park, or trail system. The approval authority must show a reasonable relationship between the impacts of the land division and the required improvement.

Findings: There are no public lands or facilities adjacent to the proposer's subdivision to provide access to or that would warrant dedication of off-site pedestrian improvements.

Conclusion: There are no public lands or facilities in the vicinity that would warrant dedication of off-site pedestrian improvements.

13. Structures are not allowed in any dedicated sidewalk areas which will obstruct movements on the sidewalk. The minimum widths of sidewalks shall conform to ADA standards.

Findings: No structures are identified on the preliminary plat. A new structure within a public right of way would be subject to review and approval by the City. All new sidewalks will be required to meet ADA standards.

Conclusion: The tentative plat does not show a structure within an area dedicated for sidewalks or that would obstruct movement on a sidewalk. The applicant's engineered construction plans will be reviewed to ensure new sidewalks meet City and ADA standards.

14. Sidewalks generally shall be parallel to adjacent streets in line and grade, except where existing features or topographical conditions warrant an alternative design.

Findings: As addressed in this report the applicant has not submitted construction plans with this application. However, the applicant has indicated that sidewalks will generally be parallel to the adjacent street as required by this standard.

Conclusion: As addressed in this report engineered construction drawings have not been submitted as part of this review. The construction drawings will show the location of curb and sidewalks within the new subdivision. A condition of approval shall be imposed requiring the applicant to generally install sidewalks parallel to the adjacent street.

15. All sidewalks shall be adjacent to the curb as specified in the public works standards, unless impractical due to special circumstances of the site or adjacent street.

Findings: All of the proposed new streets would be considered local residential streets and will have sidewalks adjacent to the curb.

Conclusion: All of the proposed new streets are considered local residential streets will have sidewalks adjacent to the curb.

16. Street trees are required along both sides of new public streets, at a minimum of thirty feet (30') on center, with at least one tree for each new lot or parcel. Street tree locations shall be shown on construction plans and shall generally be located at the edge of the right of way. Street trees shall be required with building permits for structures on approved lots and shall be installed prior to approval of occupancy.

Findings: Street trees are not identified on the preliminary plat and are typically not show on the construction plans. A criterion is best met through a condition of approval.

Conclusion: Installation of street trees are generally not shown on construction plans or the preliminary plat. The applicant is aware of this requirement and intends to comply. A condition of approval will be imposed requiring street trees to be installed in accordance with this standard prior to issuance of a certificate of occupancy.

- C. Right Of Way And Roadway Widths: Generally, right of way and roadway widths for state highways and county roads shall be determined by these entities. Unless otherwise determined by the city administrator based on the recommendation of the city engineer and public works director, the widths of streets and roadways shall meet the following standards and, in addition, all street construction shall conform to the public works standards:

1. The city administrator may modify the width of a planter strip to accommodate drainage and public utilities.
2. Curbside sidewalks shall be required.
3. Bike lanes and shoulder bikeways along arterial and collector streets shall be five feet (5') wide and shall be provided for each direction of travel allowed on the street.
4. Sidewalk and bicycle path lighting shall be provided in conjunction with new road construction and new development.
5. Wheelchair ramps and other facilities shall be provided as required by the Americans with disabilities act (ADA).
6. Bikeways shall be designed and constructed consistent with the design standards in the Oregon bicycle plan, 1992, and ASSHTO's "Guide For The Development Of Bicycle Facilities, 1991".

Findings: As addressed in this report construction plans were not submitted as part of this request. Installation of improvements within the right of way will be reviewed by the public works director to ensure improvements meet City standards.

Conclusion: The required improvements within the right of way are typically shown on the construction plans not the preliminary plat. As addressed in this report the applicant will be required to submit engineered construction plans to the public works director prior to starting construction. All improvements will be required to meet City standards.

- D. Reserve Strips: Public reserve strips or street plugs controlling access to streets may be approved where necessary for the protection of the public welfare or of substantial property rights.

Findings: This criterion does not apply.

Conclusion: This criterion does not apply.

- E. Alignment: Streets other than minor streets shall be in alignment with existing streets by continuations of the centerlines. Staggered street alignment resulting in "T" intersections shall be avoided and in no case shall the distance between centerlines of off set streets be less than two hundred feet (200').

Findings: The proposed streets are in alignment with existing streets and there are no alignments resulting in "T" intersections.

Conclusion: The proposed streets and future street layout is designed to connect to existing and proposed future streets. There are no street alignments resulting in "T" intersections.

- F. Future Extension Of Streets: Streets shall be extended to the boundary of the land division. A temporary turnaround may be required for emergency vehicle access if a dead end street results.

Findings: The proposed layout of the subdivision allows for the extension of the proposed street to the East and South. Columbia Blvd. is required to be extended along the southern portion of the subdivision.

Conclusion: Columbia Blvd is required to be extended along the southern portion of the property. This is best enforced with a condition of approval.

- G. Intersection Angles: Streets shall be laid out to intersect at right angles as nearly as practical. In no case shall the intersection angle be less than seventy five degrees (75°). The intersection of arterial or collector streets with other arterial or collector streets shall have at least one hundred feet (100') of tangent adjacent to the intersection. Other streets, except alleys, shall have at least sixty feet (60') of tangent adjacent to the intersection.

Findings: The layout of the proposed street are nearly at right angles. No new arterial or collector street are proposed.

Conclusion: The proposed street intersections are laid out at nearly right angles.

H. Existing Streets: When existing streets adjacent to or within a site have widths less than city standards, additional right of way shall be provided with the land division.

Findings: Columbia Blvd is an existing street that is adjacent to the subject property on the Southwest corner and continues through to the Southeast corner. Columbia Blvd crosses the southern portion of the subject property but in a rough gravel state. With the development of this property this existing road is required to be improved to a two-thirds street standard. This is best enforced with a condition of approval. In addition, Deschutes street to the East is improved to a two thirds street standard. The applicant is required to improve this to a full street standard which will include pavement, curb, sidewalk, and gutter to the specification of the public works director.

Conclusion: A condition of approval will require the improvement of the existing street Columbia Blvd to a two-thirds street standard and Deschutes street from a two-thirds street to a full City Street.

I. Partial Street Dedication And Improvements: Half streets shall be avoided wherever possible. A partial street dedication may be permitted when a land division abuts undeveloped property which is likely to dedicate the remainder of the street. At minimum, two-thirds ($\frac{2}{3}$) of the street dedication and improvement shall be required for any partial street to accommodate two (2) travel lanes, one parking lane, and sidewalk on one side. Reserve strips and street plugs may be required to preserve the objectives of the partial street.

Findings: The proposed subdivision has a required half street on the southern boundary of the property. The other side of the proposed half street is undeveloped property which will complete the street when developed. The half street will be two-thirds of a normal city street and accommodate two travel lanes, one parking lane, and sidewalk on one side. The undeveloped city right-of-way that will be used to connect to the proposed half street is only 30' wide. The applicant will be required to provide two travel lanes, curb, gutter, and sidewalk on one side within the 30' right-of-way.

Conclusion: The proposed subdivision will have one half street that meets the required qualifications, and improve an existing two-thirds street to a full city street.

J. Street Names: Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of existing streets. Street names and numbers shall conform to the established pattern in the city, applicable requirements, and shall be approved by the city.

Findings: There is one new street being created, the proposed street name does not conform the established pattern in the City. In the McNary area of town street names have a river theme. The new proposed street will need to be renamed to conform to the established pattern in the city.

Conclusion: A condition of approval will be imposed to require that the new street name conform to the established pattern of river names.

K. Grades And Curves: Centerline radii of curves shall not be less than three hundred feet (300') on arterial streets, two hundred feet (200') on collector streets, or one hundred feet (100') on

local streets. Grades shall not exceed six percent (6%) on arterials, ten percent (10%) on collector streets, or twelve percent (12%) on any other street.

Findings: The submitted tentative plat show no centerline curve radius for the proposed streets. All of the proposed streets are considered local streets. The grade of the streets is not shown on the tentative plan. The required construction plans will show grade and centerline curve radius of all of the proposed streets.

Conclusion: The required construction plans will be reviewed to ensure compliance with city standards including grade and centerline curve radius.

- L. Streets Adjacent To Railroad Rights Of Way: Wherever the proposed land division includes or is adjacent to a railroad right of way, provisions may be required for a street approximately parallel to and on each side of such right of way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow vegetative or other screening to be placed along the railroad right of way.

Findings: The proposed land division does not include and is not adjacent to a railroad right-of-way.

Conclusion: There are no railroad rights-of-way included or adjacent to the proposed subdivision. This criterion is not applicable.

- M. Marginal Access Streets: Where a land division abuts or contains an existing or proposed arterial street, the city may require marginal access streets, reverse frontage lots with additional depth, screen planting or other screening contained in a nonaccess reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic. Alleys are acceptable as a means of providing access to lots or parcels fronting state highways or county roads.

Findings: The proposed subdivision does not abut a major or minor arterial street.

Conclusion: The proposed subdivision does not abut a major or minor arterial street.

- N. Alleys:

1. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off street parking and loading facilities are approved by the city.
2. Alleys are encouraged to serve residential development that front along state highways or county roads to minimize congestion and traffic hazards.
3. The corners of alley intersections shall have a radius of not less than two feet (2').

Findings: The applicant's request is for a subdivision in a residential zone and does not include property in a commercial or industrial zoning district.

Conclusion: The subject property is zoned for residential use and does not include a commercial or industrial zoning district. This criterion is not applicable.

SECTION 11-4-3: BLOCKS:

The length, width, and shape of blocks shall take into account the need for adequate lot size and street width. No block shall be more than eight hundred feet (800') in length between street corner lines, unless it is adjacent to an arterial street or unless justified by the location of adjoining streets. The recommended minimum length of blocks along an arterial street is one thousand six hundred feet (1,600'). Any block over eight hundred feet (800') in length may be required to provide pedestrian connections through the block and crosswalks dedicated and improved to city standards.

Findings: The proposed subdivision does not create a block longer than 200 feet.

Conclusion: As addressed in this report, the proposed lot will be less than the maximum block dimensions. The proposed block will be less than 800 feet in length.

SECTION 11-4-4: EASEMENTS:

A. Utility Lines: Utility lines shall generally be located within public rights of way unless other provisions are required to meet the specific needs of a particular utility provider. A ten foot (10') wide easement for public and private utilities shall be provided along property frontages (measured from the right of way line) and a six foot (6') wide easement for public and private utilities shall be provided along side and rear lot lines, except as otherwise approved by the city administrator.

Findings: The applicant is proposing to dedicate a two foot (10') public utility easement along all property frontages.

Conclusion: The applicant is proposing to dedicate a two foot (10') public utility easement along all property frontages. This criterion is met.

B. Watercourses: If a land division is crossed by or adjacent to a natural water body, an easement conforming to the riparian area shall be provided to protect the watercourse.

Findings: The proposed subdivision is not crossed or adjacent to a natural water body.

Conclusion: The proposed subdivision is not crossed or adjacent to a natural water body. This criterion is not applicable.

11-4-5: LOTS:

Lot and parcel size, shape, and orientation shall be consistent with the applicable zoning district and for the type of use contemplated. No lot or parcel dimension shall include the adjacent public right of way.

A. Through lots with public streets on both front and rear or both sides shall be avoided except when essential to provide separation of residential development from adjacent arterial or collector streets. An easement at least five feet (5') in width shall be located adjacent to the right of way and there shall be no right of access to the major street. A permanent barrier may be required along the right of way, within the easement.

Findings: There are three proposed lots that have streets on both sides. There is an easement of 10' proposed. These lots will not be allowed to have any access aprons to Deschutes street.

Conclusion: The three proposed lots will be separated from Deschutes by a curb and sidewalk effectively creating a barrier along that ROW.

- B. Lot and parcel side lot lines shall be at right angles to fronting streets or radius to curved streets to the extent practical, in order to create lots and parcels with building sites which are nearly rectangular.

Findings: The majority of the proposed lots as show on the submitted preliminary plat are nearly rectangular in shape and will provide building sites which are rectangular in shape.

Conclusion: All of the proposed lots will provide a rectangular building area.

- C. Lots shall have a width to depth ratio not to exceed 2.5.

Findings: As shown on the submitted preliminary plat all of the proposed lots do not exceed a width to depth ratio of 2.5.

Conclusion: As shown on the submitted preliminary plat all of the proposed lots will have a width to depth ratio not exceeding 2.5.

- D. All lots and parcels shall have a minimum street frontage on a public street of fifty feet (50'), except that lots or parcels fronting a cul-de-sac or curved street may have a minimum street frontage of forty feet (40'), so long as the minimum lot width required by the zoning district is provided at a distance equivalent to the required front yard setback.

Findings: As shown on the submitted preliminary plat all of the proposed lots will have a minimum street frontage on a public street of thirty-five feet (25'). The minimum lot size required for townhomes (20') in the R-3 zone.

Conclusion: As shown on the submitted preliminary plat all of the proposed lots will exceed the minimum street frontage standards for townhomes in the R-3 zone.

- E. Flag lots shall not be acceptable for land divisions, but may be approved if the following circumstances apply:

1. For one or two (2) lot land divisions when it is not practical to create or extend a public street or partial public street due to the nature of surrounding development.
2. When topographic conditions or other physical constraints make it impractical or infeasible to create or extend a public street.
3. When the size and shape of the site limit the possible arrangement of new lots or parcels and prevent the creation or extension of a public street.
4. When allowed, the flag portion of a new lot shall have a minimum width of fifteen feet (15') to accommodate a driveway a minimum of twelve feet (12') wide. Two (2) adjacent flag lots may reduce the street frontage and pole width to twelve feet (12') wide, if joint access easements are created and a driveway is provided with a minimum width of twenty feet (20').

Findings: Four flag lots are proposed due to the gold course to the north, which makes extension of streets impractical. The Proposed ingress/egress easement is 30' which exceeds the 20' requirement.

Conclusion: The four flag lots meet the required standards.

IV. PUBLIC COMMENT, SUMMARY AND DECISION

No comments were received.

This request by the applicant, Pedro Torres, for tentative subdivision plat approval for an 18-lot subdivision on property in the Multi-family Residential (R-3) Zone appears to meet, or be capable of meeting with appropriate conditions of approval, all of the applicable development standards of the City of Umatilla Zoning Ordinance and the criteria and development standards in the City of Umatilla Land Division Ordinance. Therefore, based on the information in Sections I and II of this report, and the above criteria and standards, findings of fact and conclusions contained in Section III, this request, SUB-4-21, for tentative subdivision plat approval to create an 18-lot subdivision in the Multi-family Residential (R-3) zone may be approved, subject to the conditions of approval contained in Section V of this report.

V. CONDITIONS OF APPROVAL

1. The final plat must be approved and recorded within one year from the date of this approval. The final subdivision plat must comply with the requirements of ORS chapter 92, and the requirements under Section 11-3-1 and 11-3-2 of the City of Umatilla Land Division Ordinance which the City will use as a checklist.
2. The applicant/developer shall submit a preliminary copy of the preliminary plat to the County Surveyor and GIS Department for review prior to submitting the final plat to the City.
3. The applicant/developer shall submit engineered construction plans for streets, water, sewer, street lighting and all other improvements within the street rights-of-way to the City Public Works Director for review and approval. No construction shall begin until the construction plans have been approved.
4. Columbia Blvd along the southern portion of the subject property shall be improved to a two-thirds street standard.
5. Deschutes street shall be improved to a full City Street standard along the Eastern portion of the subject property.
6. Street trees shall be provided as required by the Land Division Ordinance and shall be required as a condition of approval on each building permit issued for a dwelling within the subdivision.
7. The new street name shall conform to the established pattern in McNary of river names. No street name will be approved that is confusing, offensive or duplicates or sounds too similar to existing street names within the urban growth boundary.
8. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, and

the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.

9. The applicant, or applicant's construction contractor, must obtain all federal, state and local permits, prior to starting construction.
10. The applicant shall be responsible for ensuring that all areas disturbed within existing street rights-of-way by construction are returned to their pre-construction condition or better after construction or installation of required improvements.
11. The applicant shall submit a copy of the final recorded plat of the subdivision and 'as-built' drawings of all required improvements to the City of Umatilla.
12. No building permit for a dwelling will be issued until final plat approval of the subdivision has been obtained and recorded in the Umatilla County Records Office.
13. Lots approved as a townhouse lot shall be limited to a townhouse unless reconfigured to meet minimum lot standards of other development within the R-3 zone
14. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

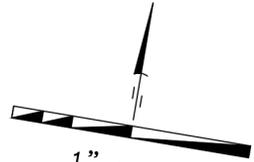
VI. EXHIBITS

Exhibit A Notice Map

Exhibit B Submitted site plan

MILANI ESTATES SUBDIVISION

A SUBDIVISION SURVEY ON PROPERTY LOCATED IN THE NW 1/4 SEC. 14, TWP. 5 N., RNG. 28 E.W.M., CITY OF UMATILLA, UMATILLA COUNTY, OREGON.



LEGEND

- SET 5/8"x30" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "PLS LS 48509"
- FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "2820"
- ⊙ FOUND 5/8" IRON ROD WITH A PINK PLASTIC CAP
- ▲ FOUND 5/8" IRON ROD

- EXTERIOR BOUNDARY
- - - INTERIOR LOT LINES
- ⊕ STREETS
- - - 10' UTILITY EASEMENT
- - - 30' INGRESS/EGRESS AND UTILITY EASEMENT

SURVEYS NOTES

R.O.S. 17-102-C () R.O.S. 17-102-C

DEEDS

INST. NO. 2021-7300358

SURVEYOR'S NARRATIVE

THIS SURVEY WAS UNDERTAKEN IN OCTOBER OF 2021 AT THE REQUEST OF ELIZABETH DUARTE. THE PURPOSE OF THE SURVEY IS TO PERFORM A SUBDIVISION SURVEY ON PROPERTY AS DESCRIBED ON UMATILLA COUNTY INSTRUMENT NO. 2017-6650717.

SAID INSTRUMENT NO. 2021-7300358 STATES THE FOLLOWING:

That portion of land located in Section 14 and 15, Township 5 North, Range 28 East of the Willamette Meridian, City of Umatilla, County of Umatilla, State of Oregon, described as follows:

COMMENCING at the Northwest corner of Section 14, Township 5 North, Range 28 East of the W.M., and running thence South 24°43'20" West a distance of 1008.27 feet; thence South 9°37'40" East, a distance of 280.00 feet; thence North 80°22'20" East a distance of 60.00 feet to a point which lies 30.00 feet Easterly from when measured at right angles to the centerline of Umatilla Avenue in the City of Umatilla, State of Oregon, said point being the TRUE POINT OF BEGINNING; thence continuing North 80°22'20" East, a distance of 790.00 feet; thence North 9°37'40" West, a distance of 340.00 feet more or less to the Southerly boundary of McNary Golf Course; thence South 80°22'20" West along said boundary, a distance of 790.00 feet; thence South 9°37'40" East, parallel with and 30.00 feet from the centerline of said Umatilla Avenue, a distance of 340.00 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM all that portion of the above described tract lying Westerly of the Easterly line of the following described tract:

COMMENCING at the Northwest corner of Section 14, Township 5 North, Range 28 East of the Willamette Meridian; thence South 24°43'20" West a distance of 1008.27 feet; thence South 9°37'40" East a distance of 280.00 feet; thence North 80°22'20" East a distance of 60.00 feet to a point that lies 30.00 feet Easterly from when measured at right angles to the centerline of Umatilla Avenue in the City of Umatilla, Umatilla County, State of Oregon; thence North 80°22'20" East a distance of 300.00 feet to the TRUE POINT OF BEGINNING for this description; Thence continuing on North 80°22'20" East a distance of 250.00 feet; thence North 9°37'40" West a distance of 145.00 feet; thence South 80°22'20" West a distance of 12.00 feet; thence North 9°37'40" West a distance of 120.00 feet; thence South 80°22'20" West a distance of 23.00 feet; thence North 9°37'40" West a distance of 155.00 feet; thence South 9°37'40" East a distance of 75.00 feet; thence South 80°22'20" West a distance of 25.00 feet; thence South 9°37'40" East a distance of 55.00 feet; thence South 80°22'20" West a distance of 35.00 feet; thence South 9°37'40" East a distance of 210.00 feet to the TRUE POINT OF BEGINNING and terminus of this description.

ALSO EXCEPTING therefrom and all water rights of way and roads.

THE BASIS OF BEARING OF THIS SURVEY ARE THE FOUND 5/8" IRON ROD WITH A PINK PLASTIC CAP AS SET IN R.O.S. 17-102-C AND THE FOUND 5/8" IRON AS SET IN R.O.S. 17-102-C IS BASED ON SAID R.O.S. 17-102-C.

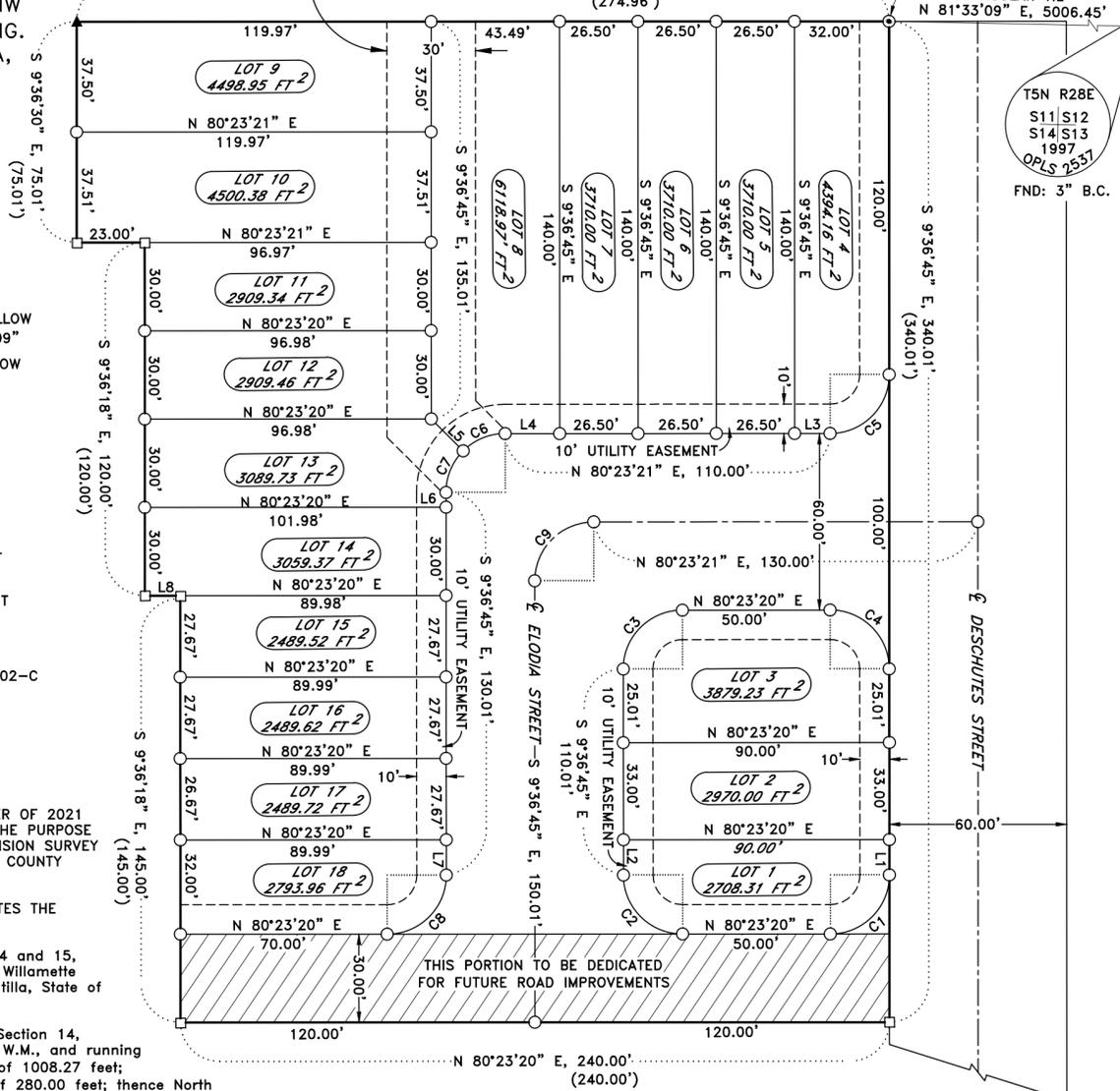
THIS SURVEY WAS ACCOMPLISHED UTILIZING 2 TRIMBLE R-10 GNSS RECEIVERS. AN AUTONOMOUS POSITION WAS GENERATED ON THE BASE UNIT AND THE TWO PREVIOUSLY MENTIONED FOUND CORNERS WERE SUBSEQUENTLY USED FOR LOCALIZING THE SYSTEM, EACH CORNER WAS THEN LOCATED OR SET ON A 15 SECOND EPOCH WITH A FIXED SOLUTION ONLY.

30' INGRESS/EGRESS AND UTILITY EASEMENT

~BASIS OF BEARING~
N 80°23'21" E, 274.96'
(274.96')

INITIAL POINT
RECTANGULAR TIE
N 81°33'09" E, 5006.45'

T5N R28E
S11 S12
S14 S13
1997
OPLS 2551
FND: 3" B.C.



LEGAL DESCRIPTION

Beginning at a 5/8 inch iron rod with a pink plastic cap on the westerly right of way line of Deschutes Street, from which a 3 inch brass cap marking the Northeast corner of Section 14, Township 5 North, Range 28, East of the Willamette Meridian bears N 81°33'09" E, 5006.45 feet; thence along the Westerly right of way line of Deschutes Avenue S 9°36'45" E, 340.01 feet to a 5/8 inch iron; thence leaving said Westerly right of way line S 80°23'20" W, 240.00 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "2820"; thence N 9°36'18" W, 145.00 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "2820"; thence S 80°23'20" W, 12.00 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "2820"; thence N 9°36'30" W, 120.00 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "2890"; thence S 80°23'20" W, 23.00 feet; thence N 9°36'36" W, 75.01 feet to a 1/2 inch iron rod; thence N 80°23'21" E, 274.96 feet to the point of beginning.

Containing 1.97 acres.

CURVE TABLE

CURVE	RADIUS	DELTA	TANGENT	LENGTH	CHORD BNG.	CHORD
1	20.00'	90°00'00"	20.00'	31.42'	S 35°23'18" W	28.28'
2	20.00'	90°00'00"	20.00'	31.42'	N 54°36'43" W	28.28'
3	20.00'	90°00'00"	20.00'	31.42'	N 35°23'18" E	28.28'
4	20.00'	90°00'00"	20.00'	31.42'	S 54°36'42" E	28.28'
5	20.00'	90°00'00"	20.00'	31.42'	S 35°23'18" W	28.28'
6	20.00'	45°00'00"	8.28'	15.71'	N 57°53'17" E	15.31'
7	20.00'	45°00'00"	8.28'	15.71'	N 12°53'20" E	15.31'
8	20.00'	90°00'00"	20.00'	31.42'	S 35°23'18" W	28.28'
9	20.00'	90°00'42"	20.00'	31.42'	S 35°23'18" W	28.28'

LINE TABLE

LINE	LENGTH	BEARING
1	12.00'	S 9°36'45" E
2	12.00'	N 9°36'45" W
3	12.00'	S 80°23'21" W
4	18.50'	N 80°23'20" E
5	15.34'	N 54°36'42" W
6	5.01'	S 9°36'45" E
7	12.00'	S 9°36'45" E

OWNER'S ACKNOWLEDGEMENT/DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT I, ELIZABETH DUARTE, OWNER OF THE LANDS AS SHOWN ON THIS SUBDIVISION SURVEY AND MORE PARTICULARLY DESCRIBED IN THE ACCOMPANYING LEGAL DESCRIPTION, HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED INTO LOTS AS SHOWN ON THIS SUBDIVISION. I DO HEREBY DEDICATE TO THE USE OF THE PUBLIC AS PUBLIC WAYS FOREVER ELODIA STREET, THE 10 FOOT UTILITY EASEMENTS AS SHOWN ON SAID PLAT FOR THE PURPOSE OF UTILITIES, THE 30 FOOT INGRESS/EGRESS AND UTILITY EASEMENT AS SHOWN ON SAID MAP FOR THE PURPOSE OF INGRESS/ EGRESS AND UTILITIES FOR LOTS 8, 9, 10, 11, 12 & 13 AND FURTHERMORE I HEREBY DEDICATE THE SOUTHERLY 30 FEET AS SHOWN FOR FUTURE ROAD IMPROVEMENTS.

ELIZABETH DUARTE

KNOW ALL PEOPLE BY THESE PRESENTS THAT ON

THIS DAY _____ OF _____,

APPEARED ELIZABETH DUARTE TO ME PERSONALLY KNOWN, WHO ACKNOWLEDGED THE FOREGOING SUBDIVISION SURVEY TO BE A FREE AND VOLUNTARY ACT.

BEFORE ME _____

NOTARY PUBLIC FOR OREGON

PRINTED NAME _____

COMMISSION NO. _____

MY COMMISSION EXPIRES _____

SURVEYOR'S CERTIFICATION

I, BRIT L. PRIMM, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN OCTOBER 2021, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING LAW, AS ESTABLISHED BY ORS CHAPTER 209, AND HAVE SET THE PROPER MONUMENTS.

THE INITIAL POINT FOR THIS SUBDIVISION BEING THE FOUND 5/8" IRON ROD WITH A PINK PLASTIC CAP MONUMENTING THE NORTHEAST CORNER OF LOT 4.

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 12, 1999
BRIT L. PRIMM
48509

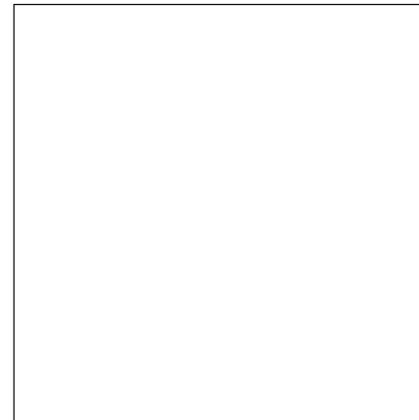
EXPIRATION DATE: 12/31/22

DATE: _____

I CERTIFY THAT THIS IS A TRUE AND EXACT COPY OF THE ORIGINAL PLAT AS FILED FOR ELIZABETH DUARTE IN UMATILLA COUNTY, OREGON.

BRIT L. PRIMM

RECORDING

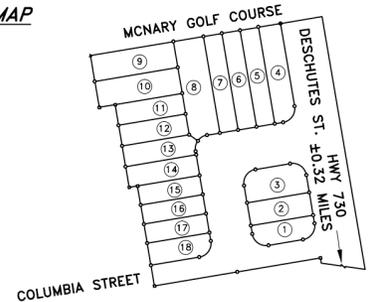


PRIMM LAND SURVEYING, INC.



P.O. BOX 1322, 1340 N.E. 4TH
HERMISTON, OR 97838
BUJ (541) 564-7887
FAX (541) 567-8020
brit@primmlandsurveying.com
keith@primmlandsurveying.com

VICINITY MAP



UMATILLA COUNTY SURVEYOR

I DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT, THAT IT COMPLIES WITH THE LAWS OF THE STATE OF OREGON WITH REFERENCE TO THE FILING AND RECORDING OF SUCH PLATS AND I THEREFORE APPROVE SAID PLAT.

UMATILLA COUNTY SURVEYOR _____

DATED THIS _____ DAY OF _____,

UMATILLA CITY PLANNING DEPARTMENT

I DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT AND THAT IT COMPLIES WITH THE CITY OF UMATILLA REGULATIONS WITH REFERENCE TO SUCH PLATS, AND THAT I THEREFORE APPROVE SAID PLAT.

UMATILLA CITY PLANNING DEPARTMENT _____

DATED THIS _____ DAY OF _____,

UMATILLA CITY COUNCIL

I DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT AND THAT IT IS APPROVED FOR FILING AND RECORDING BY MY AUTHORITY.

UMATILLA CITY COUNCIL _____

DATED THIS _____ DAY OF _____,

UMATILLA COUNTY COMMISSIONERS

WE DO HEREBY CERTIFY THAT THE ACCOMPANYING PLAT IS APPROVED FOR FILING AND RECORDING IN THE RECORD OF TOWN PLATS OF UMATILLA COUNTY, OREGON, BY THE UNDERSIGNED AND BY ITS ORDER.

CHAIRMAN _____

DATED THIS _____ DAY OF _____,

COMMISSIONER _____

DATED THIS _____ DAY OF _____,

COMMISSIONER _____

DATED THIS _____ DAY OF _____,

UMATILLA COUNTY TAX COLLECTOR & ASSESSOR

WE DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TAX RECORDS RELATIVE TO THE LAND COVERED BY THE ACCOMPANYING PLAT AND THAT ALL MONIES DUE FOR STATE AND COUNTY TAXES AND ASSESSMENTS THAT COULD CONSTITUTE A LIEN ON SAID LANDS HAVE BEEN PAID, AND WE HEREBY APPROVE SAID PLAT.

TAX COLLECTOR _____

DATED THIS _____ DAY OF _____,

ASSESSOR _____

DATED THIS _____ DAY OF _____,

CLIENT: ELIZABETH DUARTE

NW 1/4, SEC 14, TWP. 5 N. RNG. 28 E. WM

PROJECT: _____

A SUBDIVISION SURVEY ON PROPERTY LOCATED IN THE NW 1/4 SEC. 14, TWP. 5 N., RNG. 28 E.W.M., CITY OF UMATILLA, UMATILLA COUNTY, OREGON.

JOB #: 2110005
DATE: 15 NOV 21
FB/PG: 043/52
SHEET: 1 OF 1
DRAWN: BLP
APPROVED: BLP



MILANI ESTATES SUBDIVISION SUB-4-21

Legend

- Subject Property
- Tax Lots (9/28/21)
- *Notice given to property owners within 100'



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Jacob Foutz, on 1/31/2022