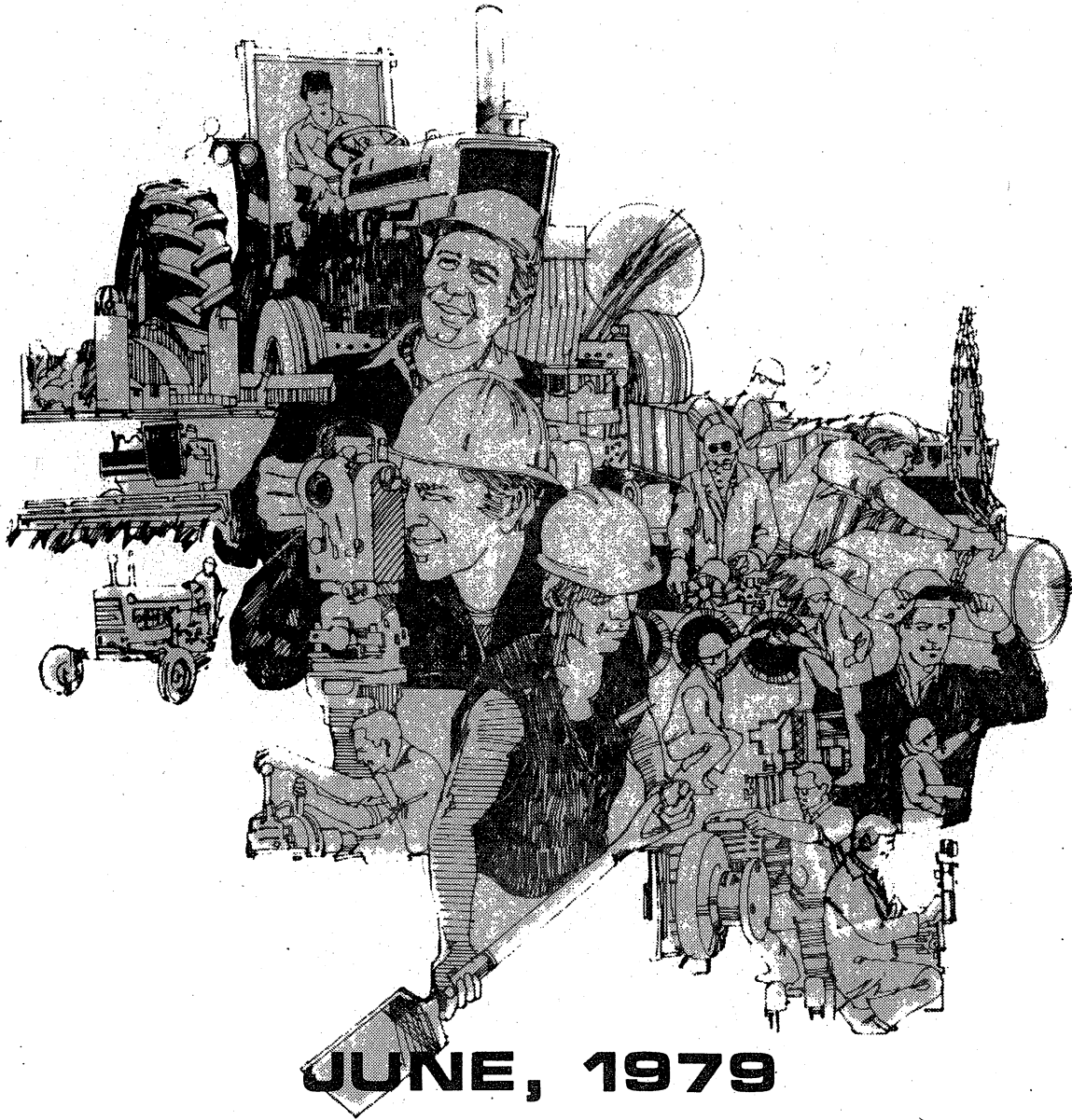
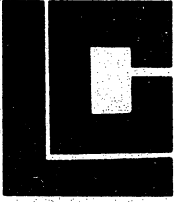


LAKEVIEW AREA INDUSTRIAL SITE MASTER PLAN



JUNE, 1979

Prepared by **LYNN D. STEIGER & ASSOCIATES, Inc.**



LAKE COUNTY

COURTHOUSE

LAKEVIEW, OREGON 97630

Dear Reader:

The importance of planned economic development to the well-being of Lake County and, particularly, the Lakeview vicinity, has prompted preparation of this material. The purpose of the Plan is to make available to both public and private parties the information needed to make optimal decisions concerning future attraction and development of industrial uses in the area. In this way, public funds can be channeled into improvements that are most economical and efficient; and, private investments can be made recognizing and relying upon a development plan for the entire area.

In Phase I, public funds will be utilized for street, utility and other site preparation projects, thereby creating improved sites that will be made available for industrial development. The total project cost is presently estimated at \$1,250,000. This includes a water storage reservoir, distribution lines, sewer lines, roads and fill for approximately 12 acres in the Industrial area. The Industrial Park portion of the project is estimated at \$230,000. The County will contribute approximately, \$98,500 to the overall project which is in cash or in kind services. The State Department of Economic Development is supplementing that amount with about \$82,000 in grant funds. It is anticipated that the U. S. Department of Commerce, Economic Development Administration, will provide about \$625,000. The County has been assisted in this project by the Lake County Chamber of Commerce, the Lake County OEDP Committee, the State Department of Economic Development, and the U. S. Economic Development Administration.

We encourage you to join us and help make development of the Industrial Site a reality. Hopefully, the Plan will allow public and private parties to work together in assuring future economic prosperity for Lakeview and Lake County.

Sincerely,


George Carlon, Chairman


Leslie Shaw

Louis Lamb
Lake County Board of Commissioners

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LAKEVIEW INDUSTRIAL SITE MASTER PLAN

PHASE I: Light Industrial Area

- A. Construct M Street for 3 Blocks south of 9th Street and install water and sewerage lines to a 12 Street.
- B. Fill and compact material on OVL Blocks 293, 299 and 300 (see OVL Block numbers on Plate IV), each approximately 4 acres in size. Make drainage improvements.

PHASE II: Light Industrial Area

- A. Continue road either along M Street or jog east and construct south on L Street, depending upon client needs on OVL Blocks 293 and 300. Continue street and utilities south as demand indicates (14th Street is south end of Light Industrial Zone).
- B. Fill and compact material in OVL Blocks 292 and 301, as client needs dictate. Improve Block 294 as County acquisition is completed. Make drainage improvements.
- C. Construct 13th Street to Highway 395, and loop water and sewerage lines as appropriate (14th Street may be an acceptable alternative connecting to highway).

PHASE III: Heavy Industrial

- A. Continue street construction south along M or L Street (or both) as appropriate. Alternative is to improve 17th Street and M and/or L Streets north from there.
- B. Fill and compact materials. Make drainage improvements.
- C. Install utilities.

PHASE IV: Light and Heavy Industrial/Rail Frontage

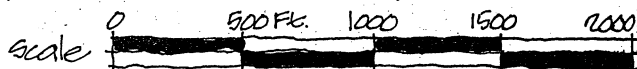
West Side of Railroad Tracks

Development on Phase IV should be limited to industrial or compatible commercial uses that require rail frontage. Although the County owns nearly all of the frontage along the railroad between 9th and 17th Streets, most of it is only one lot deep. Unless the County acquires the west halves of such blocks, access would have to be (1) from east/east/west side streets, (2) from the 15-foot alley running along the west side of the County's ownership, or (3) from a frontage road running along the railroad. The latter solution may be the most desirable, particularly if loading docks and warehousing could also be constructed on the railroad property.

LAKEVIEW INDUSTRIAL SITE MASTER PLAN

PLATE I

TRANSPORTATION ACCESS AND DEVELOPMENT PHASING



LYNN D. STEIGER & ASSOCIATES APRIL 11, 1979



5 ACRES

● PHASE IV LIGHT INDUSTRIAL.

● SMALL FABRICATION.

● PHASE I - LIGHT INDUSTRIAL USES.

● PHASE II - LIGHT INDUSTRIAL DEVELOPING NORTH TO SOUTH AS REQUIRED.

● PHASE III - HEAVY INDUSTRY POSSIBLY GEOTHERMAL.

● FREIGHT TERMINALS WHOLESALE DISTRIBUTION SALES & WAREHOUSING (BUFFER USES COMPATIBLE) WITH RESIDENTIAL USE

RESIDENTIAL ZONE

FUTURE 13TH STREET

5 PLANNED GENERAL COMMERCIAL

HIGHWAY COMMERCIAL

POSSIBLE FUTURE GEOTHERMAL INDUSTRY

MASTER PLAN BOUNDARY

4720

4721

17TH STREET SOUTH

4723

Fremont

Sch

McDonald Sch

ST

ST

AVE

9TH ST

ST

S

S

E

21

4800

22

3755



MASTER PLAN BACKGROUND

I. Objectives and Purposes

The Lake County Overall Economic Development Plan (OEDP) includes the following four objectives which point out the need for preparing an Industrial Master Plan:

1. To identify those key sources that form the basis for employment, payrolls and other economic activity in the area.
2. To analyze the local economic conditions.
3. To identify and evaluate the potential opportunities and problems of economic growth.
4. To design and prepare an active plan of programs, projects and improvements for Lake County in order to meet the social, community and economic development needs.

All four objectives touch on the purposes of the Master Plan, which are to study, analyze or develop:

- A. Location and site factors
- B. Physical site characteristics
- C. Legal considerations
- D. Population characteristics
- E. Development phasing strategy
- F. Financial analysis

In preparing the Master Plan, issues confronting industrial development were identified, and a design was prepared to remedy those conditions perceived as problems in attracting new industries. As a result, it is anticipated that greater success will be realized in securing much needed industrial diversification. Such diversity will improve and strengthen the County's employment situation, provide for the well-being of the local population as it grows, and give impetus for improvement to the economy as a whole.

The primary purpose of this Master Plan is to develop an industrial land use plan that identifies suitable and desirable industrial uses and locates them where they can

be anticipated to develop in a timely, orderly and efficient process, coordinated with street and utility improvements. This Plan also establishes logical development phases while maintaining flexibility in terms of future expansion.

We have recognized that in order to attract new industries, it is not sufficient to have adequate amounts of industrially-zoned land available for potential users. Unless land is provided with utilities and made readily accessible, and useable, it is not a marketable parcel. Industrial land must be ready for development in order to attract industry.

Coordination of development phasing is essential in holding down land improvement costs, which are a crucial consideration in estimating the feasibility of any venture. By timed phasing of improvements, the County and Town can derive the greatest benefits from capital outlay. Estimated County cash and in-kind costs for site improvements for Phase I are indicated below:

1. Construction costs for road improvements, site fill, water and sewerage line work, etc.	\$195,443
2. Legal Costs	4,000
3. Engineering Costs	9,129
4. Planning Costs	<u>3,500</u>
5. Subtotal	\$212,072
6. Contingency	21,207
7. Total	\$233,279

Close zoning control of the development will enable the County and/or Town to alleviate potential adverse impacts that might spill over from such development.

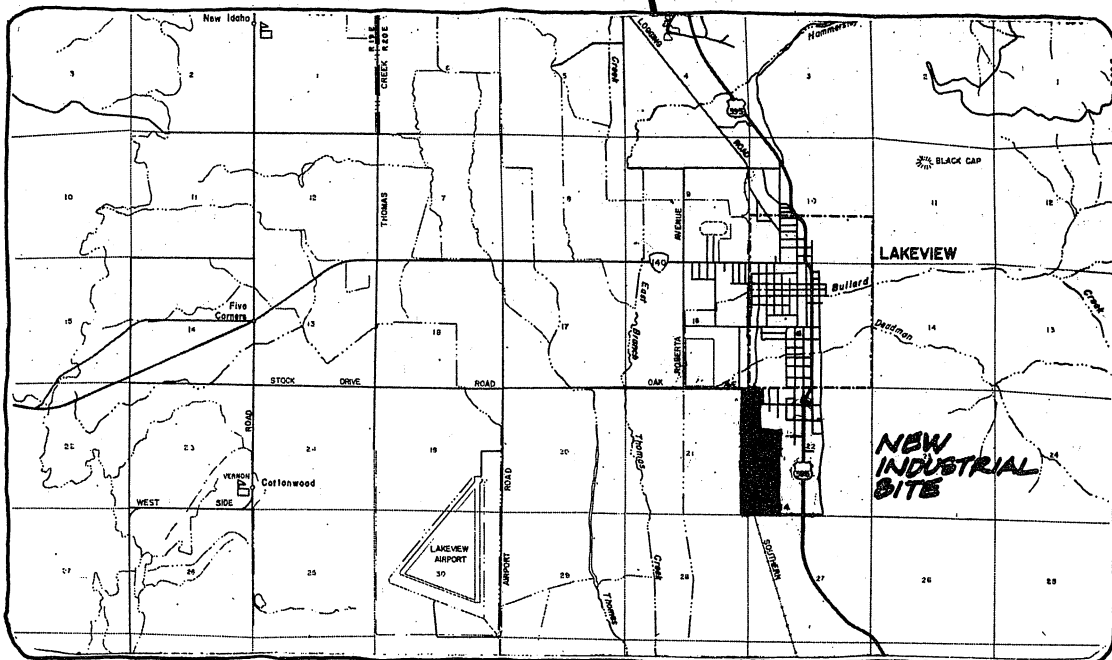
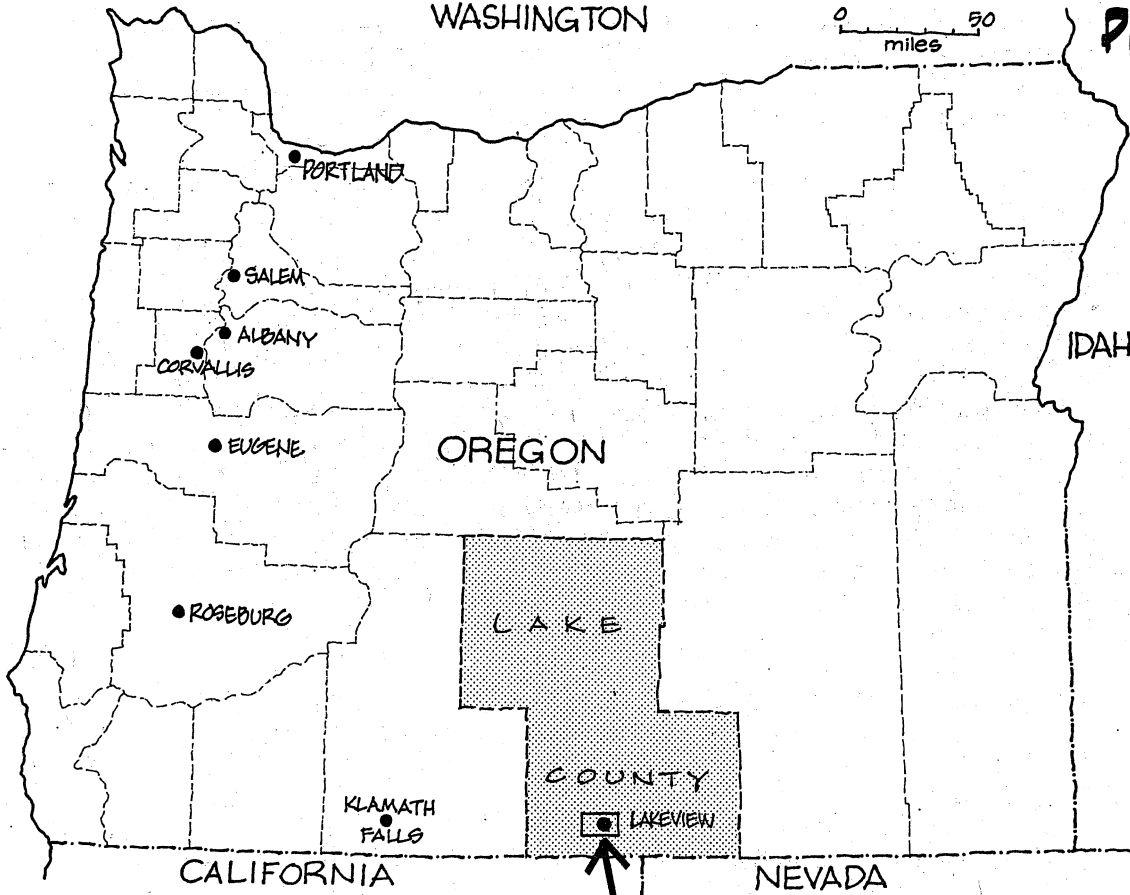
By studying and analysing the population and employment characteristics of the County and the Lakeview area, some understanding has been gained of the types of industry most likely to choose to locate in the area (see Appendix A: Excerpts from Curtis/DED letter). This, in turn, can provide both local government and private firms with important information relevant to the beneficial aspects of locating such industries in the area.

The development phasing strategy chosen provides the greatest degree of flexibility for the least financial and physical

WASHINGTON

0 50 miles

PLATE I



commitment. By providing access and services from north to south, parallel to and east of the Southern Pacific Rail line (see Plate III), parcels of various sizes can be made available. Private land that may benefit from road and service improvements will still incur substantial service fill and drainage costs before such land will be suitable for development.

II. Industrial Area Analysis

A. Location. The Lakeview Industrial Site is located in the northwest corner Township 39 South; Range 20 East; Section 22 of the Willamette Meridian, and lies south of the Town of Lakeview. It is bordered on the west by the Southern Pacific Railroad line, on the east by "L" Street, to the north by 9th Street and to the south by 17th Street. Future Phase IV (see Plate I) is located to the west of the S.P.R.R. line between 9th and 17th Streets.

Road Access. The Lakeview area is served by two major arterials; U.S. Highway 395 and Oregon Highway 140 (see Plate II). U. S. Highway 395 is a major arterial highway (which meets Oregon State Highway 31) and links the area with all points to the north, northwest and northeast. Convenient northern cities are Burns (150 miles), Bend (180 miles), Eugene (250 miles), (Salem 290) miles, and Portland (335 miles). Convenient southern cities are Reno (220 miles), Redding, Sacramento and San Francisco (350 miles). To the south it provides connection with California and Nevada.

Oregon Highway 150 (Winnemucca to the Sea) is an east-west arterial highway which connects Lakeview with Klamath Falls, Medford, Grants Pass, Roseburg and Crescent City to the west. It connects Lakeview with Winnemucca, Elko and Salt Lake City to the East.

Rail Access. The Southern Pacific Company provides a branch rail connection with Alturas, California, 50 miles south of Lakeview, on the main Southern Pacific line. This branch line provides daily service and freight rates similar to other comparable west coast areas.

Air Access. The Lakeview Municipal Airport is currently served by AIR OREGON, which provides connections five days a week to Medford and Portland, and by BUSWELL FLYING SERVICE, a certified air taxi, providing 24-hour service seven days a week.

B. Physical Characteristics.

Area Resources. Primary resources in the area are timber, minerals, agriculture and geothermal energy. The

bulk of County industrial employment has historically been forest-related. Cattle and some grain/hay operations have in the past and will continue as major County resources. Mining and mineral processing (including uranium), have declined over the past few years, but interest and activity seems to be increasing recently. Geothermal energy utilization has been minimal in the past, however, recent lease assembly and field investigations indicate that future exploration of that resource might be likely.

Soils. The soils in the area are largely of inorganic origin, resulting from weathered tuff and basalt, and consisting of the Scherrard-Stearns Association. The major component is silt loam which has relatively poor urban potential. Limitations will be overcome by fill and drainage improvements to prevent flood overflow effects. This soil association normally has a relatively high seasonal water table (between 1 and 3½ feet from the surface); contains soluble salts in the form of excess alkali, and is prone to seasonal (March - May) overflow or flooding. The minor components are "Pit silty clay" and "Ozamis silty clay loam", which have similar characteristics to the Scherrard-Stearns Association. The former has a high shrink and swell potential and a very clayey subsoil. These limiting characteristics will be overcome for normal load use by compacted fill.

A study entitled Soils Study: Lake County Industrial Park has been completed by Norris and Zbinden, Consulting Engineers. Based on findings from test holes dug in the area (see Plate IV), the report makes the following conclusions:

1. That with normal spread footing construction, the soils are suitable for two-story "light structures...and for moderate duty pavement structures".
2. That road surfacing level will be approximately 24" above present grade.
3. That silt-free fill for the road sub-base can be used to avoid frost heave during winter months.

Natural Vegetation. Rushes, sedges, salt grasses, sagebrush and blue grass are supported by these soil associations. Currently part of the subject area is planted to crops.

Hydrology. The area has a relatively high water table and is prone to surface water overflow, which ponds up and collects to the southwest along the railroad tracks.

LAKEVIEW AREA PLAN: PRELIMINARY LAND USE AND TRANSPORTATION

LAND USE

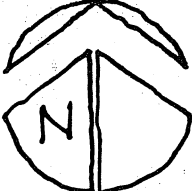
R Residential	* Quarry
RR Rural Resid.	P Public
C Commercial	A Agriculture
I Industrial	RG Range
Δ Possible Future	

TRANSPORTATION

-+ -	Minor Arterial
-o -	Major Collector
-□ -	Minor Collector
- - -	Proposed
++++	S.P.R.R

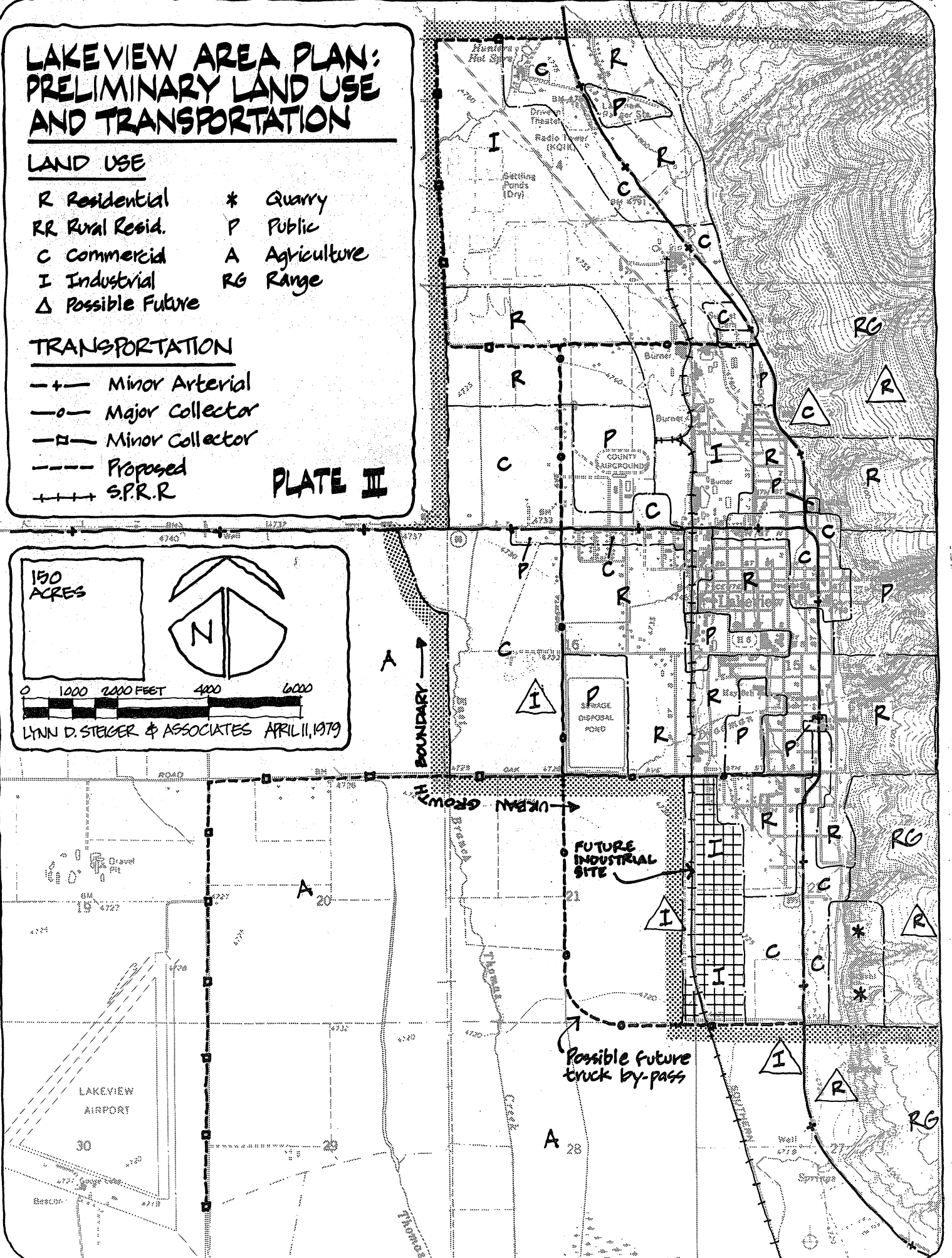
PLATE III

150 ACRES



0 1000 2000 FEET 4000 6000

LYNN D. STEIGER & ASSOCIATES APRIL 11, 1979



Much of the overflow originates from the area to the east which is drained through a culvert under U. S. Highway 395, onto the site. Drainage improvement along 13th or 14th Street will channel this water and eliminate present overflow problems. Although the site is indicated on preliminary HUD floodplain maps as a floodway fringe area, as a result of inundation by impounded water, filling scheduled for site preparation will elevate the ground level to approximately one foot above the 4,730 foot flood elevation indicated by HUD.

The preliminary maps prepared by HUD state "....After a more detailed study, the Special Hazard Areas shown on these maps may be modified...."

An actual on-site investigation revealed that water collected in the area as a result of (1) drainage from east of the highway being channeled onto the site without any provisions for containing it thereon, and (2) no drainage improvements to allow the water to drain through the railroad bed to the southwest.

Improved drainage along and/or through the railroad bed will eliminate standing water along the tracks, and as indicated above, drainage improvements along 13th or 14th Street will alleviate storm water overflow problems. Phase I of the Master Plan provides for initiation of this action.

Fill used in roadbed and site preparation will not increase the level of standing water in surrounding areas nor create flood hazards to vicinity residences.

Climate. The Lakeview area receives between 8 and 15 inches of precipitation annually. The average annual air temperature is 46 to 48 degrees Fahrenheit, with highs of 108 degrees and lows of -24 degrees. The frost-free period ranges from May 27 to September 25. The prevailing winds are from the west.

Sun. The sun shines 35-45% of the time possible in winter months, 45-65% in spring months, 75-90% during summer months, and 50-80% during the fall.

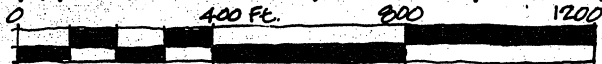
C. Proposed Site Improvements

Water. A 10" mainline is planned for construction along M Street connecting to a 12" line proposed along 9th Street (see Plate IV). The 10" line will be constructed as part of the site preparation improvements. The 10" line is scheduled to be looped to the east as development in that area occurs.

LAKEVIEW INDUSTRIAL SITE IMPROVEMENTS. PLATE IV



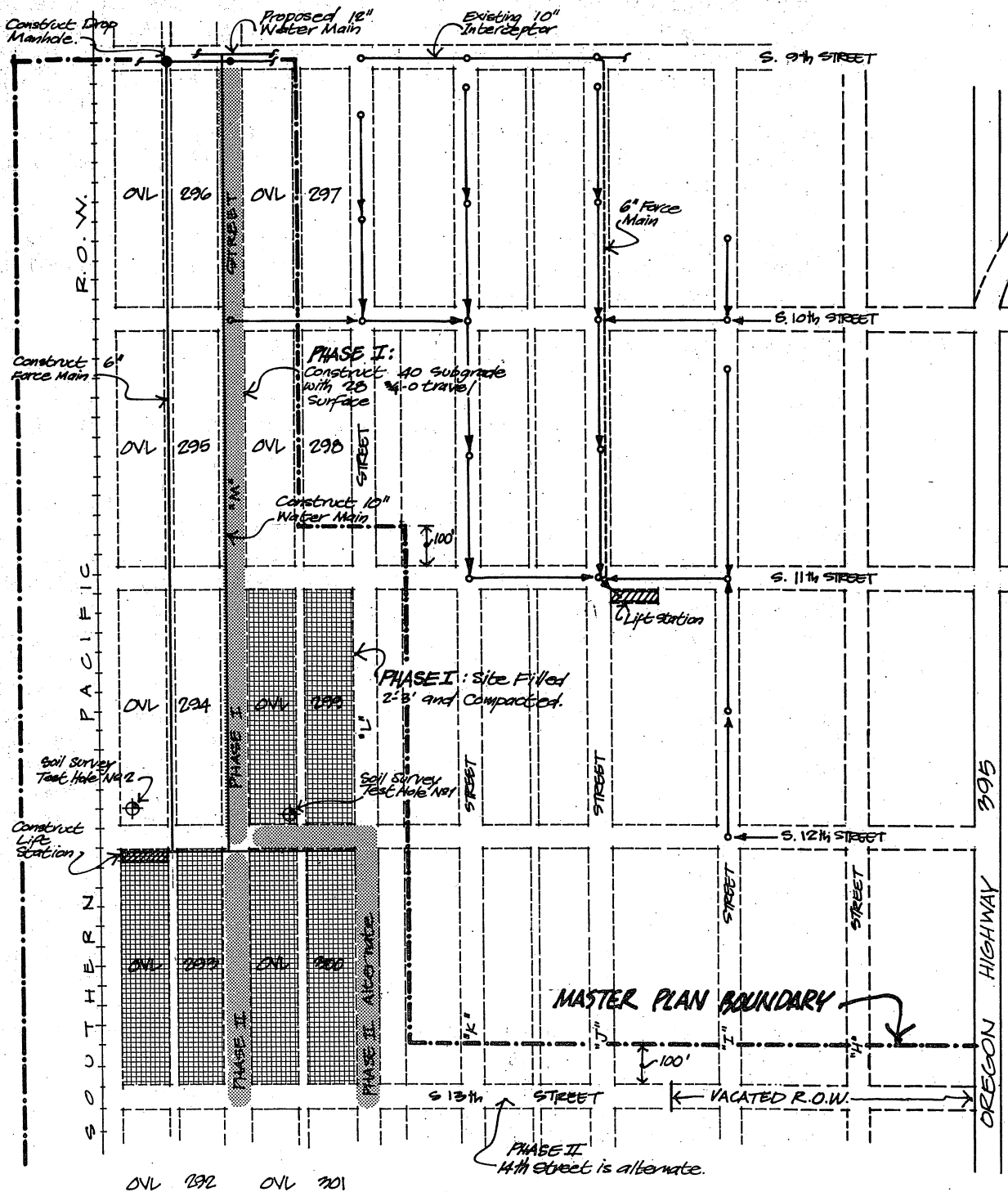
PHASE I: WATER, SEWER, STREET AND SITE FILL



SOURCE: NORRIS & ZBINDEN, ENGINEERS.
APRIL 11, 1979

LYNN D. STEIGER & ASSOCIATES

ONE ACRE



PHASE II: Extend access and services and fill OVL 292, 300 and possibly 294

Sewerage. A 6" force main will be constructed south from 9th Street to the Phase I development site. A lift station will be constructed at that point, capable of serving all of the area. A second lift station is located at the corner of 11th and J Streets, providing service to the intersection of M and 10th Streets. Private properties north of the Phase I site will have to construct gravity lines to tie into one or the other lift station before they can develop. South Suburban Sanitary District presently contracts with Lakeview for sewage disposal service outside of the City limits.

Roads. The access road along M Street will be constructed with a 40' wide subgrade and 28' travel surface of 3/4-0 material.

Site Fill. The Phase I site will be filled and compacted similar to the road above, using essentially the same materials and procedures.

III. Comprehensive Plan and Zoning Considerations

The Industrial Site Master Plan is being adopted as part of the overall County Comprehensive Plan (see Plate III) and in so doing, supersedes present zoning.

Zoning ordinance revisions were recently completed to accommodate development at the Industrial Site. Uses permitted outright in the M-1, Light Industrial Zone include, but are not limited to the following: wholesale distribution and sales, trucking freight terminals, warehouses, cabinet shops and others. Similar uses are allowed by the C-1, Commercial-Light Industrial, Zone. In the M-2, Heavy Industrial, Zone uses permitted outright include most manufacturing, fabricating, and processing uses including, but not limited to the following: ore refining, concrete, lumber, and petroleum. The following conditions are presently required of all M-1 and M-2 uses, and upon Master Plan ordinance adoption will apply to all uses within the Plan boundary:

1. Vehicular access to streets and highways shall be controlled and shall meet with the approval of the Planning Commission, and/or Oregon State Highway Department as applicable.
2. All service, process and storage or property abutting or facing a residential zone shall be wholly within an enclosed building or screened from the residential zone or street or highway by a permanently maintained sight-obscuring fence or sight-obscuring landscape at least six feet in height.

3. Access from public streets to industrial properties shall be so located as to minimize traffic congestion and to avoid directing industrial traffic onto residential streets.
4. A site plan review is required for all uses in either industrial zone.

Two areas within the Master Plan boundary are presently zoned R-1, Rural Residential - OVL Block 296 and the west half of Block 297 (lying between 9th and 10th on either side of the street), and the south portion of OVL Block 331 (lying between H and I streets, north of the 13th Street ROW). Although these sites are nearly all privately owned, and not an essential part of the industrial park development, adoption of the Master Plan would set the stage for "up-zoning" these parcels to allow the types of uses indicated in the Plan.

All other areas within the Master Plan boundary are presently zoned M-1, M-2 or C-1. The proposed ordinance for adopting the Master Plan includes provisions (1) requiring site plans for all uses, and (2) requiring conditional use approval of all new residential uses, which could only be proposed in the R-1 and C-1 zones, and could be denied if determined to be in conflict with the purposes of the Master Plan.

Below are the Town of Lakeview and Lake County Comprehensive Plan Policies applicable to the Industrial Site Master Plan:

1. That those employment opportunities will be accommodated that are compatible with existing and anticipated uses and will improve employment, providing desirable living conditions in the area are not diminished.
2. That suitability of proposed industrial developments will be evaluated according, but not limited to, the following factors: availability of labor force, materials and market locations, transportation, service and other community costs, relationship to the environment and present economic base, and similar considerations.
3. That expansion or diversification of existing industries will be encouraged.
4. That industries which might likely have undesirable effects on housing conditions, service costs, school and other public facility capacities and similar considerations will be discouraged.
5. That a moderate, orderly population growth will be encouraged.

6. That the Lakeview Industrial Site Master Plan will be recognized as a supplement to the Land Use Plan.
7. That the County's Overall Economic Development Plan (OEDP) will be utilized as a guideline for Plan implementation.

IV. Population Characteristics

The population for the area and the County as a whole has remained relatively stable during the past several years.

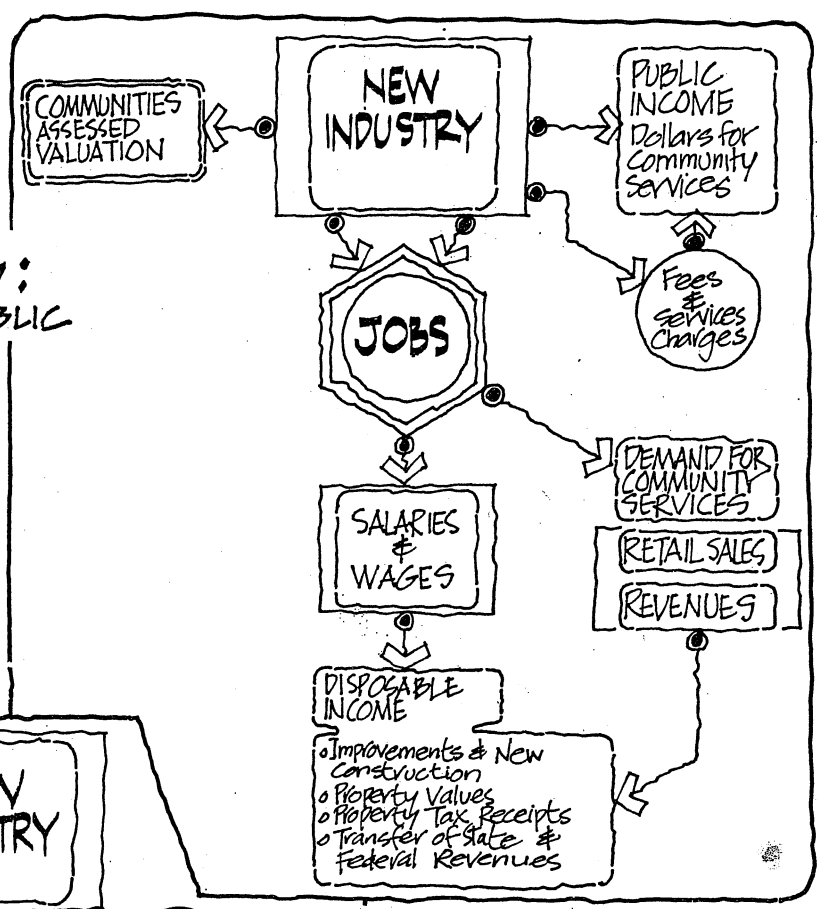
The lumber and wood processing industry is the major employer in the area and largely accounts for the stable employment picture. While it is recognized that there may be limits to the further expansion of the lumber extraction end of the industry, it is highly probable that by increasing the local value added, e.g., by secondary processing, additional local jobs can be created in lumber-related areas. Skills and know-how already exist to provide the initial thrust for diversification. As new needs and opportunities arise, secondary processing and other businesses are likely to be attracted to this agglomeration - thus creating new job opportunities for local unemployed and underemployed.

Over the past few years, population has increased about 1% per year, and growth is anticipated to continue at approximately the same rate. Present County population is projected to increase from 6,700 in 1978 to 7,600 by the year 2,000. The Town of Lakeview is growing slightly faster than the County as a whole, increasing from 2,880 in 1977 to 3,000 in 1978, according to Portland State University Population Center statistics.

The bulk of employees in the Lakeview vicinity live within the town limits or in the immediate surrounding areas to the north, west and south. Several unincorporated communities (New Pine Creek, Westside, Five Corners, etc.) provide for rural living, and a number of non-farm residences are scattered around other locations in Goose Lake Valley. This development pattern offers a wide range of housing locations and conditions.

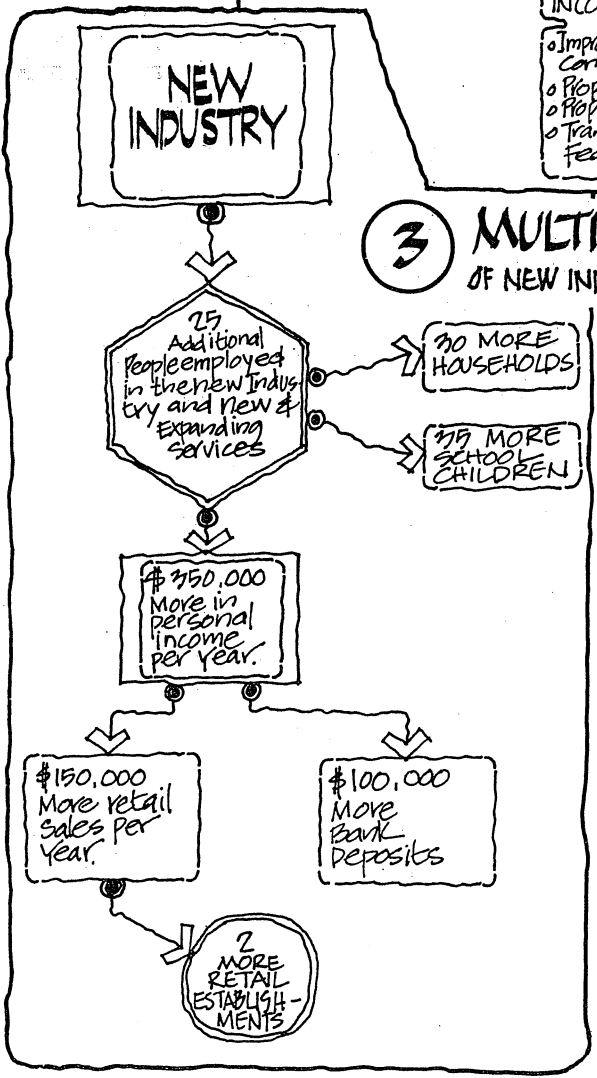
As a general rule, industrial development bolsters area tax bases and increases employment opportunities. The following diagrams were taken from The Oakridge Industrial Park Study (see bibliography) and show that in addition to the benefits resulting from industrial development, there are likely to be some associated private and public costs. The multiplier diagram shows the likely results from new industrial employment.

1
BENEFITS:
PRIVATE & PUBLIC

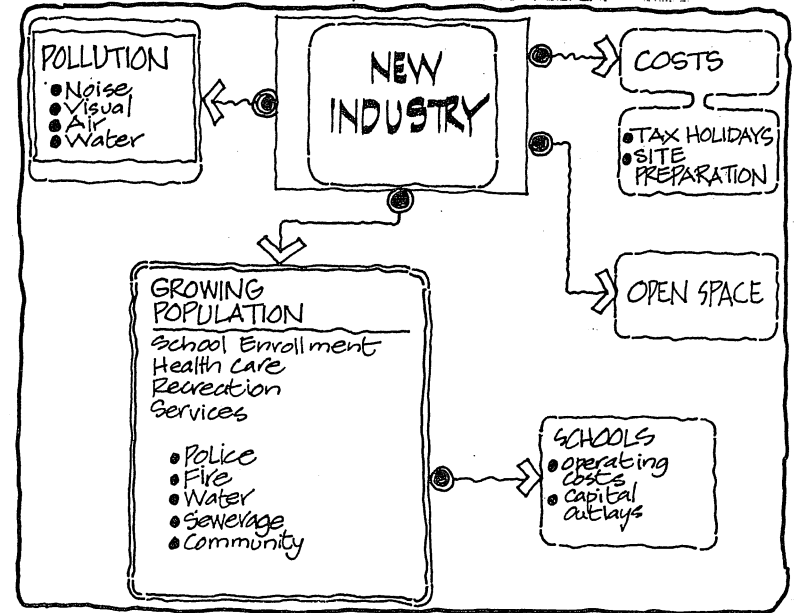


Note:
 Means, "leads to/increase in".

3 **MULTIPLIER EFFECT**
OF NEW INDUSTRIAL DEVELOPMENT



2 **COSTS:**
PRIVATE & PUBLIC



Source: The Oakridge Industrial Park, Dept. of Urban & Regional Planning, U. of O. Eugene, OR. 1978.

APPENDIX A

Excerpts from Curtis/State DED Letter of 3/23/79

"In regard to the types of industries or business that might be attracted to the Lakeview area, I believe that the following general types of industries should be considered:

(a) Almost any type of secondary wood-processing that could utilize local lumber in the manufacture of other wood products. This could include manufacturing such as cut stock, moulding, and specialty wood products such as paneling, furniture, etc. Because of the small size of the proposed industrial park, I believe that we should not encourage those types of industries that would utilize large acreages for timber or wood storage.

(b) Distribution warehouses that could be used in the storage and distribution of goods both locally or on an area-wide basis. Lakeview is kind of a midway point between Los Angeles and Seattle, and between San Francisco and Portland, and might be considered a truck transfer point.

(c) Concerning geothermal dependent industry - at the present time we do not have a definitive list of the industries that could utilize geothermal energy on an economic basis; however, a suitable application would be any plant that uses geothermal heating. Other possibilities include greenhouses to grow vegetables, plants, hydroponic application, etcetera. These are certainly candidates for the industrial park if geothermal energy is available.

(d) Other potential industries, of course, would include small companies that specialize in electronic components, or small sub-assemblies that are fairly high value and for which transportation costs are a small fraction of the cost of the item."

APPENDIX B

BEFORE THE LAKE COUNTY BOARD OF COMMISSIONERS

In the Matter of the Lakeview)
Area Industrial Site Master)
Plan)

RESOLUTION

WHEREAS the County Commission of Lake County, Oregon, hereinafter called County, has reviewed the Lakeview Area Industrial Site Master Plan, hereinafter called Master Plan, as proposed by the Industrial Committee; and

WHEREAS the County is in agreement with the concept of the general design detailed in Master Plan Scheme "E" and the Phase Descriptions of the Master Plan which are attached hereto and by this reference incorporated herein;

BE IT RESOLVED that the County support the Master Plan and initiate formal proceedings for adoption of the Master Plan.

Dated this 18th day of April, 1979.

LAKE COUNTY BOARD OF COMMISSIONERS

(Signed) George Carlon
Chairman

(Signed) Louis V. Lamb
Commissioner

(Signed) Leslie Shaw
Commissioner

APPENDIX C

ORDINANCE NUMBER _____
Series, 1979

AN ORDINANCE ADOPTING THE INDUSTRIAL SITE MASTER PLAN

WHEREAS, the County Commission of Lake County, Oregon, hereinafter called County, has prepared an Industrial Site Master Plan, hereinafter called Master Plan, and has held public hearings as required to comply with ORS Chapters 197 and 215; and

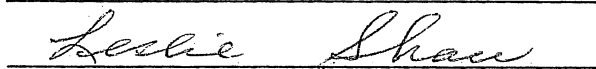
WHEREAS, the Master Plan has been submitted to the Town of Lakeview and to the Lake County Planning Commission for their review and recommendation;

NOW THEREFORE, the County Commission of Lake County, Oregon, ordains as follows:

1. That the Industrial Site Master Plan be adopted as a part of the County Comprehensive Plan.
2. That this Ordinance shall be applicable to the map entitled Lakeview Industrial Master Site Plan.
3. That uses proposed within the Master Plan boundary shall comply with provisions of both the Master Plan and the applicable sections of the County Zoning Ordinance.
4. That proposed uses not specifically designated as suitable in the Master Plan, but allowed by zoning, may be approved by the Planning Commission following conditional use procedures; or may be denied, if the Planning Commission determines that such uses would be in conflict with the purposes of the Master Plan.
5. That site plan review procedures and other conditions as required in M-1 and M-2 Zones shall apply to all uses within the Master Plan boundary.
6. That any new residential uses proposed within the Master Plan boundary shall only be allowed by conditional use approval.

APPROVED and ADOPTED, this _____ day of _____, 1979.





Lake County Commissioners

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