

**City of Rainier
Planning Commission Meeting
December 16, 2020
6 p.m.
Rainier City Hall**

Chair Erin O’Connell called the meeting to order at 6:10 p.m.

Commissioners Present: Erin O’Connell, Julie Kauppi, Paul Langner and Dena Nordstrom

Commissioners Absent: None

City Staff Present: City Recorder Sarah Blodgett, City Administrator W. Scott Jorgensen and Planner Keshia Owens

Visitors Present: Roberta Boursaw

Visitor Comments: There were no visitor comments at this time.

Consider Approval of the Consent Agenda:

Consider Approval of the June 5, 2019 Regular Planning Commission Meeting Minutes—Commissioner Paul Langner moved to approve the consent agenda. That motion was seconded by Commissioner Dena Nordstrom and adopted unanimously.

4. New Business:

- a. Introduction of Planner Keshia Owens—Owens introduced herself as the city’s new contract planner from the Cowlitz-Wahkiakum Council of Governments (CWCOG). She’s originally from Florida and attended Michigan State University. Owens worked as a planning technician for the City of Ketchum, Idaho, as a planner for the City of Portland and as an assistant planner for the City of Newberg. She’s been with the CWCOG since August.
- b. New Member Recommendation—City Administrator W. Scott Jorgensen said that the council voted to change the Planning Commission’s makeup from seven to five members to better enable a quorum. He advertised the remaining vacant position and Nina Phillips was the sole applicant. If the commission votes to recommend her appointment, it will go before the council. If council agrees with the recommendation, Phillips can be seated at the next commission meeting. Langner said he would support Phillips’ appointment. O’Connell said she would appreciate having the perspective of a small business owner on the commission and would be happy to have Phillips join as a member. Langner moved

to recommend to council that Phillips be appointed to the commission. That motion was seconded by Nordstrom and adopted unanimously

- c. Meeting Dates—O’Connell said the proposed meeting dates included in the packet call for them to be held the second Wednesday of the month. The commission doesn’t have to meet if there is nothing to discuss. O’Connell thinks the proposed schedule should work. She tends to be busy in the summer, so the commission may have to have a vice chair. Jorgensen suggested that as an agenda item for the January meeting. Commissioners agreed by consensus.
- d. City Emails—Jorgensen said that council members all have city emails and asked if the commissioners would like some as well. He’s currently using commissioners’ personal emails to send city-related information to them. Nordstrom said she would be fine with having a city email. Langner and Kauppi said they had no strong opinions either way. O’Connell said she would like a city email. Jorgensen told Langner and Kauppi that city emails could be set up for them at a later date if it becomes necessary. They agreed to have city emails set up for them.
- e. Food Cart Ordinance—Jorgensen said the issue came up at the council’s March meeting. The council wanted the commission to provide direction. But the process was stalled by the COVID outbreak. He started in September and got the commission back together. Roberta Boursaw’s attorney wrote a letter to the city stating that she could legally operate under its transient merchant ordinance. The city attorney reviewed the letter and agreed with that interpretation. The city didn’t want a free-for-all and has been getting other inquiries about food carts. Boursaw agreed to hold off until an ordinance was passed because she wants to maintain a good relationship with the city. Jorgensen said the commission can give input to staff. He can then take it to the city attorney and have an ordinance drafted for council to consider. O’Connell said the food carts should be required to be licensed. Those city licenses would be subject to annual review and renewal. The carts should have to pass health inspections. Boursaw said they should be required to be insured. O’Connell said Columbia County and its cities require food carts to be connected to services like sewer and water. Portable holding tanks can be problematic. Boursaw asked if it is different for food carts that leave their designated site every day. Jorgensen said that the City of Aurora requires food carts to have a partnership with existing brick and mortar businesses. O’Connell said that if a food cart has a hand wash sink, the water has to go somewhere. Boursaw said she has a spot at the gas station and was told she could use the porta potties there. Jorgensen asked how that’s handled in other cities in the county. O’Connell said food carts are required to be tied into services. Multnomah County had allowed food carts to have holding tanks, but it became a hazard so the requirements were changed. Nordstrom asked about set hours. Boursaw said she would operate for four hours a day, five days a week, then leave at the end of those days. Her food cart won’t be stationary and will be going home with her every night. Kauppi suggested having criteria for different scenarios. Langer said the traffic impacts of food

carts are unknown. Perhaps those can be reviewed. Jorgensen asked if that could be reviewed at the time of license renewal. He suggested that maybe there should be a general plan submitted documenting the proposed flow of traffic to and from the site. That's what was done in Aurora for a coffee stand that went in there. Boursaw said her food cart would not be a drive-through. People would park and walk up to it. Langner suggested that the police chief give input on traffic impacts as part of the annual renewal review process. Jorgensen asked what zones the food carts should be allowed in. O'Connell said she would be fine with any that would support the use, but not residential. Jorgensen said Mayor Jerry Cole had wanted input on whether to allow on them on public versus private property. Boursaw said that St. Helens and Scappoose allow them on private property only. O'Connell said that electrical power to the food carts should be inspected and approved. Blodgett asked about generators. Boursaw said she uses one for her food cart. Hooking up to the electricity of an existing business is a big expense. O'Connell suggested that if a food cart is stationary, it should be required to hook up to those services and that would have to be inspected as part of the siting.

- f. Urban Growth Boundary Expansion—Jorgensen said he and Owens met with a property owner who is interested in being included in the city's UGB. Owens said the property owner's goal is to subdivide his parcel for residential and commercial uses. Nordstrom asked about the suggested use for the commercial lots. Owens said it would be for storage. O'Connell said her biggest concern was the availability of services like sewer and water. A plan should be in place to extend the city's infrastructure prior to any UGB expansion. The city's sewer line goes up to the school, so that would be the likely place for a connection. Blodgett asked who pays to extend those lines. O'Connell said the developer typically does. Langner said that area includes some usable pieces of property, but also some wetlands. Any UGB expansion should include a larger area. Extending the UGB to the school and some other areas would make more sense. Jorgensen said the commission could revisit the issue at its next meeting, with better maps included in the packet. O'Connell said that would enable the commissioners to look at it in a better context. She said the commission should consider how an expansion would set the city up for success. Owens said the applicant would have to prove that the city needs additional land. The state would require a housing needs analysis, and that would be done by the county. O'Connell said there are officials at the county who could put together those maps. She can reach out to them so the commission could have that information at its January meeting. Langner said the city did some cherry stem annexations in the 1990s. If the UGB is expanded, it has to be done right and make sense.
- g. Two-Year Plan and Long-Term Priorities—O'Connell said she supports prioritizing a flood plain ordinance. She asked about zombie houses and Jorgensen provided a definition. O'Connell said she thinks the police department needs additional tools to deal with those kinds of issues. Some of the priorities listed in the meeting materials are parts of the city's comprehensive plan and its codes. She said she would like to prioritize updating those. Langner said he would like the commission to work on a

view preservation ordinance and another that would limit light and noise impacts. O'Connell said she would like to address the issue of people living in RVs. Blodgett said there's been discussion among staff about having an intergovernmental agreement with the county for enforcement of land use issues. St. Helens has one in place that can serve as a model. O'Connell agreed.

O'Connell adjourned the meeting at 7:24 p.m.

Erin O'Connell, Chair

Sarah Blodgett, City Recorder

DRAFT

ORDINANCE NO. 1078

**AN ORDINANCE OF THE CITY OF RAINIER
ESTABLISHING BUSINESS LICENSE REGULATIONS FOR
FOOD CARTS**

**NOW THEREFORE, BASED ON THE FOREGOING, THE CITY OF RAINIER
ORDINANCE AS FOLLOWS:**

WHEREAS, the City desires to allow the legal operation of mobile food vending;

WHEREAS, the City seeks to protect public health and safety by ensuring mobile food vendors follow clear rules and regulations that address demonstrable risks;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
RAINIER AS FOLLOWS:**

SECTION 1. DEFINITIONS

- A. Food Vending Vehicle: Any motorized vehicle used to sell food or beverages by a mobile food vendor.
- B. Mobile Food Vendor: Any person who dispenses food or beverages from a food vending vehicle for immediate service and/or consumption.

SECTION 2. MOBILE FOOD VENDING BUSINESS PERMITTED

- A. No person may operate as a mobile food vendor in the City of Rainier without obtaining a mobile food vending license from the City and any other licenses or permits that may be required by other applicable state or county law.
- B. A separate mobile food vending license shall be required for each food vending vehicle operated by a mobile food vendor.
- C. A violation of this Chapter may result in the suspension or revocation of a mobile food vending license and civil penalties.

SECTION 3. LICENSE APPLICATION AND GENERAL STANDARDS

- A. **Application requirements.** An applicant shall submit a written application to the City on a form provided by the City for a mobile food vending license. Failure to submit a complete application may result in denial of a license. The application shall contain the following information:
 - 1. The applicant's name, primary residents and/ or business address and telephone number;
 - 2. The name, address and telephone number of any associated entities or organization that the applicant is representing and copies of documents verifying that relationship,
 - 3. A site plan of the subject property drawn to scale and including:
 - a. The lot lines,
 - b. The location of existing structures,

- c. The proposed boundaries of the mobile food cart. Within the boundaries of the mobile food cart, the location of all food carts, seating areas and any accessory items or structures,
 - d. The proposed distance between the mobile food cart and adjacent lot lines, as well as the proposed separation distance between carts and other on-site structures,
 - e. The type and location of any proposed on-site utility connections for mobile food carts,
 - f. Individual square footage and length of each cart,
 - g. Pictures or architectural elevations of proposed mobile food carts,
 - h. The location of existing and proposed loading areas, driveways, on-site circulation drives, parking lots aisles, parking lot lighting, bicycle and automobile parking spaces and walkways,
 - i. The orientation of service windows and doors on the food carts and location of customer queuing areas,
 - j. The location of existing and proposed landscaping,
 - k. The dimension, height and location of proposed signs,
 - l. Proof of the availability of restroom facilities for employees and customers that meet the requirements of OAR Chapter 333-150-0000.
 - m. The method for disposing of wastewater and gray water,
 - n. Written verification of approval by Columbia County Health Department,
 - o. Written verification of approval by Columbia River Fire and Rescue,
 - p. A statement indicating any source of noise to be generated on the property and the method of mitigating the noise, and
 - q. Any additional information that may be required to properly evaluate the proposed site plan.
4. A traffic generation memo documenting the proposed flow of traffic to and from the site.

- B. Requirements for each food vending vehicle.** In addition to the written application, an applicant shall provide the following information for each food vending vehicle:
- 1. A list of all vehicle license numbers, vehicle descriptions, vehicle identification numbers and vehicle registration for the food vending vehicle(s);
 - 2. Proof of vehicle insurance for the food vending vehicle(s) and business owners operation insurance; and
 - 3. A copy of proof of any additional licenses or permits required by the State or Columbia County for the food vending vehicle(s).
- C. Requirements for food vending vehicle drivers.** Any person who drives a food vending vehicle shall hold a current, valid driver's license.
- D. Health inspection.** Within 30 days of receiving a complete application, the Oregon Health Authority or its designee shall conduct a health inspection of the applicant's food vending vehicle prior to issuing a mobile food vending license.
- E. Issuance of License.** The City shall issue a mobile food vending license to the applicant upon receipt of a complete application and the applicant's food vending vehicle(s) passing an initial inspection. Licenses shall be valid for one year after issuance.

- F. Substitution of licensed food vending vehicles.** Licenses are not transferable, nor shall a license authorize the activities licensed by any person other than the licensee.
- G. Fees.** The City is authorized to establish a reasonable schedule and classifications of fees not to exceed \$200 for a mobile food vending license.
- H. Renewal.** Licenses shall be renewed annually. The City shall send notice to the licensee. The licensee shall submit the renewal annually, prior to the license's expiration date. The renewal shall include input from the Rainier Chief of Police regarding the impacts of the food cart on traffic patterns. Concerns about those traffic patterns shall be considered grounds for mitigation measures and/or a potential non-renewal of a license.
- I. Unlawful conduct.** It is unlawful for any person to intentionally provide false information or to intentionally omit information on an application for a license under this chapter.

SECTION 4. CONDITIONS OF APPROVAL. The City may impose conditions upon the approval of a mobile food vending license to ensure compliance with the requirements of this chapter, and other applicable chapters of its municipal code, and to minimize adverse impacts created by the use on surrounding property and uses. These conditions may include, but are not limited to, the following:

- A. Limiting the hours, days, place and manner of operation;
- B. Requiring site and building design features which minimize environmental impacts such as noise, glare and odor;
- C. Requiring additional building setbacks;
- D. Further limiting the building area and outdoor storage used by the mobile food cart and restricting the location of the use on the site in relationship to adjoining uses;
- E. Designating the size, number, location and design of vehicle access points;
- F. Requiring landscaping, buffering, and/or screening, of the mobile food cart from adjoining uses and establishing standards for the continued maintenance of these improvements;
- G. Requiring storm draining improvements, and surfacing of parking and loading areas;
- H. Limiting or setting standards for the location and intensity of outdoor lighting;
- I. Requiring and designating the size, height and location of fences and other materials used for their construction;
- J. Requiring the protection and preservation of existing trees and other vegetation, watercourses, slopes, wildlife habitat areas and drainage areas;
- K. Limiting the type and number of vehicles or equipment to be parked or stored on the site;
- L. Any other limitations which the City considers to be necessary or desirable to make the use comply with this section; and
- M. Any limitations or conditions imposed by the City's service providers or the Fire Department.

SECTION 5. MINIMUM SETBACKS AND SEPARATION DISTANCES. All food carts on the site shall be located a minimum of:

1. Five feet from any structures or other food cart;
2. Ten feet from any front lot line; and

3. Five feet from any interior side or rear lot line, except if such lot line abuts a street the setback shall be ten feet and if such lot line abuts a residential district, the minimum setback shall be 20 feet.

SECTION 6. MOBILE FOOD VENDING VEHICLE OPERATIONS

- A. **Compliance with state and local law.** Mobile food vendor shall follow any applicable state and local laws, including without limitation all fire codes, zoning codes, occupational tax codes and any other applicable state or local code provisions.
- B. **Location of operations.** A mobile food vendor may operate in the following locations:
 - 1) **Private property.** A mobile food vendor may operate on private property under the following circumstances:
 - (i) The property is in a non-residential zone and the vendor has the permission of the property owner and/or his or her designee.
 - 2) **No interference with pedestrians or vehicles.** A mobile food vendor shall not interfere with or obstruct the passage of pedestrians or vehicles along any street, sidewalk or parkway.
- C. **Operational standards.** When operating, a mobile food vendor shall:
 - 1) Maintain a food vending vehicle in good operating order and visual appearance;
 - 2) Park so that its service window faces the sidewalk;
 - 3) Serve customers through its service window;
 - 4) Provide a waste receptacle for customers which is clearly marked and request its use by customers;
 - 5) Pick up, remove and dispose of all refuse within 25 feet of the vendor's operating area at the conclusion of service;
 - 6) Submit to and pass any required health inspections; and
 - 7) Display its mobile food vendor license and health certificate in a conspicuous location in its operating window for public view.

SECTION 7. FOOD SAFETY, HEALTH INSPECTIONS AND CERTIFICATES

- A. **Food safety certification.** At all times, at least one person working in a food vending vehicle must hold a current food safety certification.

- B. **Health inspections.** For the purpose of protecting public health and safety, the Oregon Health Authority shall ensure that mobile food vendors are inspected on an ongoing, randomized basis pursuant to the frequency set forth in subdivision of this section.

SECTION 8. SANITATION FACILITIES

- A. Food cart pods shall ensure the availability of a restroom with hand washing facilities meeting the provisions of OARR 33-150-0000 for employees and customers. Portable restrooms and portable handwashing facilities are not permitted, unless the portable handwashing facilities provide hot running water meeting the provisions of OAR 333-150-0000. If portable restrooms and portable handwashing facilities are provided, they shall be screened from view with fencing or a solid vegetative screen, or a combination of the two, provided that the portable facilities are not visible from neighboring properties or public right-of-way. The restrooms must either be on-site, within one-quarter of a mile or within five minutes walking distance and be available during the carts' hours of operation. Applicants shall provide the city with documentation that restrooms are available via the owners written permission for the utilization of facilities in an existing building.
- B. Sewage disposal. Subsurface sewage disposal is prohibited.
- C. Vendor parking. For any food cart pod requiring approval, vendor parking shall be provided at the rate of one parking stall per food cart. Vendor parking may be satisfied by the provision of off-site parking agreements, when the off-site parking space used is surplus parking and not required parking for an existing use.
- D. Utilities. To the extent that utilities are desired by the applicant or required by applicable regulations, food carts shall have self-contained utilities.

BY: _____

Jerry Cole, Mayor

ATTEST:

BY: _____

Scott Jorgensen, City Administrator

**RAINIER COMPREHENSIVE PLAN POLICIES
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RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 1: CITIZEN PARTICIPATION

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS:

1. The City of Rainier depends on the efforts of its citizens to achieve its land use goals. Good faith, good communication and mutual trust and respect between the City of Rainier and its citizens are critical if Rainier is to grow and remain livable.
2. The Planning Commission has traditionally encouraged and supported public participation and can most appropriately continue to lead the City's citizen participation efforts.

POLICIES:

1. The Planning Commission is designated as the Committee for Citizen Involvement for Rainier. The Planning Commission has the responsibility for gathering citizen input and information concerning any proposed changes to the Rainier Comprehensive Plan. The Planning Commission may, upon approval from the City Council, form ad hoc committees which include members of the community to study special problems faced by the City.
2. The City will provide as much financial support as possible to the Citizen Involvement process through the Planning Commission. However, volunteers will, of necessity, continue to be the mainstay of the process.
3. The City shall ensure its citizens an adequate opportunity to review and comment on all planning and zoning decisions through public hearing and notice procedures established in state statute and set forth in the Rainier Comprehensive Plan and Zoning Ordinance.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land, and to assure an adequate factual basis for such decisions and actions.

FINDINGS:

1. Oregon's land use planning system requires that local government comprehensive plans and implementing ordinances conform to the statewide planning goals.
2. The City of Rainier uses the Comprehensive Plan document to state findings and policies and the Zoning Ordinance, Land Division Ordinance and other regulations to govern the use and development of land within the city.
3. The City has prepared an inventory of land within the Urban Growth Boundary and has determined which areas of Rainier are most appropriate for residential, commercial, industrial and other land uses.

POLICIES:

1. The City shall ensure that this comprehensive plan and all future legislative changes are consistent with the statewide planning goals adopted by the Land Conservation and Development Commission.
2. The Comprehensive Plan and any future amendments to the Plan will be adopted by ordinance after adequate public hearings.
3. The Zoning Ordinance, the Land Division Ordinance and any amendments to these ordinances shall conform to the Comprehensive Plan and shall be adopted by ordinance.
4. The City shall maintain a Comprehensive Plan Inventory. This document provides the factual basis for the Comprehensive Plan. The inventory may be updated by the adoption of appendices or by revision of the entire document.

RAINIER COMPREHENSIVE PLAN POLICIES

5. To ensure that the Comprehensive Plan and implementing ordinances are kept current with the needs of the community, this plan shall be reviewed and updated every five to seven years, consistent with periodic review requirements established in state statute.
6. The City shall coordinate its planning programs and activities with affected public agencies and utilities. At a minimum, the City of Rainier coordination program will involve the following agencies:
 - a. Columbia County
 - b. Longview-Kelso Council of Governments
 - c. Port of St. Helens
 - d. State Agencies (Dept. of Land Conservation & Development, Economic Development Department, Division of State Lands, Department of Transportation, State Marine Board, Oregon Parks Department, Department of Environmental Quality)
 - e. Rainier School District and other affected school districts
 - f. West Rainier Diking District, Columbia River Peoples Utility District, Portland General Electric and other utilities
 - g. Rainier Rural Fire District and Rainier City Police Department
7. The Comprehensive Plan Map and the Zoning Map will reflect the plan policies and apply land use categories in the following manner:

Residential - R. This designation is intended to provide for lower density housing. This designation will be implemented by the following zoning districts:

Suburban Residential (SR) District: a very low density single family residential zone for areas with steeper slopes and other site constraints and which has a minimum lot size of 2 acres;

Low Density Residential (R-1) District: a single family residential zone that allows two family dwellings as conditional uses, with minimum lot sizes of 10,000 square feet for single family and 15,000 square feet for two-family; and

Medium Density (R-2) District: a single family and two-family zone with a minimum lot size of 6,000 square feet for a single family dwelling and 7,000 square feet for a two-family dwelling.

RAINIER COMPREHENSIVE PLAN POLICIES

Higher Density Residential – HDR: This designation allows a higher density of residential development than is permitted under the R designation.

This designation will be implemented by the High Density Residential (R-3) District. This district allows the establishment of multiple family dwellings and, as conditional uses, professional office and limited retail services.

Manufactured Home Park (MHP): This designation allows for the development of a residential manufactured home park in an area determined by the City Council through a zone change, and as per the provisions of Zoning Code Section 3.12 Manufactured Home Park Zone (MHP).

Commercial - C. This designation provides for the establishment of a wide range of commercial enterprises. Three zoning districts will be used to implement this designation:

Neighborhood Commercial (C-1): allows a limited range of local oriented retail and services.

General Commercial District (C-2): allows a wide range of general commercial uses.

Waterfront Commercial (WC): allows establishment of general commercial activities, water oriented commercial activities and limited marine light industrial activities.

Central Business District (CBD): allows mixed uses including a limited range of attached housing, retail, service and office commercial, and public recreational uses in a well-designed, pedestrian-oriented manner so as to promote a vital downtown Rainier.

Light Industrial - LI. This designation is intended to allow the development of light industry within the Rainier UGB. The zoning district which implements this designation is the Light Industrial District (M-1).

Heavy Industrial - HI. This designation is intended to allow the development of heavy industry within the Rainier UGB. The City expects that most of this heavy industry will be located to take advantage of the access to a deep water channel. The Heavy Industrial District (M-2) will be the primary district to implement this designation. However, the Light Industrial District (M-1) is also allowed.

Waterfront Mixed Use - WM. This designation is intended to allow the development of a mix of multi-family and attached single family housing and commercial uses. The zoning district which implements this designation is the Waterfront Mixed Use District (WM).

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

FINDINGS:

1. Agricultural land (Soils Classes II -IV) exists within the Urban Growth Boundary and small scale agricultural uses continue.
2. Agricultural land within the UGB ultimately will be needed for urban uses, and urbanization will take place as utilities are extended and annexation to the City of Rainier occurs.

POLICIES:

1. Future expansion of the Rainier Urban Growth Boundary (UGB) shall consider the Soil Conservation Service (SCS) soil classification system, and shall include Class I -IV agricultural lands only after other suitable alternatives have been exhausted.
2. Lands within the UGB are planned for ultimate urban development. However, existing agricultural uses within the UGB should be encouraged as productive open space until public facilities are available and the land is needed for orderly urban growth.
3. Farm tax deferral shall be available for properties within the UGB consistent with state statutes. The City shall support and encourage the transition of land use from agriculture to urban development when public facilities are available to support urban uses and densities.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 4: FOREST LANDS

To conserve forest lands for forest use.

FINDINGS:

1. Much of the land within Rainier's UGB is productive forest land, some of which is owned by commercial timber companies.
2. Proper forestry practices on these lands are critical to maintaining slope stability and water quality and to avoiding excessive damage to Rainier's roads.

POLICIES:

1. Future expansion of the Rainier UGB shall avoid high value commercial forest land to the extent feasible.
2. The portion of the city-owned watershed which extends outside of the UGB shall be managed for protection of water quality values.
3. The harvest of commercial forest lands within the Rainier UGB shall be governed by the provisions of the Oregon Forest Practices Act (FPA).
4. The City of Rainier shall delegate the regulation and oversight of commercial timber harvest within the UGB to the Oregon Department of Forestry.
5. Developers shall preserve as many trees as possible when forest land within the UGB is subdivided for residential use. The City shall consider the adoption of a tree cutting ordinance to regulate non-commercial timber harvest and other tree cutting.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To conserve open spaces and protect natural and scenic resources.

FINDINGS:

1. The City of Rainier has significant natural and historic resources that are key to Rainier's quality of life.
2. There are significant amounts of forest lands that provide wildlife habitat.
3. Four streams flow through the urban growth area: Owl Creek, Nice Creek, Fox Creek and Beaver Creek. Fox Creek and Nice Creek are Class I streams, supporting runs of anadromous fish and native trout population. Beaver Creek is a Class I stream with a native trout population. Owl Creek is a Class II stream.
4. Rynerson slough is a warm water fish and waterfowl habitat.
5. The City has several historic structures and there are nearby sites of historic significance.

POLICIES:

1. The City shall defer to state or federal agencies with inventories and permit programs affecting wetlands, aquifers and wildlife habitat.
2. The City shall work to maintain the streams and associated riparian areas within the Rainier UGB for water quality, scenic, open space and wildlife habitat values. The intent of this policy is to preserve the multiple values of Nice Creek, Beaver Creek, Owl Creek and Fox Creek.
3. Open space uses will be encouraged along these streams. This is necessary because the separation of Rainier's sanitary and storm sewer systems may significantly alter the volume of flow through these drainage ways during times of heavy rain.

RAINIER COMPREHENSIVE PLAN POLICIES

4. The City shall make efforts to maintain public access to the streams in Rainier through the acquisition of pedestrian easements whenever possible. The Design Review Board will pay special attention to any development adjacent to the streams and establish conditions to minimize the impacts of development.
5. The City will work with relevant agencies, including Columbia County, the Department of Fish and Wildlife, the Department of Transportation and the Division of State Lands to preserve open space and recreational uses of Red Mill Beach. In addition, Rainier will cooperate with efforts to maintain the open space and recreational uses of Dibblee Point.
6. The City will work with commercial and industrial developers to ensure public access to the Columbia River whenever practical. This may be accomplished, in part, through Design Review Board approval of development adjacent to the river. If the City develops a more specific Waterfront Development (Urban Renewal) Plan, that plan shall provide standards and guidance for appropriate public access to the Columbia River.
7. The City shall identify and promote the preservation and protection of historically and culturally significant structures, sites, objects and districts within Rainier.
8. The Moeck (1888) House is listed on the National Register as a historic structure. Rainier shall determine if it is appropriate to designate the Blanchard, Dibblee and Clark Houses as historical sites at the city level. If these houses are determined to be good prospects for preservation, special development regulations will be applied to them as well as to the Moeck (1888) House.
9. The City shall prohibit inappropriate external modifications or demolition without a 120-day waiting period for structures designated in this Comprehensive Plan as historic resources.
10. When considering any land use action which may affect a designated Goal 5 resource, the City shall consider the economic, social, environmental and energy consequences which may arise from the proposed action and shall take all practical steps to avoid or mitigate the consequences of conflicting uses.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the State.

FINDINGS:

1. Rainier is in compliance with Department of Environmental Quality air quality standards.
2. Drinking water quality in the City has been threatened by capacity constraints at the City's water treatment plant and a water master plan is under consideration to increase treatment capacity and the distribution system.
3. In places, the city has a combined storm and sanitary sewer system and during periods of rainfall the combined sewage exceeds treatment plant capacity and overflows to the Columbia River. The city is preparing to undertake a sewer master plan to address these issues.
4. Water quality in the city's four streams is a critical concern of Rainier residents and development in stream corridors is seen as a potential threat to stream water quality.

POLICIES:

1. The City will work with governments in the Longview-Kelso area, the Department of Environmental Quality and Columbia County to achieve improvement in the air quality of the regional airshed.
2. The City will encourage the location of industries in the Rainier area which will not add to the problems of the air shed. Industry will also be encouraged to locate in Rainier if it can offset air pollution problems.
3. The City will work with the Department of Fish and Wildlife, the Department of Water Resources and the Department of Environmental Quality to ensure that Nice, Owl, Fox and Beaver Creeks maintain their high water quality standards.
4. The city-owned watershed which extends outside of the Urban Growth Boundary shall be zoned Watershed (W). The Zoning Ordinance shall restrict uses to maintain the watershed.

RAINIER COMPREHENSIVE PLAN POLICIES

5. The City shall comply with all applicable state and federal environmental quality rules, regulations and standards. Where applicable, the City shall require a statement from the appropriate agency that all relevant air, water, and/or noise standards can be met prior to the approval of a land use proposal.
6. Planning Commission review and approval of new development, particularly in steep slope areas, shall focus on proper control of drainage to manage storm runoff and erosion and protect the water quality of the streams.
7. The City shall coordinate with Columbia County in the management of solid waste collection, transfer and disposal facilities.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 7: AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect life and property from natural disasters and hazards.

FINDINGS:

1. The City has extensive areas of steep and unstable slopes, some of which are already developed. The Comprehensive Plan has designated areas with slopes over 20% or with known slide hazards.
2. Portions of Rainier are subject to periodic flooding and flood hazard areas have been designated along the Columbia River and Fox Creek.

POLICIES:

1. The City will review maps from the Soil Conservation Service to determine if there are slide hazards within the City in addition to those already identified in the comprehensive plan.
2. No construction of structures or roads will be allowed in known slide hazard areas, on slopes exceeding 20 percent, or in flood hazard and drainage ways without evidence submitted by a registered engineer to document that the proposed construction can be accomplished safely.
3. The Zoning Ordinance shall include a Geologic Hazard Overlay with provisions for the review of development proposals on all lands within identified slide hazard areas or on slopes exceeding 20 percent.
4. The Zoning Ordinance shall include a Flood Hazard Overlay. This overlay shall meet the standards which are necessary for the City's inclusion in the National Floodplain Insurance Program.
5. The Zoning Ordinance shall establish a Creek Greenway Overlay that shall extend 50 feet from the creek centerline of Beaver Creek, Nice Creek, Fox Creek and Owl Creek. Within the Creek Greenway overlay, regulations shall limit encroachment when there may be changes in stream flow patterns due to increased storm water runoff.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the State and visitors.

FINDINGS:

1. Rainier lacks an adequate public park system. Its one City-wide park has insufficient site and facilities, and there are few neighborhood parks.
2. The major outdoor recreation sites, such as Dibblee point (fishing), are outside the UGB.
3. The four creek corridors present enormous opportunities to develop trail systems that would enhance appreciation of the natural environment.

POLICIES:

1. The City will create a Parks Plan for the urban growth area. The plan will consider options such as establishment of a system of pedestrian and bicycle trails and the need for parks in different areas of the City.
2. The City will encourage the establishment of parks owned and maintained by neighborhood associations in conjunction with the development of major residential subdivisions. The City will also work to establish a system of neighborhood parks.
3. Regional park facilities are beyond the scope of the City to create or maintain; however, the City will work with Columbia County and other agencies to encourage the development of regional park facilities in the Rainier vicinity.
4. The City will coordinate with Columbia County to determine if improvement of Red Mill Beach is possible or desirable.
5. The City will cooperate with state agencies and Columbia County to plan for future recreational uses at Dibblee Point.
6. The City shall encourage a mixture of marine recreation and commercial use adjacent to the Columbia River. The Waterfront Development (Urban Renewal) Plan will provide more detailed guidance for appropriate locations for recreation uses and public access.
7. The City will work with and support any local, state or federal agency which seeks to develop recreational facilities in the Rainier area.

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8. Public and private recreational sites within the Urban Growth Boundary shall be permitted in all districts except Watershed.
9. Neighborhood parks shall be established as part of a residential subdivision. The Land Division Ordinance shall include provisions for the dedication of park land, payment of an "in lieu" fee or payment of a parks systems development charge to support park land acquisition and development.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 9: ECONOMY OF THE STATE

To diversify and improve the economy of the State.

FINDINGS:

1. The Rainier economy has traditionally been dependent upon the wood products industry in general, and to the wood processing facilities in Longview-Kelso in particular.
2. The local economy is generally tied into that of the Longview-Kelso-Rainier region, with many Rainier residents finding jobs, goods and services on the Washington side of the Columbia river.
3. Rainier possesses valuable large industrial sites with access to the main channel of the Columbia River; these sites are increasingly rare and valuable and development of major marine-oriented industrial uses are likely in the near future. Economic studies indicate a range of uses, including layberthing and proprietary docking facilities, that could develop on or in relation to these sites.
4. Rainier also possesses a large supply of light industrial lands within its UGB which can provide a home to a variety of industries related to the more marine-oriented industries which may locate north of the railroad tracks.
5. The improvement of the Highway 30 Corridor and anticipated improvements to the I-5/Rainier corridor through Longview will result in vastly increased access to Rainier from the Portland Metropolitan Area. This, along with improvements to telecommunications systems, will increase the demand for commercial and industrial development in Rainier.
6. The Rainier economy was boosted substantially by the opening of the Trojan Nuclear Power Plant just east of the city. The closure of Trojan has eliminated several hundred family wage jobs, and the City is working to establish industries and businesses to replace these lost jobs. In these efforts, the City is most effective when it participates in a multi-agency effort that involves the Oregon Economic Development Department, the Port of St. Helens, Columbia County and other agencies.

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POLICIES:

1. The City shall work with the Overall Economic Development Program of Columbia County, the Port of St. Helens, the Oregon Economic Development Department, the Columbia River Peoples Utility District and any other appropriate state or federal agency to encourage the development of industrial land within the Rainier UGB. The City shall encourage industries which will help diversify the local economy and which will meet the policies of the City to preserve its air and water resource quality.
2. Marine industrial development will be encouraged to take advantage of the access to the main channel of the Columbia River.
3. The City shall prepare and adopt a Waterfront Development (Urban Renewal) Plan to facilitate infrastructure improvements and development of waterfront commercial and industrial lands in Rainier.
4. The City shall maintain an adequate inventory of industrial sites within the UGB to provide a variety of parcels and market choice to accommodate industrial users. The Light Industrial Zone and Heavy Industrial Zone implement the industrial plan designation.
5. Prior to any development within the West Rainier Diking District, the developer of an industrial site shall make provisions to reimburse the Diking District for any increased pumping cost which occurs as a result of the development of the industrial site.
6. The City will work with merchants and property owners to enhance and redevelop the downtown commercial area. Design review procedures will be followed to ensure the compatibility of new commercial development with existing uses. Downtown redevelopment will be a major focus of the Rainier Waterfront Development (Urban Renewal) Plan.

RAINIER COMPREHENSIVE PLAN POLICIES

GOAL 10: HOUSING

To provide for the housing needs of the citizens of the State.

FINDINGS:

1. The population of Rainier has remained relatively unchanged over the last twenty-five years. The 1970 census population was 1,731; the 1994 population estimate is 1,700. Housing development has been similarly stagnant, with 635 total housing units in 1970 and 672 in 1990.
2. Households in Rainier tend to be family households with household sizes similar to the average for the State. Housing in Rainier primarily has been for family housing in single family detached homes, including mobile homes. In 1990, 77% of Rainier's housing units were single family (attached or detached).
3. Over time and as Rainier is influenced more by demographic trends in the Portland Metropolitan Area, its housing needs will likely shift toward housing for smaller and non-family households.

POLICIES:

1. Land with slopes in excess of 20 percent, in known slide hazard areas and in designated floodplains and drainage ways has been considered unbuildable for the purposes of the buildable lands inventory. Very limited development will be allowed in these areas subject to engineering documentation that the proposed project can be constructed safely and will not result in a future hazard.
2. The Comprehensive Plan Map includes a range of designations to accommodate construction of a variety of housing types and densities.
3. The Zoning Ordinance will include provisions to allow zero-lot-line construction in specific zones to reduce lot and housing costs.
5. The City will cooperate with the Columbia County Housing Authority, the Community Action Team and any other appropriate group or individual that wishes to construct low income housing within the Rainier Urban Growth Boundary. Affordable housing strategies in the City will be considered in the context of the Comprehensive Housing Affordability Strategy (CHAS) developed for the region including Columbia, Clatsop, Tillamook and Lincoln Counties.

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6. The City will review Zoning Ordinance procedures and standards to ensure that they do not preclude the development of needed housing types in Rainier. The City will use land use standards and procedures which are clear and objective.

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GOAL 11: PUBLIC FACILITIES AND SERVICES

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

FINDINGS:

1. The City's water treatment facilities have been found to be inadequate in terms of capacity. Water distribution facilities need to be developed to serve areas of the city currently without service. A water master plan has been developed to address these objectives and the City is in the process of implementing the plan.
2. The City's sewer collection and treatment facilities are inadequate in both design and capacity. The location of the sewage treatment plant may be a serious inhibiting influence on revitalization and development of the riverfront. The City intends to undertake a sewer master plan to address these issues.
3. The City's storm water collection system is, in some areas, combined with the sanitary sewer system. During periods of rainfall, there is overflow of untreated sewage to the Columbia. Storm water collection will be addressed as part of the sewer master plan.
4. While the City provides administration, library, planning and public safety services, fire protection services are provided by the Rainier Rural Fire Protection District. K-12 educational services are provided by the Rainier School District. The city is not currently within a Community College service district.
5. Developing an equitable and adequate source of financing for improvement and extension of utilities and public services is a major challenge for the City. Currently, the City is considering the adoption of systems development charges for sewer and water systems.

POLICIES:

1. In cases of documented health hazards or inability to annex to the City because of lack of contiguity with existing City limits, the City may allow the extension of sewer and water services to lands outside the City limits but inside the Urban Growth Boundary. However, these extensions shall be done at the developer's expense, and only after the owner of the property to be developed has agreed not to oppose annexation when the subject property becomes contiguous with the City.
2. The City may extend water service beyond the Urban Growth Boundary only to resolve a health hazard or to maintain public service to an area which is already

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served. These extensions of water service will normally be made pursuant to an agreement with a water association or a water service.

3. No sewer service shall extend beyond the Urban Growth Boundary except to resolve a documented health hazard. The City will not allow any additional service connections to the existing sewer line which extend outside the Urban Growth Boundary to serve the High School Complex.
4. The City may allow the construction of certain public facilities, including water lines and reservoirs, outside the Urban Growth Boundary when it is beneficial to the City from an engineering and operation basis. However, the City will not allow any connection to these facilities except for health or safety reasons. This provision does not restrict the City's ability to contract with a water district or water association to provide water.
5. All new subdivisions within Rainier shall be served by a minimum level of public facilities, including sanitary and storm sewer systems, a water system, and paved public roads. These public facilities shall be installed or bonds posted prior to the issuance of any building permits. All new development within Rainier shall be served by city water and sewer.
6. The City shall prepare and update facility plans to guide the improvement and expansion of the existing sewer and water systems. The construction of new lateral, collector and main lines, pump stations and other such facilities shall be the financial responsibility of those benefiting from the construction of the facilities.
7. The City may enter into an agreement with a developer which allows the City to collect a late connection fee and reimburse the developer for an equitable share of the public facilities constructed by the developer which serve a larger geographic area.
8. The design and extension of any sewer or water facilities shall be related to future as well as present demands for these services. New facilities shall be sized to fit the growth pattern envisioned in the Plan Map.
9. The City shall plan for the provision of adequate water supplies to meet the projected growth within the Urban Growth Boundary.

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10. The expense of the extension of water, sanitary and storm sewer and other public facilities shall largely be borne by those property owners benefiting from these extensions. The City shall study methods of financing improvements to the overall system. These financing methods may include the establishment of System Development Charges, the formation of Local Improvement Districts, increases in user fees or connection fees, levies or any other method the City may determine to be feasible.
11. Natural drainage ways shall be used to carry storm water runoff whenever possible. Before any changes in the natural drainage pattern are made, the Department of Fish and Wildlife shall be consulted to determine whether any adverse effects will result.
12. Development over natural drainage ways will be allowed only when it is shown that this development is required for the successful completion of the project and is approved by state and federal permitting agencies. If such development is allowed, the culverts shall be sized to handle the maximum peak flow.
13. A separate storm drainage system shall be constructed for every new subdivision or development. Whenever possible, existing combined storm/sanitary sewer lines shall be separated.
14. The City will coordinate with the Rainier School District to ensure that school facilities are planned and constructed to meet the needs of the City.
15. The location of future school, police and fire facilities shall be coordinated with the comprehensive plan and Urban Growth Boundary.
16. Public facilities such as public schools, police stations, fire stations, community centers, churches, private schools, lodges and similar uses will be allowed as conditional uses in all land use designations and zones except the Watershed.
17. Utility facilities such as power substations, sewer pump stations, water tanks and other similar uses shall be allowed as conditional uses in all zones except the Watershed.

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GOAL 12: TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

FINDINGS:

1. The City is currently participating with the Oregon Department of Transportation's Highway 30 Corridor Study, which is addressing the needs for multi-modal access throughout the Corridor, which stretches from Portland to Astoria.
2. The City has completed Transportation System Plan (TSP) to address multimodal transportation needs within the City. Policies related to the TSP are stated in this section of the Comprehensive Plan and in the TSP.
3. Rainier has very strong transportation facilities, including highway, river-borne and rail. Conflicts between through movements on both highway and rail and local use of these facilities and adjacent rights of way continues to be a major challenge for Rainier.

POLICIES:

1. The City will coordinate with the Oregon Department of Transportation (ODOT) on the Highway 30 Corridor Study. In particular, the City will advocate consideration of the following local issues as part of the larger corridor study:
 - a. Need for improved pedestrian access along and across US 30 in Rainier
 - b. Improved local traffic flow between the residential and commercial areas of Rainier
 - c. Congestion and safety problems near the south end of the Longview Bridge
2. The City will take the following actions to enhance connectivity with the I-5 Corridor:
 - a. Work with Columbia County, ODOT, the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and other appropriate Washington local governments and agencies to plan for greater connectivity, including evaluating alternatives for repair or replacement of the Lewis and Clark Bridge.
 - b. Participate in implementing network improvement plans, including bridge, road and street improvements and signage.

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3. The City will seek to have adequate pedestrian and/or bicycle paths included in the design of any major improvement to U.S. 30 through Rainier.
4. The City shall require compliance with the Transportation System Plan as a criteria for approval of development and plan amendment proposals.
5. The City will use adopted road standards to govern the improvement of public and private streets.
6. The road standards will include provisions for reduced road widths in areas of steep slope to minimize cutting, filling and erosion.
7. The City may require that any subdivision, planned development and development allowed as a conditional use be accompanied by a traffic impact statement describing the potential on-site and off-site impacts of the proposed development, including the need for off-site road improvement and signals.
8. The City will review and recommend any needed changes in the on-street parking or traffic patterns of the existing commercial core.
9. The City will support the efforts of Columbia County to meet the needs of the transportation disadvantaged of Rainier.
10. The City will support efforts to increase the availability of public transit to the residents of Rainier. This may include the extension of bus service to Rainier from Longview.
11. The City will implement the TSP to achieve a multi-modal transportation system including highway, rail, water, public transportation, and pedestrian and bicycle facilities. Rainier's varied transportation facilities can be leveraged to attract new development to the community.
12. In locations that conform to the Comprehensive Plan and Zoning Ordinance, the City will support the provision of docks, marine terminals, wharves and dolphins to accommodate deep draft and shallow draft cargo movement and the development of intermodal connections between marine facilities, rail and highways to facilitate and improve freight movement.
13. Within the context of other applicable goals, the City will encourage roadway improvements along Highway 30 and between Rainier and Interstate 5. The City will support efforts to improve the bridge connection between Rainier and Longview.

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TRANSPORTATION SYSTEM PLAN POLICIES

A. **Approval Processes for Transportation Improvements**

The Transportation System Plan (the "Plan") is an element of the City of Rainier Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed transportation projects shall be permitted without amendment of the Plan if the new alignment falls within a transportation corridor identified in Plan.

1. The following actions, when taken in accordance with the Plan, shall be permitted without the need for approval by the Planning Commission or City Council and are not subject to land use regulations unless otherwise noted:
 - a) Operation, maintenance, repair, and preservation of existing transportation facilities including road, bicycle, pedestrian, bridge, dock port, airport, rail facilities and major regional pipelines and terminals (except where specifically regulated).
 - b) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements in accordance with the roadway standards stated in the Plan.
 - c) Changes in the frequency of transit, rail and airport services.
 - d) Construction of climbing and passing lanes within the right-of-way existing as of July 1, 1987.
 - e) Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right-of-way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
 - f) Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.
 - g) Minor betterment of existing public road and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right-of-way existing as of July 1, 1987, and contiguous publicly owned property utilized to support the operation and maintenance of public roads and highways.

B. **Policies for Protection of Transportation Facilities**

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The City of Rainier wishes to protect future operation of the Highway 30 corridor, including the highway, pedestrian and bikeways and the rail line. The City also seeks to protect existing and planned transportation systems by continuing coordination with other relevant agencies, adhering to the road standards and following the access management policies and other measures contained in the Plan. The policies of the City of Rainier related to protection of transportation facilities are:

1. To protect the function of existing and planned roadways as identified in the Transportation System Plan.
 - a) In particular, the City will seek to reduce the number of direct access points to Highway 30. The number of driveways with direct access to Highway 30 shall be reduced, where possible, to one per block face, with driveways located opposite each other on either side of the highway.
 - b) Except where impracticable, access to blocks adjacent to the highway should be restricted to a driveway on a side street. Driveway connections between adjacent lots (cross easements) should be used where possible to reduce the number of driveways. The City shall develop more specific access management plans that provide for continuous access systems between properties on blocks adjacent to Highway 30.
2. To consider the impact on existing or planned transportation facilities in all land use decisions.
3. To protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
4. To consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
5. To preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

C. **Policies for Pedestrian and Bicycle Circulation**

The City of Rainier wishes to plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community. It is the policy of the City to:

1. Require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown,

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2. Consider the existing and future opportunities for bicycle and pedestrian ways. Many existing ways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.
3. Include bikeways in the roadway standards for all new arterials and collectors within the Urban Growth Boundary.
4. Retrofit existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical.
5. Include sidewalks in the roadway standards for all new streets within the Urban Growth Boundary.
6. Retrofit existing streets with sidewalks on a prioritized schedule.
7. Give priority to developing pedestrian and bicycle access to major activity centers within the Urban Growth Boundary, such as the downtown, schools, and community centers.
8. Design and construct bikeways and pedestrian access ways to minimize potential conflicts between transportation modes.

D. Policies for Coordinated Review of Land Use Decisions

1. The City of Rainier shall coordinate with the Oregon Department of Transportation (ODOT) to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.
2. The City shall consider findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.

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GOAL 13: ENERGY CONSERVATION

To conserve energy.

FINDINGS:

1. Energy conservation is primarily a regional and national issue. On the local level, Rainier's ability to encourage energy conservation exists in its use of the Uniform Building Code to ensure energy efficient construction, its promotion of multi-family and attached housing types and its providing a multi-modal transportation system that avoids reliance on single occupancy automobiles.

POLICIES:

1. The City will cooperate with appropriate local, state and federal agencies and will seek appropriate local methods to conserve energy.
2. The City will consider the use of renewable energy sources and, where practical, will use these sources to supply some of the City's energy needs.
3. The City will encourage multi-family and attached single family housing and consideration of solar access to support a more energy efficient land development pattern.

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GOAL 14: URBANIZATION

To provide an orderly and efficient transition from rural to urban land use.

FINDINGS:

1. The Rainier UGB was established based on projections of population growth, household size and type, and the need for commercial and industrial lands. Given the negligible amount of population growth and development that has occurred since the adoption of the UGB, the current UGB contains sufficient land to accommodate future needs over the next twenty years.
2. There is a need to undertake additional analysis of lands currently within the UGB to determine whether all such lands are appropriate for urbanization and whether future adjustments to the UGB are warranted. Such adjustments could include removal of certain lands currently within the UGB and addition of lands currently outside the UGB.

POLICIES:

1. The City will review the supply of buildable land within the Urban Growth Boundary during each periodic review of this Plan. The City will strive to include enough land within the UGB to meet projected 20-year land needs for housing and employment growth and supporting public facility and open space uses.
2. Modification of the UGB shall be approved by both the City of Rainier and Columbia County and based upon consideration of the following factors:
 - a. Demonstrated need to accommodate long-range urban population growth;
 - b. Need for housing, employment opportunities, and livability;
 - c. Orderly and economic provision for public facilities and services;
 - c. Maximum efficiency of land uses within and on the fringe of the urban area;
 - e. Environmental, energy, economic and social consequences;
 - f. Retention of agricultural land, with Class I being the highest priority for retention and Class VI the lowest priority and retention of forest lands; and
 - g. Compatibility of the proposed urban uses with nearby agricultural activities.

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3. The first priority for future urbanization outside the current UGB is the Beaver Creek Valley area around the Rainier High School Complex because facilities are or can be made available and the topography of the area is suitable for urban uses.
4. Land use designations for the land between the city limits and the UGB have been mutually agreed upon by the City of Rainier and Columbia County. These designations may be changed only when agreed upon by both the City and the County. Procedures for notice and coordination between the City and the County are outlined in the Urban Growth Management Agreement.
5. Any lands within the Rainier UGB may be annexed to the City of Rainier in accordance with state statute. The City will annex lands only when they are contiguous with the City.
6. Annexation procedures and considerations are outlined in the Urban Growth Management Agreement.
7. No new special service districts will be formed within the UGB unless compatible with the plans of the City for the provision of full urban services within the UGB.