

64
amended
by 185

ORDINANCE NO. 185

AN ORDINANCE AMENDING ORDINANCE 64, THE COMPREHENSIVE PLAN

WHEREAS, the City of Detroit has developed amendments to the following elements of the Comprehensive Plan:

Land Use, Chapter 4; Housing, Chapter 5; and Public Facilities Chapter 7; and

WHEREAS, the City of Detroit Planning Commission and the City Council conducted a joint public hearing on the proposed amendments on July 10, 2001, at which time the public was given full opportunity to be present and heard on the matter; and

WHEREAS, notice of said public hearings was duly given to the public pursuant to the State's public notice requirements;

NOW THEREFORE THE CITY OF DETROIT ORDAINS AS FOLLOWS:

The City Council of the City of Detroit does hereby amend the Comprehensive Plan and adopts the Comprehensive Plan Elements as set forth in Exhibits "A", "B", and "C".

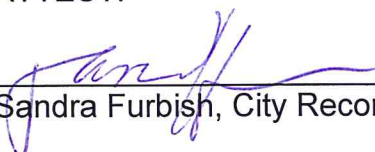
PASSED and adopted by the City Council of the City of Detroit on this 14th day of August 2001, with a unanimous vote.

Approved by the Mayor this 14th day of August 2001.



Harold Hills, Mayor

ATTEST:



Sandra Furbish, City Recorder

Chapter 4 City of Detroit Land Use Element

Introduction

A land use plan indicates the area into which various types of activities are expected to occur. Detroit designates five categories of land uses. There is currently no land designated Industrial Commercial.

1. Single-Family Residential. Areas designated as single-family residential shall have a minimum lot size of 5,000. New subdivisions and planned unit developments shall have a minimum density of 4 units per acre.
2. Multi-Family Residential. Areas designated as multi-family residential shall have a maximum lot density of one (1) dwelling unit per 1,500 square feet of gross area.
3. Commercial General. Commercial uses include all activities of a commercial nature. There is no distinction between what kinds of commercial activities are allowed; the specific zoning regulates uses.
4. Industrial Commercial. Industrial uses cover the range of manufacturing, warehousing, and wholesaling activities. Manufacturing activities are limited to light industrial uses. No land in Detroit is zoned for industrial uses.
5. Public. Public uses include all government and semi-public lands and uses.
6. Schools and Parks.

The land use designations in the Comprehensive Plan are of a general nature and are intended to indicate the expected community growth pattern. Implementation of the plan occurs through more specific actions such as zoning, subdivision control, annexation review, Urban Growth Boundary administration and public facilities planning. Although the plan is designed to be somewhat flexible, it must be understood that it is a significant policy statement and a great deal of responsibility must be exercised in its use and updating.

In 2001, the city conducted a buildable lands inventory. **Table 1** shows the amount of developed acreage by zoning designation within the city.

**Land Use Element - Table 1
Developed Land Uses within the Detroit UGB
By Zone, 2000**

Zoning Designation	Acres ¹	Percent of Total Area
Single-family Residential (SF)	152.9	81.4%
Multi-family Residential (MF)	2.9	1.5%
Commercial General (CG)	14.9	7.9%
Industrial Commercial (IC)	0	0%
Public (P)	6.9	3.7%
Schools and Parks (SP)	10.3	5.5%
Total	187.8	100%

Source: MWVCOG, 2001.

¹ Acreage data is from the Marion County Assessor and does not include public rights-of-way.

Buildable Lands Inventory

The analysis of residential lands includes totals for land that is completely vacant, partially vacant, and redevelopable. The analysis of commercial and industrial land includes totals for land that is completely vacant and redevelopable.

The following parameters are used to determine whether land is partially vacant and/or redevelopable.

- Vacant land includes all parcels that are at least 5,000 square feet (0.11 acres) in size with improvement values of less than \$5,000. The minimum lot size for residential parcels in Detroit is 5,000 square feet.
- Within the city limits, partially vacant land consists of residential parcels that are at least 0.50 acre in size with an improvement value of at least \$5,000. This analysis assumes that 0.25-acre is devoted to the existing house, with the remainder considered vacant. This amount is added to the amount of gross buildable land.
- Redevelopable land includes parcels in all zones where some limited improvements have been made, but where potential for redevelopment for more intense uses is high. For the purpose of this analysis, redevelopable land is defined as parcels in all zones with improvement values of at least \$5,000, where the ratio of land value to improvement value is 1:1 or greater. For residential parcels, this land may instead be classified as partially vacant. The area of redevelopable parcels is added to the amount of gross buildable land.

The analysis also includes an assessment of land that is not buildable due to physical constraints such as steep slopes, riparian buffers, floodways, and wetlands. These areas have been subtracted from the amount of gross acreage that is considered buildable.

This analysis also assumes that 25 percent of the gross buildable residential land will be dedicated for use as public facilities (rights-of-way, parks, etc). This percentage has been subtracted from the gross amount of buildable residential land.

Based on these refinements, the total amount of buildable land shown in each category (residential, commercial, industrial) represents the net amount of buildable land.

Figure 1 shows vacant, partially vacant, and redevelopable land within the Detroit urban area¹ by zoning designation.

Note: *Figure 1 is the attached Draft Buildable Lands Map*

Residential Land

Table 2 shows the amount of buildable land for each residential zoning district within the Detroit city limits. Approximately 58.1 net buildable acres are available for residential development within the city. In Detroit, approximately 12.63 acres designated for residential use can be considered redevelopable. Approximately 155.8 acres within the Detroit UGB are currently developed for residential use.

¹ The Urban Growth Boundary (UGB) and city limits are the same for Detroit. The terms: “urban area”, “UGB” and “city limits” will be used interchangeably in this report.

**Land Use Element - Table 2
Buildable Residential Land
Detroit, 2001**

Zone/Plan Designation	Vacant (acres)	Partially Vacant	Redevelopable	Total¹
Single-Family Residential (SF)	40.9	3.3	10.9	55.1
Multi-Family Residential (MF)	0.6	0.4	1.7	3.0
Net Buildable Acres Within the City Limits¹	41.7	3.8	12.6	58.1

Source: Marion County Assessor data, MWVCOG, 2001.

¹ Numbers may not total exactly due to rounding.

Commercial Land

Table 3 shows that approximately 7.7 net vacant acres are available for commercial development within the Detroit city limits. Approximately 3.6 acres designated for commercial use can be considered redevelopable. Approximately 20.2 acres within the Detroit UGB are currently developed for commercial use.

**Land Use Element - Table 3
Buildable Commercial Land¹
Detroit, 2001**

Zone/Plan Designation	Vacant (acres)	Redevelopable	Total¹
Within City Limits			
Commercial General (CG)	4.0	3.6	7.7
Net Buildable Acres Within the City Limits¹	4.0	3.6	7.7

Source: Marion County Assessor data, MWVCOG, 2001.

¹ Numbers may not total exactly due to rounding.

Industrial Land

The Detroit Development Code includes a zoning designation for Industrial Commercial uses. However, no land is currently allocated to this zoning designation. Some light industrial uses are permitted as a conditional use in the Commercial General zone. Should the city determine that a need exists for more industrial land, land can be allocated to this zone at a later time.

Land Needs Analysis

The buildable lands inventory is used in conjunction with the 2020 population projection to determine if adequate land is available for future residential, commercial, and industrial development.

Future Residential Land Needs

Average Net Density

To determine the amount of land needed for future residential development, it is necessary to calculate the average net density for the various types of housing developments including single-family and multi-family.

Residential areas in Scotts Mills have developed at relatively low densities due to the lack of a sewer system. All residential dwellings are served by on-site septic systems that require a large lot size for adequate drain fields. The current average density for single-family residential areas is approximately 1.3 units per acre. Multi-family residential areas have an average density of approximately 0.5 units per acre.

Detroit is expected to have a sewer system by Spring 2003. When the sewer system goes online, it is predicted that development will occur at densities much closer to the maximum permitted by the single-family and multi-family zoning regulations. Therefore, the average net densities used to conduct the analysis of future residential land needs are:

- Single-family residential – 6.22 units/acre
- Multi-family residential – 14.52 units/acre

The housing needs analysis (see Housing Element - Table 4) identified 147 new residential units that will be needed to accommodate the projected 2020 population of 535 persons. Of the 147 new residential units, 54 percent, or about 79 units, are needed to meet projected need for rental units. Based on 2000 Census figures, about 81 percent of the local rental market is comprised of single-family residences. Therefore, of the additional 79 rental units, it is assumed that 19 percent will be multi-family housing units. Based on this assumption, then, approximately 15 new multi-family residences will be needed to meet the projected need in 2020. In addition, as shown in Housing Element - Table 2, the current rental market supply is currently about 24 units short of meeting the existing need. Consequently, in order to meet existing and projected need for such housing, 20 additional multi-family units will be needed over the next 20 years.

Land Use Element - Table 4
Projected Housing Mix and Residential Land Needs
Detroit, 2020

Housing Type	Existing Units 2000	Units Needed 2020	Percent of New Units	Net Density (units/acre)	Acres Needed 2020
Single Family	133	127	86.4	6.22	20.2
Multi-Family	5	20	13.6	14.52	1.4
Total	138	147			21.6

Source: MWVCOG, 2001.

Looking back at **Table 2**, adequate vacant, partially vacant, or redevelopable land is available to accommodate future housing needs within the existing urban growth boundary. The buildable lands analysis found that approximately 58.1 acres are available for residential development within the entire urban area. An estimated 21.6 acres will be needed to accommodate residential growth through 2020.

About 1.4 acres of land designated for multi-family development will be needed by 2020. **Table 2** shows that about 3.0 acres of land zoned MF are currently available for development within the city limits.

Approximately 20.2 acres will be needed for single-family development through 2020. At present, about 55.1 acres zoned SF are available to accommodate single-family residential development within the city limits.

Future Commercial and Industrial Land Needs

Population projections and need for commercial/industrial land. The 1986 General Plan update used the 1986 update ratio of .009 acres per person to identify the amount of land needed for commercial use, and a ratio of .04 acres per person to identify the amount of land to reserve for industrial development. **Table 5** reflects use of the ratio using the lowest population projection.

Table 5
Industrial and Commercial Land Needs

Zone	Acres per person	2020 population	Acres needed	Acres Developed	Acres Available	Surplus (Deficit)
Com.	.009	535	4.8	20.2	7.7	2.9
Ind. ¹	.04	535	21.4	0	0	(21.4)

Source: MWVCOG and Gervais General Plan

Note: The "acres per person" are from the 1986 General Plan.

1. Some light industrial uses are conditional uses in the Commercial General zone. Surplus commercial land could be used to accommodate some of the industrial land deficit.

Land Use Goals and Policies

GOAL: To provide adequate lands to service the needs of the projected population to the year 2020, and to ensure the conversion of property to urban uses in an orderly and timely manner

Policies: General:

1. Zoning is an important means of regulating land uses. Future zoning and rezoning should be in conformance with this plan and its policies.
2. Any amendments or changes to this plan should only be made after public hearings and official action by the Planning Commission and City Council.
3. Development should occur as extensions of existing City services.
4. The City will establish and maintain a buildable lands inventory at intervals requested by the City Council.
5. Development of vacant lands within the city with full urban services will be encouraged over annexation of additional lands.
6. The City of Detroit will consider urban growth boundary expansions based upon consideration of the following factors:
 - a. Accommodation of additional population;
 - b. Housing, employment opportunities, and livability;
 - c. Orderly and economical provision of public facilities and services;
 - d. Maximum efficiency of land uses within and on the fringe of the existing urban area;
 - e. The long term environmental, energy, economic, and social consequences of the locality, the region, and the state as the result of allowing Land Use and not preserving and maintaining the land for other uses, and
 - f. Compatibility of the proposed urban use with nearby activities.
7. Development shall not be permitted in areas identified as having severe development restrictions.

Residential Land:

1. The City of Detroit will encourage residential development of a density at or near the maximum densities as described in the Development Code.
2. Residential development should be diversified to provide for a variety of housing opportunities.
3. The planned unit approach to residential development will be encouraged.

4. Multi-family housing development should be located close to shopping facilities and arterial or collector streets and interspersed with single-family residential housing when new subdivisions are developed.
5. Houses and structures of historical value should be preserved and protected from encroachment by other non-compatible uses.
6. Open spaces and parks will be encouraged in larger subdivisions and multi-family developments.

Commercial Land:

1. Commercial development should be located so as to provide adequate and convenient services to residents as well as visitors.
2. Commercial centers should be oriented toward pedestrians.
3. The mixing of uses in the commercial area will provide a means of access to transportation, housing and shopping to those persons who need to locate near the various facilities.
4. The City of Detroit supports maintaining existing businesses and encouraging a variety of new business activities to locate in the city.
5. The City of Detroit shall work with business owners to promote structural and visual enhancement of the business centers.

Industrial Land:

1. The City of Detroit shall investigate the possibility of providing Industrial-zoned land if it is determined that a need for such land exists.

Public and Schools and Park Land:

1. The City of Detroit shall encourage a high level of cooperation and coordination between the school district, Marion County and various State agencies, and the City of Detroit.
2. Open spaces and recreational sites and facilities should be encouraged to provide for the leisure time needs of the resident and visitor.

LAND USE

On Map 3 the physical layout of the land use plan is depicted. This plan is reflective of the goals and policies of both the City and LCDC. It is based on research of existing and projected needs as well as input from citizen involvement groups and community surveys.

The location and type of existing land uses are extremely important in identifying the character of a city. The type and amount of a particular land use will aid in projecting future land area needs. With this thought in mind, the Council of Governments conducted a land use survey in August of 1977 for the City of Detroit. As a result of this survey, the following table was compiled:

TABLE 8

EXISTING LAND USE DISTRIBUTION

Using the existing acreage totals and a formula of "X" amount of acres for each 100 persons, we are able to forecast future land area needs.

TABLE 9

FORECAST OF LAND AREA NEEDS

It must be remembered that these projections are based on existing conditions. Through input from citizen groups and public meetings, these projections may be modified. There are other factors that may also influence these projections, i.e., new methods of sewage treatment, change in economic conditions, development limitations due to physical conditions, and private ownership patterns.

URBAN GROWTH PROGRAM

An urban growth boundary has been established for the City. The boundary corresponds with the existing City limits and contains 314 acres of land. The urban growth boundary provides a

guide for future urban expansion but in no way sets limits on ultimate population or physical growth. The following policies are part of the urban growth program:

There shall be no extension of City services outside the urban growth boundary.

The City should develop a 6 year capital improvement program.

The City and Marion County will adopt by intergovernmental agreement the urban growth boundary.

Provide for periodic review and reevaluation of the boundary.

Seek out sources of outside funding which might minimize the local cost of providing public facilities and programs.

Require the assessment of development fees on new construction which would cover the costs of service facilities.

RESIDENTIAL LAND USE

~~GOAL: To assure the residents the opportunity for a safe, healthy and pleasant environment in which to live.~~

Residential land accounts for 43 percent of the total developed acreage within the City. It is the second largest land use classification being exceeded only by streets and rights-of-way. The majority of residential structures are reflective of the recreational atmosphere with the summer home being the predominant type of construction.

As stated in the Housing Element, the projected land use need will amount to 81.4 acres by the year 2000. This total is based on current and past housing trends and may vary as conditions and attitudes change in the community. The land use plan allows for 156 acres of land to be devoted to residential use. On the surface this may seem to be more than generous, but several factors come into play that will make this acreage total less than excessive.

There are several factors that limit residential development in the City. The most limiting factor to development is the reliance on septic systems as a method of wastewater treatment. Future subdivisions will require more than twice the amount of land required of past developments. This has led the Planning Commission to adopt the following policy:

Residential development should be at the maximum density allowed by physical constraints.

Another limiting factor is the slope of the remaining undeveloped land. The majority of the flat to gentle sloping lands have already been developed. With the statewide restriction on placing septic drainfields on land of more than 25% slope, much of the remaining undeveloped land will be difficult to impossible to subdivide. With this in mind, the Planning Commission has adopted a policy of:

Residential development should not be permitted in areas identified as having severe development limitations.

The above policy would also apply to those areas having other development limitations, i.e., potential slide hazard, poorly drained soils, and soils with low strength factors. The City has adopted further policies concerning residential developments. Two of these policies deal with the aesthetics of the City which are vitally important to a tourist oriented community. They are:

Provide for maintenance, conservation and enhancement of existing residential areas.

Residential development should insure minimum negative impact on the environment.

The City has adopted a policy on public facilities that states:

Locate residential and development only in areas where adequate services and facilities can be provided with minimum cost.

The public services and facilities policy is directed towards insuring that the City not be required to provide expensive capital expenditures for private developers. If excessive costs are required to service a development, these must be borne by the developer.

Single-Family

Of the 156 acres designated on the plan to be used for residential purposes, 86% is in the single-family classification. Portions of the developable land have been subdivided, but have yet to be built upon. Developers are in some cases being required by the county sanitarians to combine lots before being granted septic approval.

The plan designates an area on the north edge of the City belonging to the U.S. Forest Service as a potential single family residential use. This was done as the first step in negotiating with the Forest Service to release this land for future urban development. It is felt by the City that this land is needed if there is to be sufficient land available, to allow for some freedom of choice as to where an individual is to live. This land is in a logical direction for expansion of residential development and with this thought in mind, the City adopted the following policy:

Investigate the possibility of acquiring additional lands from the U.S. Forest Service for future residential development.

Multi-Family

The comprehensive plan allows for 14% of the residentially developed land to be used as multi-family. The multi-family uses are located in the central area of the City and are on relatively flat land. A large portion of the multi-family areas are committed to other uses at this time, but it is the feeling of Planning Commission members that future development may be possible.

The desire of the community to increase densities in residential areas must be weighed against the cost providing sewage service. With the use of septic systems as the only means of wastewater treatment, the potential for multi-family developments is very limited. The size of lots required for multi-family developments would make the costs of developing prohibitive. City officials recognize the problems that must be overcome and feel that a solution will be found in the future. When this is done, the development of these areas will become possible.

The need for multi-family rental units is well recognized. Forest Service and Idanha Mill employees are forced to find housing up to 50 miles away from their place of employment. The demand for multi-family units will be increasing as more people are employed in the area. City officials recognize the problems that must be overcome before such developments may be built and feel solutions will be found.

COMMERCIAL/INDUSTRIAL

GOAL: ~~——— To maintain existing and encourage new commercial development.~~

The key word when describing the commercial/industrial sector of Detroit is tourism. Recognizing that tourism is Oregon's third largest industry the City has chosen to focus its attention on developing an environment that will serve to attract more of the tourist trade to the City. During the tourist season the population of the City more than doubles. These people when added to those who camp at the state and federal parks have a tremendous impact on the economy of the City.

There were 7 acres of land devoted to commercial land use when the land use survey was conducted in August of 1977. The majority of commercial development inventoried had taken place along Detroit Avenue. Other locations of commercial activity were at the intersection of the Breitenbush Road and Highway 22 and along the shores of the reservoir in the area of Clester Road. The projected year 2000 commercial land use need is 9 acres. This is only 2 acres of additional commercial expansion. This projection is based on existing conditions that may or may not change in the future.

The land use plan allows for 21.5 acres of commercial land. This would allow for 14.5 acres of commercial expansion. Because of the City's aggressive campaign to stimulate tourism, this figure is felt by the citizens committee to be closer to the actual need.

The city is fortunate to have a fairly well defined commercial center. This core area may well serve as a focal point for all future tourist-oriented commercial development. The importance of maintaining the majority of commercial activity in one area may be viewed as one of stimulating business. With shops located in one convenient location shoppers are able to walk

~~from one location to another. Parking can be centrally located to minimize traffic and an overall community theme can be carried out. The citizens committee has viewed all of these factors as being desirable and has adopted the following policies:~~

~~*Establish a cooperative effort with the City and business people to promote structural and visual enhancement of the business center.*~~

~~*Encourage development of a committee of business people, lay citizens, and city officials to develop a conceptual plan for the commercial center.*~~

~~*Provide adequate off street parking in or near the business center.*~~

~~*Develop an ordinance for controlling the height, area and location for business signs.*~~

~~A viable, attractive and prosperous commercial center is a must if the City is to continue to grow. The natural setting of the City makes it an ideal location for recreational oriented businesses. The citizens committee will pursue ideas that will take advantage of the natural and pristine setting of the city. The idea of a community theme that would promote a common facade for all businesses and perhaps be an attractor for more tourists in the off season will be investigated.~~

~~The City after reviewing original land use proposals, chose to include in the commercial designation an area located near the east city limits along the north side of Highway 22. The intent of a commercial designation in this area was to provide for heavier commercial activities, i.e., warehousing, heavy equipment storage and repair, lumber storage and sales, etc. By designating this particular area for these type of uses the core area of the City may be retained as a retail commercial activity center.~~

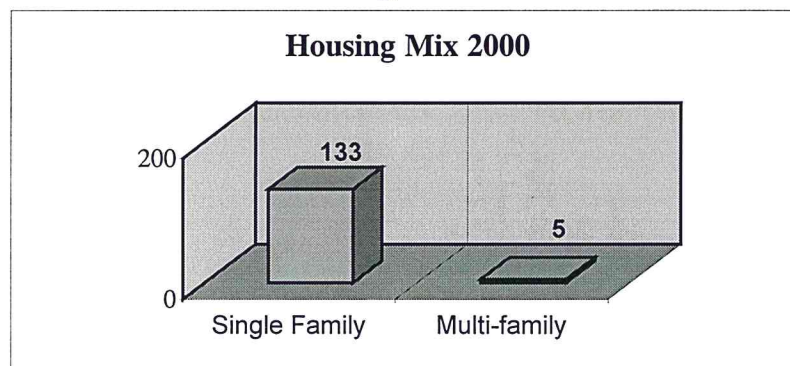
Chapter 5 City of Detroit Housing Element

Existing Conditions

Figure 1 shows the existing mix of residential housing units within the city limits of Detroit. According to the 2000 Census, there are approximately 383 residential housing units in the city. Approximately 64 percent of the residential units in the city, or 245 units were listed as vacant because they are only occupied on a seasonal basis. The remaining 138 units are considered the housing stock for year-round residents. For the purposes of this report, only housing units utilized for year-round occupancy are considered.

According to the 1990 Census, approximately 3.5 percent of the housing units were multi-family units. If the same percentage is applied to 2000 Census data, approximately five units in the city are multi-family units. The remaining 133 are single family units, including both stick-built and manufactured homes.

Figure 1



Housing Needs Analysis

This section presents estimates of housing need for various age and income sectors in the city. The needs analysis data in this chapter comes from a model created in 2000 by the Oregon Housing and Community Services Department. The data are mostly based on census figures. Other sources of information include the *Regional Consumer Expenditure Survey* that is conducted every year by the U.S. Bureau of Labor Statistics as well as income data collected by *Claritas, Inc.* a private company. The model uses age, income, and expenditure information to predict the ability of households to afford housing. The analysis is intended to predict need for both owner-occupied and rental housing units at either end of a 20-year period from 2000 to 2020.

The analysis of housing need is based on the following assumptions:

- (1) Vacancy Rates. At any given time, a number of homes within the community are vacant. The analysis assumes a 13.77 percent vacancy rate for 2000. The vacancy rate for Detroit in the 2000 Census was 13.77 percent. The vacancy rate for Detroit has been gradually declining over the past ten years. The 1990 Census showed a vacancy rate of 14.2 percent. The vacancy

rate is expected to continue to decline in the next twenty years as well. The projected vacancy rate for 2020 is 13.0 percent.

- (2) Persons per household. The analysis assumes there are approximately **2.2** persons per household for 1999, and that the household size will remain the same in 2020.¹
- (3) Group Quarters. There are currently no persons in ‘group quarters’ in Detroit. This is expected to remain the same in 2020. The U.S. Census Bureau classifies all persons not living in households as living in group quarters. Persons living in group quarters include persons who are institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc.
- (4) The ratio of owner-occupied (owned) units to rental units is the same for vacant units as it is for occupied units.
- (5) The analysis cannot predict any major changes in the economy and any associated impacts to local household income. The analysis assumes that economic conditions in 2020 are similar to those in 1999. Household incomes, as well as housing costs, are expressed in 1999 dollars for ease of comprehension.
- (6) The analysis assumes that no more than 30 percent of gross household income is used to pay housing costs. The 30 percent threshold is the same as that used by the Department of Housing and Urban Development to determine housing affordability.

Current Housing Needs

The 2000 Census population for Detroit is 262. The 2020 population projection for Detroit is 535. This projection has been adopted by Marion County for the City of Detroit through a coordinated process required under state law (ORS195.036).

Table 1 shows various estimates regarding the local housing need in 2000. The estimated population is 262 persons and the total number of dwelling units is 138. The resulting household size is approximately 2.2 persons per dwelling. The housing needs model shows that approximately 69 owner-occupied units and 50 rental units are needed.

Table 1
Housing Status
Detroit, 2000

Population (estimated)	Persons in Group Quarters ¹	Persons per Household	Total Dwelling Units ²	Occupied Dwelling Units ³	Vacant Units ⁵	Owner-Occupied Units	Rental Units	Owner-Occupied Units (percent)	Rental Units (percent)
262	0	2.2	138	119	19	69	50	58.0	42.0

¹ While this information is included in the data, analysis conducted by the Oregon Housing and Community Services Department in developing the housing needs model showed that household size is not necessarily a factor affecting need for particular types of housing.

Source: Oregon Housing and Community Services Housing Needs Model, 2000

¹ Persons living in group quarters includes persons who are institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc. This definition also includes students living in college dormitories.

² Total dwelling units do not include group quarters dwelling units.

³ Occupied dwelling units do not include group quarters dwelling units.

⁴ Numbers may not total exactly due to rounding.

⁵ Based on an assumed vacancy rate of 13.77 percent.

The housing model shows that 50 rental units are currently needed. The rental unit market is comprised of both multi-family residences (apartments, duplexes, etc.) as well as single-family dwelling units. 2000 Census data shows that there are approximately 26 rental units in Detroit. As shown in **Table 2**, the estimated supply of rental housing units in Detroit does not meet the current need for rental units.

Table 2
Rental Housing Supply and Need
Detroit, 2000

Rental Units Needed	Existing Multi-Family Units	Single-Family Units Used as Rentals	Total Number of Existing Rental Units	Difference Between Existing Rental Units and Rental Units Needed
55	5	21	26	(24)

Source: Oregon Housing and Community Services Housing Needs Model and MWVCOG, 2000

Projected Housing Needs

The projected population of Detroit in 2020 is 535 persons. As shown in **Table 3**, 280 dwelling units will be needed to accommodate this population. This represents an additional 147 housing units that will be needed over the next 20 years (an estimated 5 units will also be removed).

Of the 147 new residential units, 53.7 percent, or about 79 units, will be needed to meet the projected need for rental units. This analysis assumes that approximately 19 percent of the rental market will continue to be comprised of multi-family residences, with the remainder comprised of single-family units. Based on this assumption, then, approximately 15 new multi-family residences will be needed to meet the projected need in 2020. In addition, as shown in Table 2, the amount of available multi-family units currently available is about five units short of the existing need. Consequently, in order to meet existing and projected need for such housing, 20 multi-family units will be needed over the next 20 years.

Table 3
Projected Housing Status
Detroit, 2020

Population (projected) ¹	Persons in Group Quarters ²	Persons per Household	Total Dwelling Units ³	Occupied Dwelling Units ⁴	Vacant Units ⁵	Owner-Occupied Units	Rental Units	Owner-Occupied Units (percent)	Rental Units (percent)
535	0	2.20	280	243	37	141	102	58.0	42.0

Source: Oregon Housing and Community Services Housing Needs Model, 2000

Whether or not this trend will continue in the future cannot be determined, however, it does indicate that many residents of Detroit are finding the manufactured home to be an alternative to the traditional single-family house. The City recognizes this trend and does not wish to discourage it. However, the City does feel that manufactured homes should be placed on a permanent foundation with adequate skirting. For these reasons, it is the policy to:

Encourage the use of manufactured homes and their proper placement through the use of a conditional use permit system.

HOUSING CONDITIONS

The 1970 Census indicates that poor housing conditions were quite prevalent in Census Tract 106 (Detroit, Idanha, Mill City and Gates). Substandard heating occurred in 66% of all housing units in this Census Tract. In addition, Detroit itself was shown to have the greatest amount of housing lacking some or all plumbing facilities (20% or 44 units) in the tri-county (Marion, Polk and Yamhill) area.

This 20% figure may be somewhat misleading. Because of the recreational nature of the community, the City allows placement of vacation trailers on standard lots for up to 6 months. However, this 6-month policy has not been actively enforced. This lack of enforcement has led to a growing number of recreational units designed for temporary or transitional living, being used for year-round housing. This creates a less than ideal situation, because the original septic tanks and drainfields, as well as heating and plumbing systems, were not designed for year round use. In response to this, it is the City policy to:

Encourage an active code enforcement program to maintain dwellings at minimum structural standards

HOUSING SUPPLY

The 1970 Census identified that only 2 vacant units to rent or own were available in Detroit. This data was strongly supported in both public workshops on the comprehensive plan, as well as the community attitudes survey taken as part of the plan.

Apparently, the predominant reasons for this extreme housing shortage can be traced to the problems involved with obtaining a septic permit for new housing development, and the large amounts of land required for septic drainfields. There also appears to be a reluctance on the part of local developers to subdivide the remaining developable land into lots of this size. If these lots were to be developed, their required size would drive up the cost of individual housing, making it even more difficult for low and moderate income families to obtain reasonable housing. For these reasons, the City has adopted the following policies:

Rental housing should be developed to provide for a wide range of housing choice in the community.

HOUSING

INTRODUCTION

~~The Housing Element of the comprehensive plan discusses the existing housing supply, future housing needs and problems associated with providing future supply (i.e., housing costs, rehabilitation of existing housing and the provision of sufficient and adequate housing for those in need of it).~~

~~Housing in Detroit is predominantly single-family, as in most of Oregon's cities. It appears that future housing will remain in the single-family mode, which in Detroit is being accomplished more and more through the use of manufactured homes. While manufactured homes are not typical single-family homes', they definitely could be included in the single-family mode or style of living. The most pressing concern for the City with regards to housing is not the type of housing, but the quality of life that is achieved through good housing. Therefore, the Citizens Advisory Committee has concluded that it is the goal for the City of Detroit:~~

~~To ensure that all residents of the community have the opportunity to acquire safe and sanitary housing at reasonable cost.~~

EXISTING HOUSING

~~In August of 1977, the COG conducted a survey of Detroit's existing housing. The survey was designed to determine location and type of the existing structures. Table 10 lists Detroit's units by type.~~

TABLE 10
EXISTING HOUSING I IN DETROIT, OREGON, AUGUST 1977

Source: ~~Compiled by windshield survey, August 1977, Mid Willamette Valley Council of Governments.~~

HOUSING CONSTRUCTION

~~While Table 10 demonstrates that the predominant housing type in Detroit is single-family dwellings (63.9%), a closer look at recent construction indicates a strong trend toward the manufactured home as a dwelling choice in Detroit. Table 11 lists housing construction, by type, since 1970.~~

TABLE 11
HOUSING CONSTRUCTION, 1970-JULY 1977

Source: ~~Marion County Building~~

¹ The 2020 population projection has been coordinated with the projections for Marion County as required by Oregon Revised Statutes 195.036.

² Persons living in group quarters includes persons who are institutionalized or living in non-institutional group homes, rooming houses, assisted-living facilities, etc.

³ Total dwelling units do not include group quarters dwelling units.

⁴ Occupied dwelling units do not include group quarters dwelling units.

⁵ Based on an assumed vacancy rate of 13 percent.

Table 4 shows the total number of additional dwelling units that will be needed by the 2020 population. With the estimated removal of five units from the housing supply, an estimated 147 additional dwelling units be needed during this 20-year period.

Housing Element - Table 4
Additional Dwelling Units Needed in Detroit by 2020

Total Dwelling Units 2020	Total Dwelling Units 2000 ¹	Dwelling Units Removed	Additional Dwelling Units Needed	Additional Group Quarters Needed
280	138	5	147	0

Source: Oregon Housing and Community Services Housing Needs Model, 2000

Housing Goals and Policies

GOAL: The City of Detroit shall encourage the development of a range of housing types and cost levels to adequately meet the needs of its citizens.

Policies

1. The City of Detroit will provide adequate amounts of residential land within the urban growth boundary to permit development of housing for families of all income levels.
2. The City of Detroit shall encourage developers to make all new residential developments as energy-efficient as possible, including consideration of renewable fuel sources.

GOAL: The City of Detroit shall encourage upgrading of the existing housing stock.

Policies

1. The City of Detroit will solicit the aid of federal, state and local agencies in obtaining funding for the rehabilitation of dilapidated housing in the city.
2. The City of Detroit shall solicit support for and otherwise encourage the weatherization of the existing housing stock to minimize health and economic impacts due to rising fuel cost.

GOAL: The City of Detroit shall coordinate with Marion County and the Idanha-Detroit Fire Protection District to ensure that all new housing developments be provided with services (streets, sewer (as it becomes available), water, ambulance, police and fire)

and that future developments will not overburden such services. Further, to ensure that the cost of extending such services shall be borne by the developer.

Policies

1. Residential development should be located in areas that can be served by public facilities and services. The extension of public facilities and services shall be paid by the developer.
2. Multi-family housing development should be located close to shopping facilities and arterial or collector streets and interspersed with single-family residential development when new subdivisions are developed.

CITY OF DETROIT

STAFF REPORT

For City Council Public Hearing

SUBJECT OF PUBLIC HEARING:	Amendments to the Detroit Zoning Ordinance concerning provisions for residential use of recreational vehicles on residential zoned property; and Amendments to the Detroit Zoning Ordinance concerning provisions for variances to standards in the Zoning Ordinance.
APPLICABLE CRITERIA:	Detroit Zoning Ordinance Sections 4.020, 4.030, and 4.070.
FILE NUMBER:	L-00-01 (Legislative)
EXHIBITS:	A: Ordinance recommended by Planning Commission for approval by City Council concerning residential use of recreational vehicles (Seasonal Approach) B: Ordinance #175 showing changes recommended by Planning Commission C: Ordinance #175 D: Ordinance recommended by Planning Commission for approval by City Council concerning amendments to Variances, Chapter 8 of the Detroit Zoning Ordinance

I. BACKGROUND

The City of Detroit (City) has received requests to allow recreational vehicles (RVs) stay longer on private property than the City's Zoning Ordinance (Ordinance) and its amending ordinances allow. The City has also received complaints concerning RVs used for residential use staying on property longer than the City's ordinances allow.

There has been a request to revise the current standards concerning the use of RVs for residential use so that persons who do not meet the City's requirements need not apply for a variance from the City's standards for using RVs. These standards are found in Ordinance #175 that revised Chapters 12 and 13 of the Detroit Zoning Ordinance. See Exhibit C.

At the Planning Commission's September 26, 2000 public hearing, the Planning Commission unanimously recommended to the City Council adoption of a seasonal approach for the residential use of recreational vehicles. See Exhibit A. The Planning Commission's recommendation also included definitions for terms not defined in the Zoning Ordinance. The seasonal approach allows persons to use RVs as a temporary residence on developed and undeveloped property from May 1st through September 30th. If an RV is occupied for more than two weeks during this five-month period, then the occupants must subscribe to the local garbage collection service.

A seasonal approach is congruent with the US Forest Service's season allowed for camping. According to the Detroit Ranger Station, the US Forest Service campgrounds are open from the second Saturday in May through the last Sunday in September. Enforcement of portions of the ordinance has been difficult for the city due to lack of city personnel available for such work. A seasonal approach would allow the residential use of recreational vehicles for a much longer period than the current standard allows – from a

maximum of 14 days for undeveloped property, to approximately four months in the residential zones and on property zoned Commercial General that are developed with single-family dwellings.

This staff report sets forth the findings and criteria from which the City Council may make a decision concerning amendments to the Zoning and Development Ordinance. Staff anticipates the development of additional findings at the City Council's public hearing.

Notification of the public hearings was provided pursuant to the Detroit Zoning Ordinance Section 3.050, and Oregon Revised Statutes (ORS) Section 197.763.

II. FINDINGS APPLYING APPLICABLE CRITERIA

I. Recreational Vehicles

The City of Detroit Zoning Ordinance implements the goals and policies of the City's Comprehensive Plan. Text amendments to the Zoning Ordinance follow legislative procedures. The Planning Commission reviews the proposed amendments at a public hearing and then submits a recommendation to the City Council. Text amendments shall be adopted by an Ordinance passed by the City Council.

Section 4.070 of the Zoning Ordinance, Approval Criteria – Text Amendment, states “the following criteria shall be used to review and decide amendments to the text of this Ordinance.”

(A) **Compliance with the Statewide Land Use goals and related Administrative Rules.**

Findings: The statewide planning goals are general standards for land use planning. The goals are mandatory and are adopted as administrative rules (OAR 660-15-000, 005, and 010). The most applicable goal may be Goal 10, Housing.

Goal 10: Housing

Goal: To provide for the housing needs of citizens of the state.

Any amendments to the Zoning Ordinance that relate to the temporary residential use of recreational vehicles (RVs) do not directly relate to any of the statewide planning goals. The use of RVs for residential uses is temporary in contrast to manufactured and site-built dwellings, which are permanent-housing units. The City of Detroit allows a variety of housing locations, types and densities pursuant to Goal 10 of the statewide planning goals.

Staff Conclusion: The proposed ordinance complies with the statewide planning goals.

(B) **Conformance with the Comprehensive Plan goals, policies and intent is demonstrated.**

Findings: The City has adopted the following goal concerning residential land use:

To assure the residents the opportunity for a safe, healthy and pleasant environment in which to live.

The City has adopted policies concerning residential developments. They are:

Provide for maintenance, conservation and enhancement of existing residential areas.

Residential development should insure minimum negative impact on the environment.

Because of the recreational nature of the community, at a time prior to adoption of the Detroit Comprehensive Plan (1978), the City allowed placement of vacation or recreational trailers on standard lots for up to 6 months. That 6-month policy, however, had not been actively enforced. The lack of enforcement led to a growing number of recreational units designed for temporary or transitional living to be used for year-round housing. This created a less than ideal situation because the original septic tanks and drain fields, as well as heating and plumbing systems, were not designed for year round use. In response to this, the City established the following policy in the Comprehensive Plan:

Encourage an active code enforcement program to maintain dwellings at minimum structural standards.

It seems that the intent of the policies and goals found in the Comprehensive Plan is that the use of recreational vehicles should be temporary and not be used for year-round housing. The genesis to the current standards for the use of recreational vehicles in Single Family, Multi Family and Commercial Zones shows that the City wants RVs to be used solely on a self-contained, temporary basis.

The ordinance in effect now as amended by Ordinance #175 allows the temporary, residential use of recreational vehicles on undeveloped, Single- and Multi-Family Zoned property. The current ordinance allows the residential use of RVs on developed property indefinitely. See Exhibit C. Some of the terminology in Ordinance #175 seems vague and open to interpretation.

Some of the testimony as well as the deliberations at the Planning Commission's public hearing indicated a desire to conform to the Residential Land Use Goal stated on page 2, above. Respondents and the Planning Commission want occupants of RVs within the city to be responsible for their waste and to not cause health or safety problems for the city's permanent residents. Although the Residential Land Use Goal is subjective, it is important to assure the City's residents a 'safe, healthy and pleasant environment in which to live'.

Staff Conclusion: The proposed ordinance demonstrates an intent to conform with the Detroit Comprehensive Plan goals and policies.

(C) Public need is best satisfied by this particular change.

Findings: Two letters the city received concerning the proposed amendments to the Zoning Ordinance favored a repeal of Ordinance #175. Three letters stated a preference for the city to keep in force the standards set forth in Ordinance #175. Some of the respondents, via letter and in person, stated concerns about dumping of gray water and unattended fires on undeveloped property. Some residents believe that the residential use of RVs in the city discourages future building.

There seems to be a public need to address the residential use of RVs within the city limits. If the city were to repeal the standards for residential use of RVs, the year-round residents probably would be negatively impacted. As stated by some of the respondents at the Planning Commission's public hearing, the year-round residents do not want Detroit to be considered a city of transients.

Staff Conclusion: Amending the provisions in the Zoning Ordinance concerning the residential use of recreational vehicles as recommended by the Planning Commission best satisfies the public need.

(D) The change will not adversely affect the health, safety and welfare of the community.

Findings: At the Planning Commission public hearing, there were comments concerning unattended fires on undeveloped properties and some year-round residents being charged extra garbage fees because

campers on undeveloped property in the city discard their garbage on neighboring developed property. The developed property's owner is then charged the extra refuse collection fee. Occasionally, RV occupants leave their rubbish in the right of way or do not dispose of their garbage appropriately. Garbage and rubbish collection is provided to the City of Detroit and its residents through Pacific Sanitation. Persons using RVs as temporary residences currently are not required to have their solid waste picked up by Pacific Sanitation. One of the provisions of the proposed ordinance states:

If residency in a recreational vehicle exceeds two weeks, the recreational vehicle occupant must subscribe with the municipality's contracted sanitary disposal company for garbage collection.

This clause of the document addresses health, safety and welfare of the community in that it attempts to place responsibility on the RV occupants to not litter and create potential health hazards within the community. Enforcement of such a clause may be difficult, but as the City's current enforcement system is complaint driven, neighbors can unite to inform the City when infractions occur.

The proposed changes to the existing provisions would not adversely affect the health, safety and welfare of the community as long as the persons using RVs for temporary, residential use comply with all City, County, and State environmental health rules and procedures (e.g., sanitary disposal of property derived garbage).

Staff Conclusion: The proposed amendment may improve the health, safety and welfare of the community.

(E) Adequate public facilities, services and transportation networks are in place, or are planned to be provided permitting the proposed amendment.

Findings: Every lot and parcel, developed or undeveloped, can receive water service from the City and receive electrical service from the local power company. Individual sewage disposal systems are required to comply with the requirements of the Oregon Department of Environmental Quality (DEQ). Concurrent with application for a building permit or manufactured home placement permits, an applicant must obtain a suitability evaluation approval from the Marion County Building Department's Sanitarian prior to final approval. Undeveloped lots or parcels used for temporary, residential recreational vehicle use cannot receive approval for construction of individual sewage disposal systems. Prior to 1974, State health provisions existed for seasonal-use septic systems. The Oregon Health Division repealed these provisions because seasonal use more often than not changed to year-round use. Septic systems are considered a permanent, year-found facility. All lots created after 1974 must meet the current Oregon Department of Environmental Quality (DEQ) code for drain field setbacks for a three-bedroom home, with room for a back-up system.

There are several undeveloped lots within Detroit that contain septic systems connected on a seasonal basis to recreational vehicles. These systems were approved by the Marion County Sanitarian prior to the change in DEQ rules. Once the City's community sewer system becomes available to the lots and parcels within Detroit, the existing septic systems must be abandoned. When the city's sewer system is available, the few remaining seasonal septic systems also should be abandoned and no longer used for recreational vehicles.

Staff Conclusion: Adequate public facilities, services and transportation networks are in place and can be or have been provide to persons affected by the proposed amendment.

II. Variances

Variance: A quasi-judicial decision to lessen or otherwise modify the requirements of a land use ordinance. In order for a variance to be granted, three conditions must exist. First, there must be some special circumstance that justifies a little bending of the law. That circumstance must not be created by any action of the owner, and it must pertain to the property involved, not to the owner's health, bank account, domestic relations, etc.

Second, it must be shown that a strict application of the ordinance requirements would cause some hardship or practical difficulty. Third, the variance must not have a harmful effect on adjoining properties or neighbors. One of the primary purposes of a zoning ordinance is to protect properties from conflicting land uses. That purpose cannot be ignored, even if there is some unique circumstances and hardship that might otherwise warrant a variance.

The changes recommended by the Planning Commission for the Detroit Zoning Ordinance pertaining to variances, Chapter 8, are shown on Exhibit D. The proposed changes do not change the criteria but states that the applicant must meet *all* of the criteria in order to receive approval for a variance request.

Section 4.070 of the Zoning Ordinance, Approval Criteria – Text Amendment, states “the following criteria shall be used to review and decide amendments to the text of this Ordinance.”

- (A) Compliance with the Statewide Land Use goals and related Administrative Rules.**
- (B) Conformance with the Comprehensive Plan goals, policies and intent is demonstrated.**
- (C) Public need is best satisfied by this particular change.**
- (D) The change will not adversely affect the health, safety and welfare of the community.**
- (E) Adequate public facilities, services and transportation networks are in place, or are planned to be provided permitting the proposed amendment.**

Findings: Granting a variance permits the applicant to depart from the literal requirements of a zoning ordinance. The proposed changes shown on Exhibit D will not place the Zoning Ordinance's standards for variances out of compliance with the Statewide Planning Goals. The proposed changes conform to the Comprehensive Plan goals, policies and intents in that the proposed changes explicitly state the approval process for a variance request.

The public need is better satisfied with the proposed amendments. When a variance request comes before the City, that request must include an explanation of the applicant's reasoning for the variance, why the variance is required, and alternatives the applicant has considered in lieu of requesting the variance.

The proposed amendments to Chapter 8, Variances, will not adversely affect the health, safety and welfare of the community. It may actually help protect the community health, safety and welfare in that an applicant for a variance must meet all of the criteria listed for variances.

Addressing the adequacy of public facilities, services and transportation does not apply to proposed amendments to Chapter 8, Variances.

Staff Conclusion: The proposed amendments to Chapter 8, Variances, are in the best interest of Detroit's citizens. The proposed amendments apply equally to all persons requesting a variance from standards in

the Detroit Zoning Ordinance.

III. STAFF CONCLUSION AND RECOMMENDATION

By not amending the Zoning Ordinance as amended by Ordinance #175, the city must enforce the standards set forth in the Ordinance. This seems to be a problem for the city, and until such time that the city can fund an active code enforcement program as set forth as a policy in the Comprehensive Plan, the existing ordinance language limiting the duration of residential use of RVs has no force or effect on persons not in compliance.

Based on the current, seasonal residential use of recreational vehicles in the City of Detroit, the Planning Commission concluded that the City of Detroit should amend the applicable sections of the Zoning Ordinance for consistent interpretation and easier application of the City's zoning standards. Staff concurs with the Planning Commission's recommendation. The Planning Commission's recommendation to the City Council was based on findings developed at their public hearing held September 26, 2000. Based on citizen input at the Planning Commission and City Council public hearings, and findings developed at the public hearings, the City Council can arrive at a decision concerning residential use of recreational vehicles in the City. Staff recommends that the City Council approve the Planning Commission's recommendations to modify the standards for residential use of recreational vehicles and to amend the provisions for variances set forth in Chapter 8 of the Zoning Ordinance.

IV. CITY COUNCIL ACTION

The following options are available to the City Council.

I. Recreational Vehicles

- A) Adopt the ordinance recommended by the Planning Commission that amends Chapter 2 (Definitions) and Chapters 12 and 13 concerning residential use of recreational vehicles, based on the findings found in the staff report and developed at public hearing.
- B) Revise the Planning Commission's recommendation based on findings developed at the City Council's public hearing.
- C) Make no changes to the Zoning Ordinance, as amended by Ordinance #175.

II. Variance

- A) Adopt the ordinance recommended by the Planning Commission that amends Chapter 8 proposed amendments to Chapter 8, Variances.
- B) Make no changes to Chapter 8, Variances.

V. EXAMPLE MOTION FOR CITY COUNCIL

I MOVE that the City Council adopt an ordinance that amends Chapter 2 (Definitions), and Chapters 12 and 13 concerning residential use of recreational vehicles; and that the City Council adopt an ordinance amending Chapter 8, Variances.

EXHIBIT B

Section 1. PURPOSE. To adopt a text revision and amend the Detroit Zoning Ordinance, Ordinance No. 97.

Section 2. CHAPTER 2 – DEFINITIONS. The following definitions are hereby added to the Detroit Zoning Ordinance:

BUILDABLE LANDS: Lands in urban and urbanizable areas that are suitable, available and necessary for residential uses. “Buildable lands” includes both vacant land and developed land likely to be redeveloped. ORS 197.295(1)

DEVELOPED PROPERTY, RESIDENTIAL: A property within the city limits zoned Single Family or Multi-Family containing single-or multi-family housing that is site built or manufactured, and is connected to the municipal water system, electricity and an approved individual sewage disposal system or city sewer system.

RECREATIONAL VEHICLE: A vehicular-type portable structure without permanent foundation that can be towed, hauled, or driven and primarily designed as a temporary living accommodation for recreational, camping, and travel use and including, but not limited to travel trailers, truck campers, camping trailers, and self-propelled motor homes.

UNDEVELOPED PROPERTY, RESIDENTIAL: A property within the city limits zoned Single Family or Multi-Family that does not contain single- or multi-family housing and is not connected to an approved, individual sewage disposal system or city sewer system. The property may be connected to the municipal water system and may contain an electrical panel that is serviced by the local electric utility company.

Section 3. CHAPTER 12: RS Zone Section 12.120 and CHAPTER 13: RM Section 13.130 are hereby revised with the following:

Residential, recreational vehicle use on developed property in Single Family and Multi-Family Zones:

- A. Recreational vehicle must be parked on a graveled or paved driveway, side yard or back yard.
- B. Recreational vehicle must be property of temporary visitors OR the owner/renter of the developed property.
- C. Recreational vehicle must be self-contained.
- D. Recreational vehicle shall not be connected to septic/sewer.
- E. Developed Property may be used for residential, recreational vehicle use from May 1st through September 30th, and a total of fourteen (14) out of thirty (30) days during the rest of the year.
- F. The provisions stated above apply to property zoned Commercial General (CG) that contain single-family dwellings as of the date of this Ordinance.

Residential, recreational vehicle use on undeveloped property in Single Family or Multi-Family Zones:

- A. Recreational Vehicle must be self-contained.

EXHIBIT C

Section 1. PURPOSE. To adopt a text revision and amend the Detroit Zoning Ordinance, Ordinance No. 97.

Section 2. CHAPTER 8: Variances Section 8.030 is hereby revised with the following:

APPROVAL PROCESS AND VARIANCE CRITERIA.

1. **The applicant shall provide a written narrative or letter describing their reasoning for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection 2.**
2. The following criteria shall be used to review and decide adjustment applications. **The City shall approve, approve with conditions, or deny an application for a variance based on finding that all of the following criteria are satisfied.**
 - (A) The property is subject to exceptional or extraordinary circumstances over which the property owner has no control and which do not generally apply to other properties in the same zoning district and/or vicinity.
 - (B) The variance is necessary for the reasonable preservation of a property right of the applicant which is the same as that enjoyed by other landowners in the zoning district.
 - (C) The particular development as proposed otherwise clearly satisfies the intent and purpose for the provision to be varied.
 - (D) The proposal will not generate a significant adverse impact on other property in the same zoning district or vicinity.
 - (E) The variance requested is the minimum relief necessary to alleviate the difficulty and would not have the effect of granting a special privilege not generally shared by other property in the same zone.
 - (F) The request for the variance is not the result of a self-imposed hardship or condition.

Actual
documentation
in binder in
fire safe.
and Development
Code 2001 at desk

EXHIBIT B

- B. Recreational Vehicle must not be connected to septic/sewer.
- C. Undeveloped Property may be used for residential, recreational vehicle use from May 1st through September 30th, and a total of fourteen (14) out of thirty (30) days during the rest of the year.

If residency on undeveloped property exceeds two (2) weeks, the recreational vehicle occupant must subscribe with the municipality's contracted sanitary disposal company for garbage collection.

Residential, recreational vehicle use or storage of a recreational vehicle on undeveloped property zoned Commercial General (CG) or Industrial Commercial (IG) is prohibited except in a recreational vehicle (RV) park or a commercial storage area/lot.

Recreational vehicle storage or overnight use is prohibited on City streets and right of way.

Recreational vehicle storage in Single Family or Multi-Family Zones must be on a graveled or paved driveway, side yard, or back yard.