

Matt Martin

From: jonski826@gmail.com
Sent: Thursday, May 9, 2024 2:32 PM
To: Matt Martin
Cc: 'Smith, Adam'; 'ernest larrabee'
Subject: Deschutes County Campground Feasibility Study Excerpts and Memo - Sisters File TA 24-01
Attachments: DC Campground Feasibility Excerpt 1.pdf; DC Campground Feasibility Excerpt 2.pdf; County Memo re RV Parks.pdf

Hi Matt,

At the April 18 Planning Commission for the proposed Sun Ranch Tourist Commercial Zone text amendment, Adam Smith testified regarding Deschutes County's campground planning efforts and the challenges to siting RV parks on rural or resource lands versus inside urban growth boundaries (UGBs). The County hired ECONorthwest to conduct a feasibility study. The [study](#) is comprehensive considering a variety of items such as entitlement and permitting issues, costs for development and other items. I have attached two excerpts from that study and a memo from County staff regarding the regulatory issues associated with permitting RV parks on rural or resource lands to be entered into the record.

Collectively, these documents summarize difficulty of siting RV Parks on lands outside of UGBs in Oregon due to Oregon Statewide Planning Goal 14. The case law suggests such uses are more urban than rural and are therefore more appropriate within UGBs. They also speak to the demand for such types of facilities and the realities of not having enough spaces to meet demand which can result in dispersed camping which negatively impacts the national forest lands (and others) we all cherish.

If you have any questions related to this, please contact me.

Thanks!

Jon Skidmore

Executive Summary

The rapid growth in the demand for outdoor recreational activities in our region necessitates a comprehensive assessment of potential sites for campground and RV park development. The purpose of this detailed report is to provide Deschutes County insights into the feasibility of establishing new campgrounds at three specific locations: Crooked River Ranch, Fort Thompson Lane, and Drafter Road.

Deschutes County has long been recognized for its natural beauty and its hub for outdoor enthusiasts. Over recent years, Deschutes County has witnessed a substantial increase in visitation, particularly among locals. While camping has grown steadily, other activities like downhill skiing, hiking, and nature exploration have outpaced it. This surge in interest underscores the need for expanded camping and recreational facilities to serve our residents and visitors. Housing scarcity, including short-term opportunities, is an increasing issue in the region as well.

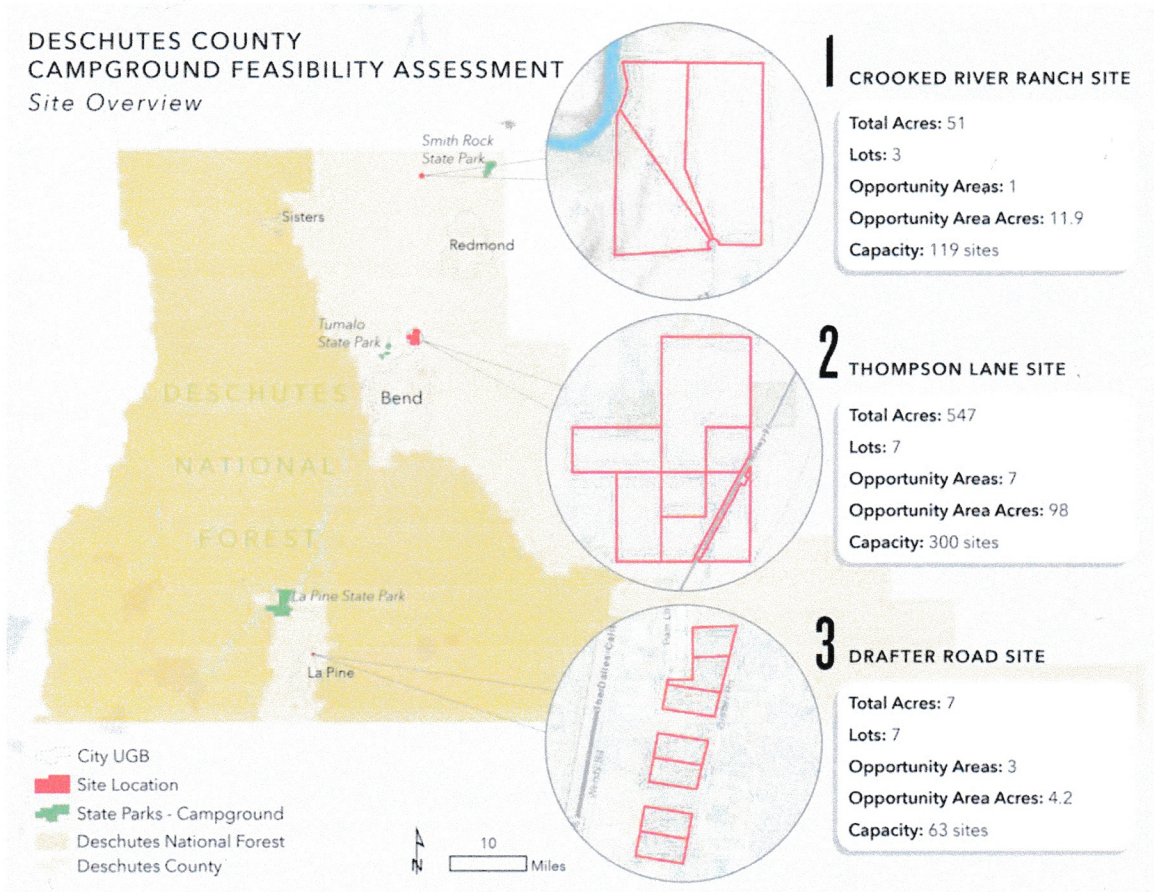
Starting with **Drafter Road within La Pine's city limits**, our analysis indicates this site has some of the most attractive conditions to host an RV park development. Several factors contribute to this suitability: its ample size, direct highway access, conducive zoning conditions, and existing infrastructure. Moreover, the location of Drafter Road could also serve as a solution to seasonal housing needs for temporary workers and visitors. However, it's crucial to note potential challenges, such as attempting to obtain Goal exceptions, the site's limited capacity for development and the necessity for obtaining specific use permits. The projected development cost here is around \$3.7 million, but with an expected return between 9.9 percent and 11 percent, the investment seems justifiable.

The **Fort Thompson Lane** location offers an expansive space that aligns well with a traditional campground setup. However, there are inherent challenges and risks associated with developing this site that pertain to obtaining Goal exceptions, amending the comprehensive plan map zoning, and land use regulation requirements, as well as canal access, which effectively bisects the property. Two distinct zones within this site, termed as Opportunity Areas 1 and 2, appear ideal for tent camping. That said, before moving forward, it's paramount to consider the great challenges that exist with state and county code requirements which create substantial risk of appeal. Like the Drafter Road site, an appeal could have significant costs and result in delays. Moreover, given the complexity of goal exceptions related to comprehensive plan amendments, there is no guarantee that the county would prevail on appeal. With a higher development cost of \$21.6 million modeled for a 300-site RV park, it's crucial to consider the longer-term financial implications and the anticipated demand.

Lastly, **Crooked River Ranch** presents a set of unique challenges that make it the least feasible for typical campground development. The site's rugged terrain, coupled with a lack of utility infrastructure and prevailing zoning regulations against camping, are significant barriers. However, a potential reimagining of the site could see it serving as a trailhead or designated

area for walk-in tent camping. This, of course, would require revisiting the current zoning regulations and addressing challenging and potentially costly access issues. Moreover, the Crooked River Ranch site is outside an established UGB and is zoned RR-10 (rural residential, 10-acre). Similar to the Fort Thompson Lane Site, are inherent challenges and risks associated with developing this site that pertain to obtaining amending the comprehensive plan map, zoning, and land use regulation requirements. Before moving forward, it's paramount to consider the substantial challenges that exist with state and county land use requirements which create risk of appeal. Like the Fort Thompson site, an appeal could have significant costs and result in delays. Moreover, given the complexity of goal exceptions related to comprehensive plan amendments, there is no guarantee that the county would prevail on appeal. Given the limited development potential and space constraints, a more conservative approach to investment is recommended here.

When considering funding avenues, several viable options emerge. The county could leverage its own funds or tap into the revenue generated by transient lodging taxes. Furthermore, the possibility of securing grants, specifically those aimed at promoting tourism and outdoor recreation, should not be overlooked. As for operational strategies, the county could take the lead in management, or explore public-private partnerships, which have proven successful in other regions.



1. Introduction

Deschutes County, a prominent and growing region of Oregon for tourism and residents, attracts over four million visitors annually, largely for outdoor recreation including overnight camping experiences. Tourism remains a major industry in Central Oregon, providing jobs to over 9,250 residents and contributing over \$1.41 billion to the local economy each year.¹ This sector not only fuels economic growth but also enhances quality of life and attracts new businesses and a skilled workforce to the region. However, Deschutes County faces a challenge as it grapples with a shortage of short-term lodging capacity that caters to outdoor recreationists, preventing visitors from extending their stays and corresponding economic impact, limiting the area's economic growth potential.

A scarcity of camping opportunities in Central Oregon, including for recreational vehicles (RV), not only reduces total visitation but also contributes to increased dispersed camping in undeveloped forestland and along roads. While visitation and population have both rapidly grown over recent decades, there has been no corresponding increase in camping capacity. This, in turn, results in added forest maintenance and damage to natural habitats, such as sanitation issues, problems with trash management, and increased fire risk.² Furthermore, affordable RV and tent campgrounds could help address the short-term housing needs of seasonal workers in recreational areas during peak seasons or provide support for the growing demand to accommodate the unhoused or homeless who often rely on RV parks as an affordable housing option.³

Despite its tourism appeal, Deschutes County has not introduced a new county-run campground in over four decades.⁴ Now, after careful planning, the county is poised to conduct an exploratory feasibility assessment for a new county-run campground. The complexity of this endeavor, influenced by state and local land-use laws, community objectives, economic risks, financial *pro-formas*, and site-specific environmental considerations, has prompted the county to enlist the expertise of ECONorthwest and Environmental Science Associates (ESA), a private economic consulting firm and a private environmental consulting firm, respectively.

In collaboration, ECONorthwest and ESA conducted a thorough site analysis, financial assessment, and operations feasibility study for RV campgrounds in three designated county sites. The work includes a comprehensive Deschutes County campground market analysis and the development of financial and operations plans based on land use zoning and environmental opportunities and constraints.

¹ "Visit Central Oregon Annual Report: FY21-22". Oregon Tourism Commission by Dean Runyan Associates (Oregon Travel Impacts). 2021.

² "Dispersed camping in state forests temporarily banned". Central Oregon Daily. May 8th, 2020. Website accessed: <https://centraloregondaily.com/dispersed-camping-in-state-forests-closes-temporarily/>.

³ "For some, RV parks a last chance at housing: 'We are homeless, not seasonal campers'". RVtravel. February 18, 2023. Website accessed: <https://www.rvtravel.com/campground-crowding-1092b/>.

⁴ Memo: Recreational Vehicle Park Expansion/Assesment. Peter Gutowsky, Deschutes CDD. September 1, 2021.

5. Site Assessments

Environmental Science Associates (ESA) collaborated with ECONorthwest for the Deschutes County Camping Feasibility Study, focusing on the County's three sites of interest: Fort Thompson Lane, Drafter Road, and Crooked River Ranch. Their work included preliminary site and environmental analysis, gathering essential background information from various sources, conducting site visits, and assessing the sites for development potential, considering environmental impact, infrastructure requirements, easements and regulatory requirements, and potential neighboring concerns.

ESA's analytical approach encompassed a desktop analysis of current natural resource and land use data for three identified development sites suitable for RV parks or traditional campgrounds. Additionally, ESA sought insights from Deschutes County and La Pine land use planners regarding code interpretations. Notably, no technical field investigations were carried out as part of this assessment.

Current Regulatory Environment and Campground Development Considerations

Oregon Administrative Rules (OARs) and Oregon Revised Statutes (ORSs)

A stakeholder interview with Deschutes County indicated that several OARs (Oregon Administrative Rules) and ORSs (Oregon Revised Statutes) might apply to the Fort Thompson Land and Drafter Rd sites. These rules and statutes were documented in a memo (**Appendix 5. CDD Memo - Review of Opportunities and Constraints**! Reference source not found.) from Will Groves, Planning Manager at Deschutes County, dated September 21, 2023. Two administrative rules require additional clarification and consideration:

- Proximity to an Urban Growth Boundary: OAR 660-033-0130 (19) - Private campgrounds shall not be allowed within three miles of an urban growth boundary (UGB) unless an exception is approved pursuant to ORS 197.732 and OAR chapter 660, division 4. Any application on the Fort Thompson Ln or Drafter Rd properties would require a Goal Exception. The outcome of this process is unknown and may add significant time, risk, and cost to the process.

Implication to the feasibility of campground development: This OAR referenced "private" campgrounds, which may not apply to the proposed project. Additional clarification of ownership and management of the campground is recommended. The Fort Thompson Ln and Drafter Rd sites are within 3 miles of an UGB.

- Proximity to Natural/Recreational Amenity: OAR 660-033-0130 (19) requires campgrounds to be established on a site or contiguous to lands with a park or other

outdoor natural amenity this is accessible for recreational use by the occupants of the campground.

Implication to the feasibility of campground development: If other regulatory obstacles could be achieved, this standard may be met by the establishment of an on-site park or natural amenity for the Fort Thompson Ln and Drafter Rd sites as they are not currently adjacent or contain these types of features.

State and County Land Use Regulations

Both the Crooked River Ranch and Fort Thompson sites are located in unincorporated Deschutes County and are subject to a range of state statutes as well the Deschutes County Code (DCC). Deschutes County Planning staff summarized relevant state statutes, administrative rules, and caselaw in a September 1, 2021 memorandum to the Deschutes County Board of Commissioners.⁶ Staff provided the following assessment of issues related to recreational vehicle park expansion;

“Assessment: In coordination with County Legal Counsel, based on recent Land Use Board of Appeals (LUBA) case law (see Section V), it will be extremely difficult to entitle RV park expansions. Even if Goal 14 exceptions are attained, the entitlement, infrastructure costs, and in most areas, groundwater conditions, will present significant challenges to resolve, leading to a time consuming and expensive process at the outset.”

While the memorandum pertained to seven existing RV parks in unincorporated Deschutes County, the assessment also pertains to the two study sites outside of UGBs (Fort Thompson Lane and Crooked River Ranch). The key point to underscore here is that obtaining the comprehensive plan amendments and zone changes for these sites is far from certain and may represent an unacceptable risk. Appeals could result in costly delays as well as impacting public perceptions.

DCC 18.128.015, which outlines General Standards Governing Conditional Uses, encompasses compatibility criteria for campgrounds. These criteria include:

- A. Suitability of the proposed use based on factors such as site characteristics, transportation access, and natural features.
- B. Compatibility of the proposed use with existing and projected uses on surrounding properties.

Moreover, DCC 18.128.016 and DCC 18.124 require Site Plan Review for any Conditional Use, addressing various aspects, including site landscaping, visual impacts, natural feature

⁶ Memo from Peter Gutowsky, AICP, Planning Manager to Deschutes County Board of Commissioners, September 1, 2021.

preservation, safety, ADA design compliance, on-site access, circulation, parking, and transportation.

Specific conditional use standards under DCC 18.128.320 pertain to campgrounds and cover outdoor recreation, access, water supply, and sewage disposal. These standards encompass:

- Maintaining a minimum of 65 percent open space/undeveloped.
- Campsite minimum size of 1,600 square feet.
- Providing at least one parking space for each campsite.
- Ensuring direct access from designated streets or roads.
- Establishing specific roadway width requirements.
- Adhering to setback regulations, with exceptions possible based on screening and buffering.
- Demonstrating availability of adequate potable water and sewage disposal systems, subject to approvals by relevant authorities.

Additionally, the project may be subject to further conditions imposed by the Planning Director or Hearing's Officer, as outlined in 18.128.020. These conditions could encompass various aspects, including operational hours, noise and lighting limitations, lot size adjustments, building specifications, street improvements, and protection of natural resources.

Deschutes County Comprehensive Plan

In Deschutes County, most rural areas are reserved for agricultural, forestry, or other resource-based purposes and are safeguarded as outlined in the Resource Management section of the Comprehensive Plan. The intent of this section of the plan is to steward the county's agricultural, forested, natural, and cultural resources efficiently, catering to current needs while preserving their benefits for future generations. The Fort Thompson project site includes Agricultural lands (Ag) and Open Space and Conservation (OS&C) resources.

Agricultural Lands – As mandated by Statewide Planning Goal 3, counties must conserve and sustain agricultural lands. Deschutes County acknowledges that much of its farmland is suboptimal, particularly without the aid of irrigation. The climate, marked by a brief growing season, poses significant challenges to commercial agriculture. Statewide Planning Goal 3 does not fully reflect Deschutes County's unique conditions, leading to agricultural zoning on lands without a history of farming and with scant prospects for profitable agriculture. There is substantial pressure to repurpose agricultural land for residential or other developments. This issue is intricate, with potential repercussions for the agricultural community when land is diverted to non-agricultural uses. For instance, farmers with residential neighbors may face challenges due to the noise, odor, or dust generated by farming activities. Any proposed campground development must consider the objectives and policies of Agricultural Lands (Section 2.2) detailed in the Plan, conducting a farmland assessment pursuant to DCC 18.16.040.

These policies aim to provide, within the parameters of State guidelines, the flexibility to ensure a diverse array of viable paths to profitability.

Open Spaces – These areas are protected by the Open Space and Conservation map designation and corresponding zoning district. The Plan's open space objectives promote development designs that harmonize with the natural terrain. The design for the proposed campground development should align with the Open Space policies (Section 2.7) of the Plan, fostering integration with the surrounding landscape.

City of La Pine Development Code

The Drafter Road Site falls within the La Pine city limits and is subject to the City of La Pine Development Code. It holds a Commercial-Mixed Use zoning, with camping and RV parks designated as conditional uses. The City of La Pine Development Code (Section 15.14.200) defines campgrounds and RV parks as follows:

- A. Definition. Campgrounds and recreational vehicle parks are park-like facilities containing sites or spaces for the temporary and recreational occupancy of persons in tents and/or recreational vehicles. Such a facility may also contain recreation and other support facilities subordinate to and serving only the camping occupants.
- B. Examples. Examples are limited to campgrounds and recreational vehicle parks.
- C. Accessory uses. Accessory uses may include common bathrooms and showers, common laundry facilities, offices, a caretaker dwelling, and recreational amenities.

Furthermore, the City of La Pine Development Code (15.108.020) outlines specific use standards for campgrounds, which encompass the following:

1. Recreational vehicles may not stay within the campground for more than 30 days within any 60-day period.
2. Required building spaces must meet specific criteria, including lighting, ventilation, heating, flooring, sanitary surfaces, and floor drainage.
3. A well-kept appearance must be maintained at all times, with no external storage of materials or equipment, excluding vehicles.
4. The project must provide evidence of eligibility for a sanitation certificate, as required by state law.

The project's compliance would extend to the conditional use approval criteria detailed in Chapter 15.316. These criteria comprise:

1. Adherence to specific standards, conditions, and limitations within the primary zone.
2. Evaluation to ensure the proposed use remains within resource and public facility carrying capacities, covering aspects such as transportation, water, sewer, and utility systems.



MEMORANDUM

TO: Deschutes County Board of Commissioners
FROM: Peter Gutowsky, AICP, Planning Manager
DATE: September 1, 2021
SUBJECT: Recreational Vehicle Park Expansion / Assessment

This memorandum provides an assessment of expanding existing Recreational Vehicle (RV) Parks in rural Deschutes County on non-federal land.

I. Background

Earlier this spring, the Board of County Commissioners (Board) requested information regarding the land use entitlement process for siting campgrounds, RV parks, and manufactured home parks in rural Deschutes County. On July 7, 2021, staff summarized the existing conditions, regulations, land use fees, and regulatory obstacles associated with those three uses. This cursory review however, did not evaluate case law as it pertains to RV park expansions. All seven existing RV parks discussed below were established more than 40 years ago, prior to Oregon’s statewide land use planning system taking effect in the mid to late 1970s.

II. RV Park Expansion Assessment

The matrix starting on page 4 summarizes the seven RV parks in rural Deschutes County, and the corresponding land use fees and onsite wastewater treatment conditions associated with any expansion. A map attached with this memorandum depicts their location.

Assessment: In coordination with County Legal Counsel, based on recent Land Use Board of Appeals (LUBA) case law (see Section V), it will be extremely difficult to entitle RV park expansions. Even if Goal 14 exceptions are attained, the entitlement, infrastructure costs, and in most areas, groundwater conditions, will present significant challenges to resolve, leading to a time consuming and expensive process at the outset.

III. RV Park Expansion / Land Use Criteria

All RV park expansions are subject to discretionary conditional use compatibility criteria and site plan review. Deschutes County Code (DCC) requires an RV park expansion to provide piped potable water and sewage disposal service, limitations on vehicle stays (no more than 30 days in any 60-day period), toilets, lavatories, and showers for each sex, and access, among others. DCC 18.128.170(P) also requires an expansion of a RV

park to bring the existing area up to current code requirements to ensure adequate water pressure, wastewater treatment and internal access for emergency vehicles.

For RV parks that were established on a parcel in use prior to 1979 and/or operational and configured since 1996, expansion requires a nonconforming use verification and/or alteration. DCC 18.120.010(E)(2) requires a finding demonstrating the alteration will have no greater adverse impact on the neighborhood. While a fee is not charged for a conditional use permit, an applicant must also address conditional use criteria referenced above.

IV. RV Park Expansion / Fees

Land use fees are highlighted in the matrix. Regarding wastewater, it is a complex process to update a Water Pollution Control Facility (WPCF) permit for an onsite wastewater treatment system and therefore difficult to estimate the permitting fees. Each RV park has unique site conditions. In southern Deschutes County for example, the Department of Environmental Quality (DEQ) will require a hydrologic study as part of the WPCF permit process.

Deschutes County also applies a one-time transportation system development charge (SDC) on land developments that will generate traffic on the County road system. The most recent edition of the ITE Trip Generation Manual indicates RV park (Land Use #416) generates 0.27 p.m. peak hour trips per occupied site. The current SDC rate is \$4,757 per peak hour trip. Therefore the SDC for an RV park would be \$1,284 per site (0.27 X \$4,757). County practice for motels, hotels, campgrounds and similar itinerant lodging is to assume 100% occupancy.

V. Land Use Board of Appeal Decisions

LUBA has issued a series of decisions relatively recently on RV parks that may complicate expansion opportunities. In certain circumstances, LUBA has determined RV parks are considered an urban use requiring an exception to Goal 14, Urbanization.¹

- Urbanization/ Goal 14 Rule – Urban Uses on Rural Land. A proposed RV Park with permanently stationed recreational vehicles is an urban use of rural land under the first factor set out in *1000 Friends of Oregon v. LCDC (Curry Co.)*, 301 Or 447, 724 P2d 268 (1986). *Baxter v. Coos County*, 58 Or LUBA 624 (2009).
- Urbanization/ Goal 14 Rule – Urban Uses on Rural Land. A proposed RV Park with a density of 6 units per acre on land zoned recreation and exclusive farm use is an urban use of rural land. *Baxter v. Coos County*, 58 Or LUBA 624 (2009).
- Urbanization/ Goal 14 Rule – Urban Uses on Rural Land. A proposed RV Park on land zoned recreation and exclusive farm use, with 179 permanent spaces for stationary trailers, is more similar to permanent residential occupancy found in a high-density residential subdivision than to temporary or seasonal uses found in an RV Park, and thus is an urban use of rural land. *Oregon Shores Conservation Coalition v. Coos County*, 55 Or LUBA 545 (2008).

¹ <https://www.oregon.gov/LUBA/docs/Headnotes/18.5.pdf>

- Urbanization/ Goal 14 Rule – Urban Uses on Rural Land. A proposed RV Park with a density of 7 to 12 units per acre on land zoned recreation and exclusive farm use that is located approximately one mile from a city’s urban growth boundary functions more like a residential suburb that would undermine the effectiveness of the city’s UGB to contain high density residential development within the UGB, and is an urban use of rural land. *Oregon Shores Conservation Coalition v. Coos County*, 55 Or LUBA 545 (2008).
- Urbanization/ Goal 14 Rule – Urban Uses on Rural Land. A proposed development that includes on-site water and sewer systems that are designed to support a high intensity, dense collection of residential uses is an urban use of rural land. *Oregon Shores Conservation Coalition v. Coos County*, 55 Or LUBA 545 (2008).
- Goal 3, Agricultural Lands, ORS 215.283(2), OAR 660-033-0130(19), Private Campgrounds on Agricultural lands. *Scott v. Josephine County* (LUBA No. 2020-080). LUBA remanded a decision by Josephine County approving a private campground for recreational vehicles on land zoned Exclusive Farm Use (EFU). LUBA remanded the decision to the County based upon one of the petitioner’s assignments of error. The County approved the private campground and allowed separate water and sewer hookups to each other camp/recreational vehicle sites. The County justified this decision, seemingly in violation of OAR 6690-033-0130(9)(b), based upon LUBA’s allowance of separate hookups for a campground in another case, *Linn County Farm Bureau v. Linn County*, 63 Or LUBA 347 (2011). However, LUBA noted that the Linn County case involved a public campground, which is not subject to the same administrative rule. The case was remanded to the County for reconsideration on this count. Other aspects of the decision underscored that one must apply the *Oregon Shores Conservation Coalition v. Coos County* factors on a case-by-case basis. High density park models with permanent residences and extensive infrastructure however, are considered an urban use.

Attachment

Map of Existing RV Parks

Table 1 – RV Park Expansion Assessment

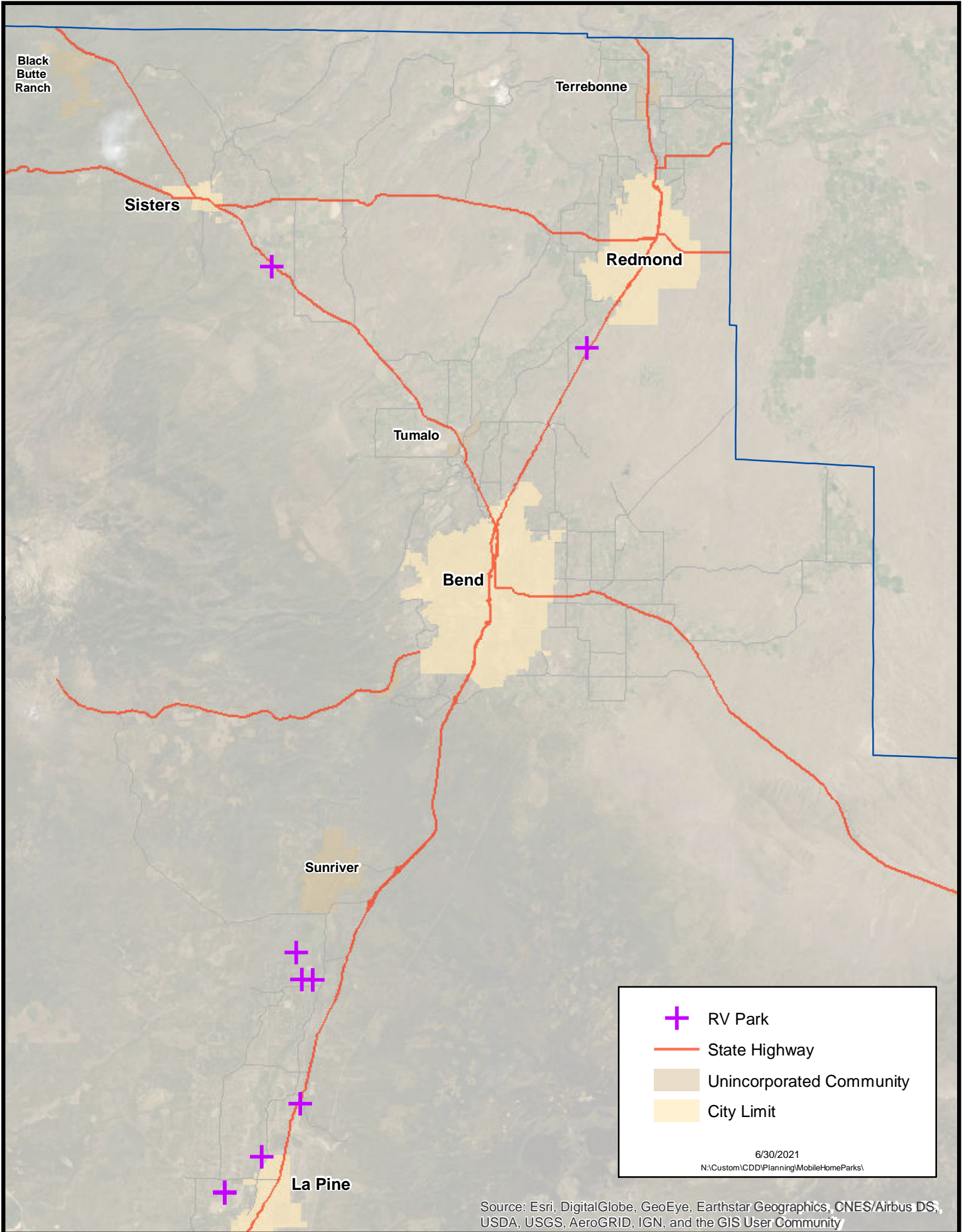
RV Parks	Background Information	Land Use Application Fees	Onsite Wastewater Comments
Bend/Sisters Garden RV Resort (Sisters KOA)	<p>Consists of 27 acres and contains 105 asphalt sites and 11 cabins. The RV resort was established in 1974.</p> <p>Subject property is zoned Exclusive Farm Use (EFU). It is recognized as a lawful non-conforming use.</p>	<ul style="list-style-type: none"> • Nonconforming use alteration: \$1,723 (with prior nonconforming use verification). • Site plan review fees vary based on the percentage of the enlargement. Fees range from \$1,050 (25% or less) to \$3,476 (over 100%). Site Plan Review fees also include \$55 per 1,000 square feet of structure and \$131 per developed acres (over 1 acre). 	<p>It has an active WPCF Permit through DEQ.</p>
Cascade Meadows RV Resort	<p>Consists of 5 acres and was originally established in 1966. It includes 100 lots and has received several land use approvals starting in 1972.</p> <p>Subject property is zoned Rural Residential 10 (RR10) and Flood Plain. It is recognized as a lawful non-conforming use.</p>	<ul style="list-style-type: none"> • Same as above. 	<p>It has an active WPCF Permit through DEQ. There are significant site limitations to serve the entire facility as well as groundwater concerns.</p>
Thousand Trails RV Resort	<p>Consists of 170 acres and contains 317 sites. It was established prior to 1980. Land use records are incomplete.</p> <p>Subject property is zoned EFU and Flood Plain It is recognized as a lawful non-conforming use.</p>	<ul style="list-style-type: none"> • Same as above. 	<p>It has an active WPCF Permit through DEQ.</p>
Hidden Pines RV Park	<p>Consists of 2 acres and contains 18 spaces for RVs. It was established prior to 1980. Land use records are incomplete.</p> <p>The subject property is zoned RR10. An RV expansion will require a non-conforming use verification and alteration.</p>	<ul style="list-style-type: none"> • Nonconforming use verification: \$1,723 • Nonconforming use alteration: \$2,164 (without prior nonconforming use verification). • Site plan review fees vary based on the percentage of the enlargement. Fees range from \$1,050 (25% or less) to \$3,476 (over 100%). Site Plan Review fees also include \$55 per 1,000 square feet of structure and \$131 per developed acres (over 1 acre). 	<p>Relies on a substandard system monitored by Deschutes County. It is located in a groundwater area that is very sensitive to loading from septic systems creating concerns for impacts to drinking water wells. Any expansion would trigger a WPCF permit through DEQ.</p>

RV Parks	Background Information	Land Use Application Fees	Onsite Wastewater Comments
Riverview RV Park	<p>Consists of 18 acres and contains 19 sites. It was established prior to 1980. Land use records are incomplete.</p> <p>The subject property is zoned RR10 and Flood Plain. An RV expansion will require a non-conforming use verification and alteration.</p>	<ul style="list-style-type: none"> • Nonconforming use verification: \$1,723 • Nonconforming use alteration: \$2,164 (without prior nonconforming use verification). • Site plan review fees vary based on the percentage of the enlargement. Fees range from \$1,050 (25% or less) to \$3,476 (over 100%). Site Plan Review fees also include \$55 per 1,000 square feet of structure and \$131 per developed acres (over 1 acre). 	<p>Deschutes County oversees their onsite wastewater system. It is located in an area that is very sensitive to nitrate loading. Any expansion would trigger a WPCF permit through DEQ.</p>
Snowy River RV Park	<p>Consists of 1 acre and contains 6 spaces and is recognized as a lawful non-conforming use. It was established prior to 1980.</p> <p>The subject property is zoned Flood Plain. It is recognized as a lawful non-conforming use.</p>	<ul style="list-style-type: none"> • Nonconforming use alteration: \$1,723 (with prior nonconforming use verification). • Site plan review fees vary based on the percentage of the enlargement. Fees range from \$1,050 (25% or less) to \$3,476 (over 100%). Site Plan Review fees also include \$55 per 1,000 square feet of structure and \$131 per developed acres (over 1 acre). 	<p>Deschutes County oversees their onsite wastewater system. It is located in a high groundwater area. Any expansion would trigger a WPCF permit through DEQ.</p>
Green Acres RV Park	<p>Consists of 8 acres and contains 55 spaces. It was established prior to 1980. Land use records are incomplete.</p> <p>The subject property is zoned Multiple Use Agricultural (MUA10). It is recognized as a lawful non-conforming use.</p>	<ul style="list-style-type: none"> • Same as above. 	<p>It has an active WPCF Permit through DEQ. There is limited space for an expansion.</p>



1" = 5 Mi

RV Parks



	RV Park
	State Highway
	Unincorporated Community
	City Limit

6/30/2021
N:\Custom\CDD\Planning\MobileHomeParks\

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community