



UNION COUNTY Planning Department

Inga Williams
Planning Director

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IWilliams@Union-County.org • PHall@Union-County.org

FILE No. 2025-00031

STAFF REPORT MAJOR PARTITION

Purpose of the Application	Partition a 31.9-acre parcel into three 10± acres
Relevant Ordinance Criteria	Union County Zoning, Partition, and Subdivision Ordinance (UCZPSO) Article 8.00 Farm Residential Zone, Article 25 Land Division Regulations
Property Location	A property located at T02S R38E Section 21B, Tax Lot 300. The subject property has no assigned address.
Property Owner & Applicant	Weston Weaver
Zone Designation	Farm Residential UC-R3, 10-acre minimum lot size
Comprehensive Plan Designation	Farm Residential

I. QUASI-JUDICIAL LAND USE DECISION

A motion to approve or deny includes findings that justify the approval or denial of the application as presented during the public hearing, which may include the application, exhibits, staff report, and testimony. Only findings which support the Planning Commission's motion should be read into the record.

Motion to Approve

"I move that the Planning Commission approve this tentative Major Partition Plat based on the analysis and findings in the staff report, [and] information in the application, [any written testimony in support of the use, and any verbal testimony in support of the use at the public hearing]. This motion includes the requirement for the applicant to complete all conditions of approval listed in Section II of the staff report."

Motion to Deny

"I move that the Planning Commission deny this tentative Major Partition Plat based on analysis and findings in the staff report, information in the application, any written testimony from the public in opposition to the use, and any verbal testimony at the public hearing in opposition to use. More specifically, the following items are reasons for denial:
1) ..."

II. PROPOSED CONDITIONS OF APPROVAL

1. The approval of this tentative major partition plat is for one year from the date of decision. A one-year time extension may be granted upon written request to the Planning Director assuming all applicable laws and the application conditions remain unchanged.
2. All conditions of approval shall be completed prior to the expiration date in order for the applicant to be able to finalize the major partition plat. If the conditions of approval are not met by the expiration date, this approval is null and void.
3. The proposed parcels shall be 10± acres each. The shapes of the parcels will conform with the tentative partition plat submitted with the application unless the applicant needs to reconfigure the parcels to satisfy an ordinance requirement or condition of approval. Any changes must be submitted to the Planning Director for review and approval.
4. The proposed 60-foot-wide public road that will provide access to each parcel and which originates at Mount Glen Road shall be dedicated on the plat. The hammerhead turn at the terminus of the road shall be shown on the plat. The location of the road shall conform to the location shown on the tentative plat unless an issue with the alignment is identified subsequent to final partition plat approval. Any change of alignment must be approved by the Planning Director and Public Works Director.
5. The applicant is required to build or bond the road along with the hammerhead turn-around.
 - a. The public road shall be 60 feet wide with a 24-foot-wide surface width. Base depth shall be 8" deep with a 4" minus aggregate material. The leveling course shall be 6" deep and overlay material shall be ¾ minus non-alluvial aggregate.
 - b. The applicants shall provide the Public Works Director with engineered plans prior to building the road and identify the source of the aggregate. As-built plans shall be provided to the Public Works Director after construction.
6. The applicant shall make or be bonded to make drainage improvements as needed to accommodate storm water runoff and to minimize the potential for flood damage to adjacent parcels. A stormwater management plan completed by an engineer shall be provided to and approved by the Planning Director before any construction occurs.
7. The three new parcels shall be surveyed in accordance with Oregon State Statutes (ORS) 92.060(6). Survey and final plat of the partition shall be prepared by a registered professional land surveyor and shall conform to requirements in ORS Chapter 92 (ORS 92.050 - 92.100) and ORS 209.250 and the plat standards of the Union County Surveyor.
8. Monuments shall be placed by a professional land surveyor in all locations as required by ORS Chapter 92. Any monument which might be disturbed during, shall be properly replaced when such construction has been completed.
9. A map showing all public improvements as built shall be filed in the Planning Department upon completion of said improvements.
10. The applicant shall provide the Planning Director with a signed statement that public water services will not be provided to these parcels or the statement may be placed on the plat.

11. The applicants shall provide the Planning Director with an approved onsite septic site evaluation from Oregon DEQ for each parcel.
12. The applicant will work with ODFW to create a management plan that will educate the new parcel owners on wildlife activity on the property and how to limit potential conflicts.
13. Development of structures on the parcels is limited to the east 1/3 of each parcel so that new structures will be adjacent to or in closest proximity to existing structures and development.
14. The following items shall be outlined a Covenants, Conditions, and Restrictions document that is recorded with the Clerk, is tied to each new parcel, and remains binding on each owner:
 - a. An outline of ongoing maintenance and financing for maintenance services and improvements for the road.
 - b. An outline of ongoing maintenance and financing for maintenance services and improvements for the drainage system.
 - c. The management plan for limiting conflicts with wildlife, particularly large game.
 - d. Identifying that no structures will be placed in the west 2/3rds of each parcel.

III. BACKGROUND AND PROPERTY INFORMATION

The subject property has an R3 zoning that requires a minimum 10 acres parcel size for new parcels. This property was included in multiple land use applications to amend the size of the parcel: a partition in 1976, two property line adjustments and a minor partition in 2018. An application to partition in 2022 by Weston Weaver was denied by the Planning Commission. The reasons for the denial were listed as the access road not meeting safety sight distance requirements, oral testimony, and staff update. An attached memo from Anderson Perry, Attachment A, indicates that a new study concluded that the stopping sight distances and intersection sight distances for the proposed road satisfy recommended minimum requirements.

The property is under the protection of the La Grande Rural Fire Protection District. The property is within the La Grande School District.

The subject property is adjacent to Mt. Glen Road. The applicant will be dedicating a 60-foot-wide right-of-way to the public intersecting with Mt. Glen Road in order to access the three parcels.

The parcel is within the big game overlay but it is not within the Big Game Winter Critical overlay.

IV. AGENCY COMMENTS

May 20, 2025: Doug Wright, Public Works and Airport Director, stated, "The road classification for the Weaver property should be a Public Road, Local Access. As you know, owners are responsible to maintain the road, including any signage that needs to be installed. This information should be included within the deeds, so that the owner knows how the road will be maintained. And any future development of roads would be classified as Local Access, Public Roads. Union County Public Works will not maintain subdivision roads, including snow removal. And this will remove the need for easements and keeps owners from trying to block access."

June 3, 2025: Doug Wright, Public Works and Airport Director, stated the following:

- 1) I agree with the plat showing the road dead ending at lot 3 and require the hammer head for turn around.
- 2) The road meets the 60 foot right of way
- 3) The road needs to be designated as local access road, owners will maintain.
- 4) The sight distance on Mt. Glenn Road has been approved by Anderson Perry. An opinion letter will be submitted for your records. [See Attachment A]
- 5) The road will not extend into lot 3, because the owner does not own the adjacent property.

June 23, 2025: Michael Boquist, City of La Grande Community Development Director, stated that the City of La Grande has no concerns or comments with the request.

June 26, 2025: Craig Kretschmer, Fire Chief for the La Grande Rural FPD, stated that he has no concerns or comments on the proposal.

V. PUBLIC TESTIMONY

Public testimony must include the address of the person submitting the testimony. If an address is not included then the information is treated as a comment, not testimony.

Ramona Campbell submitted public comment. She believes that the road name of Red Apple Road will be confused with the hiking trail on MERA and should not be used.

Patricia Atkinson submitted testimony in opposition to the application. She refers to the subject property as a haven for wildlife. She says the area of proposed development has lots of standing water issues. She has concerns that the development could create drinking water problems and require new wells to be drilled. She believes Mount Glen Road has safety issues and the new road will create additional safety issues. She is concerned that the new road, which will border the back of her property, will ruin her privacy and possibly cause a decline in property values.

Landon Weaver submitted testimony in opposition to the application. He is concerned about safety on Mount Glen Road. He refers to the previous decision by the Planning Commission to deny the major Partition Plat.

Charles and Barbara Flick submitted testimony in opposition to the application. They are very concerned about the water table and believe that three extra homes will cause the water table to drop further than it has. They are also concerned with water run off due to increase impervious surface area.

David Campbell submitted testimony in opposition to the application. He states that even though the proposed road does meet the minimum requirement for site distance, it is by a slim margin and under perfect weather conditions. He is concerned that the road will stop the historic water runoff that flows to his property. He asks what provisions are made for utilities and who will maintain the road.

Dale and Ellen Campbell submitted testimony in opposition to the application. They state they are concerned for the elk herds that use the property and for the effects on the water supply available to the neighborhood.

Judy Seydel submitted testimony in opposition to the application. She is very concerned about the traffic on the road and believes that it is a very unsafe location to add additional vehicles entering Mount Glen Road. She is also concerned about the wildlife.

Michael Burton submitted testimony questioning the process for the partition. His questions pertain to whether a hydrology study was done to determine culvert, detention pond, and ditch design.

VI. FINDINGS APPLYING CODE CRITERIA

All applications are subject to the requirements of the Union County Zoning, Partition and Subdivision Ordinance. Sections in boldface type below denote relevant Ordinance, Oregon Administrative Rule, or State Statute sections. Sections in regular type denote staff analysis of the application.

UCZPSO Article 8 R-3 Farm Residential Zone

Subsection 8.05 Minimum Lot Size

The minimum lot size for new lots or parcels in the R-3 Zone shall be ten acres.

Findings: The area of a public right-of-way does not count towards parcel size. This reduces the size of the parent parcel area that can be partitioned. This preliminary partition shows two of the three parcels at slightly less than 10 acres. Proposed Parcel 3 is 9.96 acres and proposed Parcel 2 is 9.98 acres. As these area measurements can be rounded to 10 acres, the difference is negligible and the three new parcels are deemed to meet the minimum parcel size for the zone.

UCZPSO Article 25.00 Land Division Regulations

25.09 GENERAL DESIGN & IMPROVEMENT STANDARDS

4. Dead-end Road, Cul-de-sac or Hammerhead Turn Around

No dead-end roads shall be constructed without a turn-around or cul-de-sac. A turn-around or cul-de-sac shall have an outside roadway radius of at least 45 feet and a road right-of-way radius of at least 60 feet. A hammerhead turn around shall at a minimum meet the dimensional standards as identified in Figure 4-1 below. Future extension of the road into adjoining properties will result in vacating the unused portion of the cul-de-sac turn-around or hammerhead turn around to adjacent properties. A cul-de-sac turn-around or hammerhead turn around shall not be used as a parking area. Individual parcels and lots shall have access driveways extending into them where necessary. A Hammerhead shall have five (5) No Parking signs permanently installed at each terminus corner and midway along the back right-of-way.

Findings: The applicant is choosing to provide a hammerhead turn-around at the end of the proposed road.

5. Roads to be Carried to Property Lines

When a proposed partition or subdivision joins land capable of further division, road rights-of-way shall be carried to the boundaries of the tract to be partitioned or subdivided.

Findings: The parcel¹ adjacent to the subject property on the north, consisting of tax lot 301 and tax lot 3401, is zoned R-3 and is 43.5 acres, which means it could possibly be partitioned into 4 parcels. In accordance with this subsection, the proposed road should carry through proposed Parcel 1 so that it stubs out at tax lot 301. However, stubbing the road at the boundary with Tax Lot 301 would remove area from proposed Parcel 1 and the acreage of the proposed parcel would be reduced to 9.39 acres, too small to meet the minimum lot size requirement. Doug Wright, the Public Works Director, stated that he is ok

¹ Application number 2018-0069 Property Line Adjustment approved to transfer 10.3 acres from Tax Lot 300 to Tax Lot 3401 creating a 43.5-acre parcel. Tax lot 301 and 3400 are one parcel.

with the road dead ending at the entrance to proposed Parcel 1 and not extending through to the adjacent property.

Should the Planning Commission want to require the road to be extended, the applicant will need to apply for and gain approval of a variance to reduce the minimum lot size below 10 acres.

8. Road Widths and Improvements

- A. Road standards shall not be less than those set forth in Table 7-2 in the Transportation System Plan, except where it can be shown that probable future traffic development or physical characteristics are such as to unquestionably justify modification of the standards.**
- B. ...**
- C. Road and related improvements shall be completed or bonded for completion prior to final plat consideration and shall be constructed under the direction of the County Planning Department, according to the minimum Road Standard Table 7-2**

Table 7-2 Road Development Standards for Union County

	Local
R-O-W	60
Surface Width	24
Base depth & material (shall be grid rolled)	8" deep 4" minus aggregate
Leveling course	6" deep
Overlay material	¾ minus aggregate Crushed gravel for the combined leveling course and overlay material shall be non-alluvial in origin.
Shoulder width	None
Should depth & material	None
Sidewalk and bicycle shared shoulder	None

18. Dedication

Streets and roads for public use are dedicated without any reservation or restriction other than reversionary rights upon vacation of any street or road and easements for public utilities [ORS 92.090(3)]. Union County shall preserve right of-way for planned transportation facilities through exactions, voluntary dedications, or setbacks.

Findings: None required.

23. Parcels & Lots

- A. Every parcel and lot shall abut and have adequate access to an approved public or private road and shall have a road frontage of not less than 100 feet, except a parcel or lot on the radius of a curved street or facing the circular end of a cul-de-sac shall have frontage of not less than 30 feet upon a street, measured on the arc of the right-of-way.**

Findings: Proposed parcels meet this requirement.

25. Water Distribution System

No subdivision shall receive final approval unless the county has received and accepted:

- C. Where a community or public water supply system is not available, a statement signed by the applicant that water service will not be provided to any lot or parcel depicted in the subdivision.**

Findings: This requirement is made a condition of approval.

26. Sewage Distribution System

No subdivision shall receive final approval unless the county has received and accepted:

- C. Where no community sewerage service is available, the Department of Environmental Quality shall approve the proposed methods of sewage disposal.**

Findings: This requirement is made a condition of approval.

27. Storm & Water Runoff & Flood Control

Prior to considering final approval of a partition or subdivision, the developer shall make or be bonded to make drainage improvements as needed to accommodate storm water runoff and to minimize the potential for flood damage.

Findings: This requirement is made a condition of approval.

29. Monuments

Monuments shall be placed by a professional land surveyor in all locations as required by ORS Chapter 92. Any monument which might be disturbed during, shall be properly replaced when such construction has been completed.

Findings: This requirement is made a condition of approval.

30. Map of Improvements as Constructed

A map showing all public improvements as built shall be filed in the Planning Department upon completion of said improvements.

Findings: This requirement is made a condition of approval.

UCZPSO Article 20 Supplementary Provisions

20.09 SIGNIFICANT GOAL 5 RESOURCE AREAS

C. BIG GAME WINTER RANGE AND BIG GAME CRITICAL HABITAT: A proposed new structure requiring a conditional use may be required to:

- 1. Be located as close as possible to an ADJACENT compatible structure (a compatible structure shall be any structure which does not adversely affect the intended use of another structure);**
- 2. Share a common access road or where it is impossible to share a common access road, locate as closely as possible to the nearest existing public road in order to minimize the length of access from the nearest road.**

Findings: The applicant is proposing a common access road for the proposed parcels. A condition of approval will require the applicant to work with ODFW to develop a management plan that will allow the new property owners to understand the wildlife that currently utilizes the property and how to co-exist with the wildlife. This information will be contained within a Covenants, Conditions, and Restrictions document. Development on

each parcel will be restricted to the east 1/3rd of each new parcel so that development and structures will be adjacent to other development and structures.

VII. PLANNING COMMISSION AUTHORITY AND ACTION

25.02 Application Regulations

1. No person shall partition or subdivide land in the unincorporated portion of Union County except as provided in this Ordinance and the Transportation System Plan.
2. All partition and subdivision plats, all changes in property boundary lines and all streets and ways utilized for the purpose of creating lots or parcels are required to be approved in accordance with these regulations prior to the sale of any such lot or parcel.
3. A person desiring to partition or subdivide land within the unincorporated area of the County shall submit tentative plans and final documents for approval as provided in this Ordinance and ORS Chapter 92 and 215.

25.04 Partition Or Subdivision Procedure

2. B. Major partition and subdivision tentative plan applications shall be reviewed as set forth in Section 24.09 - 24.12 (Quasi-judicial land use decision).
3. Effect of Approval
Approval by the county of a tentative plan shall be binding on the owner and the county for the purpose of preparing the final plat, and the county may only require changes in the final plat that are necessary for compliance with the terms of its approval of the tentative plan.

24.12 Decision On Quasi-Judicial Land Use Application

The decision of the hearings body shall be based upon and accompanied by a brief statement that explains:


- A. The criteria and standards considered relevant to the decision;
- B. Statement of basic facts relied upon in rendering the decision; and
- C. Ultimate facts which explain and justify the reason for the decision based on the criteria, standards and basic facts set forth.

VIII. NOTIFICATION

The applicant agent submitted the tentative partition plat to the Planning Department (department) on June 3, 2025. The department reviews this application type using the quasi-judicial process pursuant to Union County Zoning, Partition, and Subdivision Ordinance (UCZPSO) Article 24.03, and 24.09 through 24.12. In compliance with the UCZPSO, the department sent a Notice of Hearing to property owners within 250 feet of the property subject to this application (subject property) and a legal ad was in the East Oregonian on July 16, 2025.

Once a decision is made, the department will send a Notice of Planning Commission Decision to the same property owners. The Notice of Planning Commission Decision will inform adjacent property owners that they have 30 calendar days from the date of the decision to appeal the Planning Commission's decision to the Board of County Commissioners.

MEMO

To: Doug Wright, Union County Public Works Director
From: Grant Banister, E.I. 
Subject: Mt. Glen Road and Weaver Subdivision Sight Distance
Date: June 4, 2025
Job/File No. 694-110-002
cc: Andy Lindsey, P.E., Anderson Perry & Associates, Inc. (AP)

This memo has been prepared to assess the sight distances at the proposed intersection of Mt. Glen Road with a proposed Weaver Subdivision roadway in Union County, Oregon. The proposed project involves the subdivision of existing Tax Lot 300, situated in the northwest quarter of Section 21, Township 2 South, Range 39 East of the Willamette Meridian, and the creation of three additional buildable lots with access to/from Mt. Glen Road. As part of the assessment, stopping sight distances (SSD) and intersection sight distances (ISD) were measured at the intersection of Mt. Glen Road with the new proposed subdivision roadway. The SSD and ISD measurements taken along Mt. Glen Road currently satisfy the recommended minimum requirements based on the speed limit of 55 miles per hour (MPH) on Mt. Glen Road.

EXISTING CONDITIONS

Mt. Glen Road would be the sole access to the subdivision. Mt. Glen Road is a Union County-owned and maintained "major collector," with an estimated 1,200 to 1,400 average daily traffic. In the vicinity of the proposed subdivision, Mt. Glen Road is approximately 24 feet wide with approximately 5-foot wide shoulders providing two-way travel. The posted speed limit along this section of Mt. Glen Road is 55 MPH. A crest vertical curve is located in the vicinity of the proposed subdivision roadway with approach grades of approximately 2 percent and a sag vertical curve with approach grades of approximately 1 and 2 percent. Land use in the vicinity of the site is zoned as R-3 Farm Residential.

SIGHT DISTANCE ANALYSIS

SSD and ISD measurements were performed at the proposed intersection of Mt. Glen Road and the proposed subdivision roadway in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards. SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD is the sight distance required by a driver entering or crossing an intersecting roadway, to perceive an oncoming vehicle and safely complete a turning or crossing maneuver with oncoming traffic. Available SSD is determined using a height of 3.5 feet (eye of the driver of a passenger car)

and a 2-foot high object (representing a passenger car bumper). For an intersection, available SSD is measured along the center of the travel lane of the through street looking toward the intersection at a 2-foot high object at the edge of the travelway. Available ISD is determined using a height of 3.5 feet (eye of the driver of a passenger car) and a 3.5-foot high object (eye of the driver of the approaching passenger car) and is measured along the hypotenuse of the sight distance triangle extending from the decision point (at the center of the approach lane on the minor street at a point 14.5 feet back from the edge of travelway of the through street) looking toward the center of the travel lane of the approaching vehicle on the through street. Table 1 presents the measured SSD and ISD at the assessed intersection.

TABLE 1
SIGHT DISTANCE SUMMARY

Mt. Glen Road and Proposed Weaver Subdivision Roadway	Required Minimum 55 MPH (feet)	Measured (feet)
<i>SSD</i>		
Mt. Glen Road Approaching from the South (Northbound)	495	+1,000
Mt. Glen Road Approaching from the North (Southbound)	495	600
<i>ISD</i>		
Left Turn onto Mt. Glen Road (Northbound)	610	+1,000
Right Turn onto Mt. Glen Road (Southbound)	530	624

As stated in the AASHTO manual, “if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.” Accordingly, the ISD should be at least equal to the SSD, which would allow a driver approaching the minor road to safely stop.

CONCLUSION

Table 1 shows the SSD measurements taken at the intersection indicate that the intersection SSD exceeds the recommended minimum requirements based on the posted speed limit; however, growth of vegetation along the shoulder could affect the SSD and ISD. AP recommends that along the property frontage and within the layout of Mt. Glen Road, this growth be cut back and maintained so sight lines are not impacted.

GB/ct

Inga Williams

To: Doug Wright
Subject: FW: Weaver Major Partition Fw: Application

From: Douglas L. Wright <dwright@union-county.org>
Sent: Tuesday, May 20, 2025 10:42 AM
To: Inga Williams <iwilliams@union-county.org>
Subject: RE: Weaver Major Partition Fw: Application

Good morning Inga.

The road classification for the Weaver property should be a Public Road, Local Access. As you know, owners are responsible to maintain the road, including any signage that needs to be installed. This information should be included within the deeds, so that the owner knows how the road will be maintained. And any future development of roads would be classified as Local Access, Public Roads. Union County Public Works will not maintain subdivision roads, including snow removal. And this will remove the need for easements and keeps owners from trying to block access. I'm sure you are very aware of this. However if you have further questions please feel free to ask.

Doug Wright
Union County Public Works and Airport Director
PO Box 1103
10513 N. McAlister Rd.
La Grande, Oregon 97850
Phone 541-963-1016

Inga Williams

To: Doug Wright
Subject: FW: Weaver

From: Douglas L. Wright <dwright@union-county.org>
Sent: Tuesday, June 3, 2025 4:07 PM
To: Inga Williams <iwilliams@union-county.org>
Subject: RE: Weaver

Inga,

Just to follow up with our conversation;

- 1) I agree with the plat showing the road dead ending at lot 3 and require the hammer head for turn around.
- 2) The road meets the 60 foot right of way
- 3) The road needs to be designated as local access road, owners will maintain.
- 4) The sight distance on Mt. Glenn road has been approved by Anderson Perry. An opinion letter will be submitted for your records.
- 5) The road will not extend into lot 3, because the owner does not own the adjacent property.

If I have missed anything let me know.

Thank you.

Doug Wright
Union County Public Works and Airport Director
PO Box 1103
10513 N. McAlister Rd.
La Grande, Oregon 97850
Phone 541-963-1016

Inga Williams

From: Michael Boquist <MBoquist@cityoflagrande.org>
Sent: Monday, June 23, 2025 10:46 AM
To: Pamela Hall
Cc: Inga Williams
Subject: RE: Notice

Thanks Pam. La Grande has no concerns or comments with this request.

Michael J. Boquist
Community Development Director
City of La Grande – Planning Department
P.O. Box 670 / 1000 Adams Avenue
La Grande, OR 97850
Phone: 541-962-1307
Fax: 541-963-3333
Web: <https://www.cityoflagrande.org/community-development-planning-division>

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From: Pamela Hall <phall@union-county.org>
Sent: Monday, June 23, 2025 10:30 AM
To: Jesse Barnes <jesse@harneycountyOR.gov>; jseavert@union-county.org; mscarfo@union-county.org; Paul Anderes <panderes@union-county.org>; Shelley Burgess <sburgess@union-county.org>; dwright@union-county.org; Cody Vavra <cvavra@union-county.org>; TPO@ctuir.org; Michael Boquist <MBoquist@cityoflagrande.org>; Craig Kretschmer <lgrfpd@eoni.com>
Subject: Notice

STOP and VERIFY - This message came from outside of the City of La Grande.

Fyi from the Union County Planning Department

Thank you
Pam
Union County
Planning Department

Inga Williams

From: Craig Kretschmer <lgrfpd@eoni.com>
Sent: Tuesday, July 1, 2025 8:40 AM
To: Inga Williams
Subject: Re: request for comments

Good morning Inga. We do not have any concerns or comments with the attached proposal. If you have any questions, please reach out!

Thank you,

Craig Kretschmer
Fire Chief
La Grande Rural FPD
541-963-6895 Office

On 2025-06-25 5:00 pm, Inga Williams wrote:

> Hello,
>
> I have a proposed three parcel partition that will be in your RFPD. I
> have attached the proposal.
>
> Please send me any comments and requirements you might have for the
> proposal, especially the proposed road.
>
> Sincerely,
>
> Inga Williams, AICP
>
> Union County Planning Director
>
> Planning Department, 1001 Fourth Street, Suite C, La Grande, OR 97850
> [1]
>
> Planning - Union County (unioncountyor.gov) [2]
>
> Office phone: 541-963-1014 Ext. 300, Monday through Thursday 7:30 to
> 5:30
> Cell Phone: 541-497-4589
>
>
>
> Links:
> -----
> [1]
> <https://unioncounty-or.maps.arcgis.com/apps/instant/media/index.html?a>

> ppid=ce153b227b1646b38403c5963702e4c2&ACCOUNT_ID=17080
> [2] <https://unioncountyor.gov/planning/>

Inga Williams

From: Dave and Ramona Campbell <campbellskeep@eoni.com>
Sent: Sunday, July 6, 2025 5:20 PM
To: Inga Williams
Subject: Red Apple Rd duplicate

Good morning, Inga,

Ramona here starting a discussion about the newly proposed Road name of Red Apple Rd. I believe the County has an ordinance in place to avoid repeat Road names...

The hiking area of MERA, uses Red Apple as the name of a very long trail. This trail literally overlooks the area where the new Road/Development is being proposed.

With the dependence our citizens/visitors/hikers/bikers have on Google Apps, I see confusion ensuing.

So, is this something you can take from here, or do I need to file some sort of formal argument against the proposed Rd Name of Red Apple?

Thank you,

Ramona Campbell

Inga Williams

From: Patricia Atkinson <patkinson48@icloud.com>
Sent: Friday, July 11, 2025 9:38 AM
To: iwilliams@union-county.org; phall@union-county.org
Subject: Application 20250033

Follow Up Flag: Follow up
Flag Status: Flagged

July 10, 2025

To: Union County Planning Department
From: Patricia Atkinson
RE: Application #20250033

My property borders the proposed area that Weston Weaver is requesting to develop a three parcel partition that will have access from Mount Glen Road. I strongly believe that this partition will be a detriment to those of us bordering this property. I've lived at my property for over 40 years. I've witnessed the birth of elk calves, watched bears and cougars, and enjoyed the myriad of birds and waterfowl, on my property. This area has been a safe haven for wildlife.

In the Spring, the area of the proposed development has a lot of standing water, due to the clay soil. I have walked out there and had my feet sink into inches of mud. Unsuspecting builders are going to be very upset when their property has water issues.

My neighbors and I have wells and septic systems. There is a concern that any development could create water problems, possibly requiring the need for us < to drill new wells.

Mount Glen Road already has a safety problem, because of the narrowness and people driving at a high rate of speed. Any access from the proposed partition is going to be an additional safety issue.

The right of way that is listed on the proposed development would be right at my property line. The privacy that I have enjoyed would be ruined. It's also possible that property values would decline for those of us bordering this requested development.

Weston's request has been denied in previous years. I question why it is even being considered, again. Conditions have not changed, since the last denial.

I have communicated with other neighbors and we are a unified group against this proposal.

Please deny this proposal for a three parcel partition with public right of way dedication.

Sent from my iPad

Landon Weaver
63608 Mount Glen Road
La Grande, OR 97850
07/16/25

Union County Planning Department
1001 4th Street, Suite C
La Grande, OR 97850

Application # 20250033

To whom it may concern,

My name is Landon Weaver and I would like to share my thoughts about this partition request.

Before I go into safety concerns, I would like to confirm all the information is correct on Weston Weavers application. Specifically, his address. To my knowledge, he currently resides in California and has for several years.

I grew up on Igo lane and have been driving Mount Glen road to town for 30+ years. To propose putting a road in on this blind hill is extremely irresponsible when it comes to safety for our neighbors and community. When it comes to safety, we must think worst case scenario and adverse weather conditions. Our driveway is about 200' to the south of this proposed road and we have had several close calls from a much further distance. We have experienced these close calls when pulling out of our driveway, taking our garbage's to the end of the road, and walking across Mt Glen to get our mail (Required by USPS to be on east side of road). Nothing on the application or memo addresses pedestrian safety.

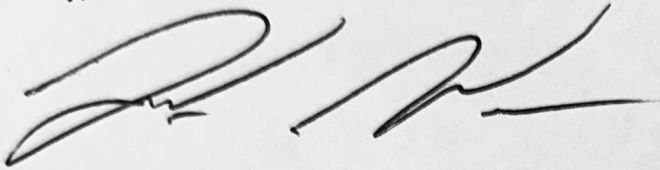
On August 22, 2022, a public hearing was held with the same major partition request. This motion was denied by **Unanimous Decision** from our planning commission led by former planning Director Scott Hartell.

Facts and findings in this letter state: "The applicant has not satisfied UCZPSO Section 25.05 Tentative Plan requirements because the proposed access road **does not meet safety sight distance requirements for and intersection onto a local road with a 50MPH speed or greater and an average daily traffic count above 1,400**"

I have looked at this potential road location very closely and cannot figure out how it would possibly be safe. As a husband and father who loves this community. The last thing I would want to see someone get hurt.

If it all possible, I would like to request our planning committee members visit this site prior to voting on this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Landon Weaver', with a stylized, cursive script.

Landon Weaver

See next page for complete denial letter from 2022 & Application



UNION COUNTY
Planning Department

Scott Hartell, Planning Director

1001 4th Street, Suite C La Grande, OR 97850 PHONE (541) 963-1014 FAX (541) 963-1039

August 23, 2022

Weston Weaver
62417 Igo Lane
La Grande, OR 97850

Dear applicant,

The Union County Planning Commission meeting in regular session, August 22, 2022, held a public hearing to consider your Major Partition application to create Parcel 1, approximately 10.05 acres, Parcel 2, approximately 10.68 acres, and Parcel 3, approximately 11.33 acres. The property is located about 3.5 miles north of the City of La Grande, west of Mt. Glen Road, and is described as Twp. 2S, Range 38 EWM, Section 21B, Tax Lot 300, about 32.06 acres, in an R-3 Farm Residential Zone. The Planning Commission denied your request. The motion to deny your request was unanimous and was based on the following findings of fact:

FINDINGS OF FACT

1. The applicant is requesting Major Partition approval to create Parcel 1, 10.05 acres, Parcels 2 and 3, 10 acres each, and create a local road access with hammerhead turn-around.
2. The applicant has submitted a tentative plan prepared by a registered, professional land surveyor.
3. The subject property is accessed by Mt. Glen Road, a County road with a 60 ft. right-of-way width and paved surface.
4. The subject property is in the La Grande School District and La Grande Rural Fire Protection District.
5. A Wetland Land Use Notification was emailed to the Oregon Department of State Lands on April 26, 2022.
6. The subject property was legally created on June 22, 1956 when Warranty Deed 44330 was recorded in the Union County Clerk's Office.
7. The applicant has not satisfied UCZPSO Section 25.05 Tentative Plan requirements because the proposed access road does not meet safety sight distance requirements for an intersection onto a local road with a 50 mph speed or greater and an average daily traffic count above 1,400; oral testimony and staff update.

You have the right to appeal the Planning Commission's decision to the County Board of Commissioners within 10 days of the date of this letter. Appeal forms are available in our office and must be accompanied with a \$500.00 filing fee.

If this office can be of further assistance, please feel free to contact us.

Sincerely,

Scott Hartell
Planning Director

cc: all interested parties



UNION COUNTY
Planning Department

Inga Williams, Planning Director

1001 4th Street, Suite C

La Grande, OR 97850

PHONE (541) 963-1014

All Applications for Planning Commission review must be deemed complete by the Planning Department by the last business day of the month for consideration at the next available Planning Commission meeting

RETURN TO UNION COUNTY PLANNING DEPARTMENT

☐ Minor Partition

☒ Major Partition

☐ Conditional Use

☐ Variance

☐ Other: _____

A. APPLICANT (1) Weston Weaver owner and/or

(2) _____

authorized agent of real property described as:

Twp.

02S

Range

38E

Section

21B

Tax Lot

300

B. The applicant requests the following in accordance with the provisions of the Union County Zoning Ordinances:

It is proposed to Partition the property as shown in exhibit B

C. Evidence supporting the request: (Attach additional materials if necessary)

The applicant alleges that the approval of the application or change would be in harmony with the intent and purpose of said zoning ordinances and that the proposed use conforms to the standards and/or criteria prescribed therefore in said ordinances and would not be detrimental to property or persons in the neighborhood for the following reasons Sighting distance study was conducted, results in Exhibit C, all other prior concerns have been met

D. A tentative plan attached including:

- 1) Vicinity map marked "Exhibit A"
- 2) Detailed plot plan marked "Exhibit B" and
- 3) Statements of explanatory information marked "Exhibit C"
- 4) \$_____, being the fee provided by Ordinance, is attached.

Signature(s) Authorized Agent

Street/Mailing Address

City, State, Zip Code

Phone Number

Signature(s) of all landowners

62417 Igo Ln

Street/Mailing Address

La Grande, OR 97850

City, State, Zip Code

(541) 805-4114

Phone Number

RECEIVED

JUL 17 2025

July 17, 2025

UNION COUNTY
PLANNING DEPARTMENT

Charles E. and Barbara J. Flick
63708 Mr. Glen Road
La Grande, Or. 97850

Union County Planning Department
1001 4th Street
La Grande, OR. 97850

To whom it may concern,

The purpose of this letter is in response to the notice we received in regards to the request for a Major Partician from Weston Weaver, application number 20250033.

We are apposed to this request for a Major Partician being granted for many reasons. There are two that I would like to address. The first area of concern is with our water. Just in the last 3-4 years we have noticed a significant drop in our water table to the point where we like others in our area are probably going to have to dig another well because ours isn't deep enough and we are experiencing a problem with a shortage of water. Adding 3 more houses could cause the water table to drop even lower.

The second area of concern is the water run off which can be a problem in the spring when the spring rains hit and the snow melts. There again, adding three more homes could have more of a adverse effect on us than we are currently experiencing because there many be more runoff because of the hard surfaces involved with the houses, driveways and etc., and the because of the hardpan that is involved with the soil the water just runs off.

Sincerely,

 7/17/25
Charles E. Flick

 7/17/2025
Barbara J. Flick

JUL 17 2025

Regarding Application #20250033

UNION COUNTY
PLANNING DEPARTMENT

Planning Commission

David Campbell, 63658 Mt Glen Rd, I'm the property directly north of the proposed road. I would like to bring to your attention some problems I see with this Major Partition.

1. The sight distance.

Although it does meet the minimum required distance, it does by a slim margin. SSD by 105' 1.3 seconds @55mph, the ISD by 94' 1.16 seconds @55mph. This is in a perfect weather assessment, not accounting for Fog, Snow, Rain, Speeding or Distracted drivers. As is stated in the report the vegetation needs to be kept cut back so it does not affect the marginal sight distances. With this being owner maintained who will make sure that the vegetation is cut back?

As a school bus driver, I have picked up and dropped off at 63608 Mt Glen Rd. the next driveway south of the proposed road. It was very scary. Hoping the people would see the bus and stop in time. The conditions at the proposed road would be even worse.

2. Road Design.

This proposed road is on the tallest highest fill on all of Mt. Glen approximately 15'. The proposed road as drawn shows an almost vertical fill on the north side and a slightly less slope on the south side. It also looks that it will fill in the large 36" culvert that runs under Mt. Glen.

This road will stop the historic water runoff that flows through our property. It will stop it flowing in from the west side, and stop it from flowing out on the south east side, under the large fill to the culvert under the road.

This proposed road will go through the wettest part of the property. If you look at it today it is green, unlike the rest of the property that is brown and dry. If you look at the partition plan it shows the old ditch that ran through the property to the culvert under Mt. Glen.

I believe there should be a more detailed design of this road before it is considered for approval.

3. Utilities.

There is no provision for utilities. They are all on the east side of Mt. Glen. Will the power be run on poles or underground on whose property? What about the gas?

4. Maintenance.

If this is approved as a public access, owner maintained, Who does that maintenance? Which owner? This will be a 26' wide road with steep shoulders. In the winter it will need more than a pickup truck with a plow blade. If it is not maintained how do emergency services reach them if Fire, Police, or Ambulance are needed.

A handwritten signature in blue ink, appearing to be "J. D. Hill", is written over the text. The signature is stylized with large, flowing loops.

July 17, 2025

Union County Planning Department
1001 4th Street, Suite C
La Grande, OR 97850

To: Members of the Planning Commission
Re: Application #20250033

Our farm lies east of the proposed development, on the east side of Mt. Glen Road. Our concerns with the proposed partition and development are two-fold.

First, the proposed developments are within the cow elk calving area for part of the east Mt. Emily elk herd. Elk have been calving in the area for decades, and the fields and adjacent strip of timber have been safe havens for elk not only for calving but throughout the year. Attached with this letter are photographs showing a portion of the 90+ elk using the meadow on July 13 of this year. We have owned our farm for 18 years and have observed use of the subject property by elk almost every month of the year, except early hunting season. The property is heavily used by elk during winter months.

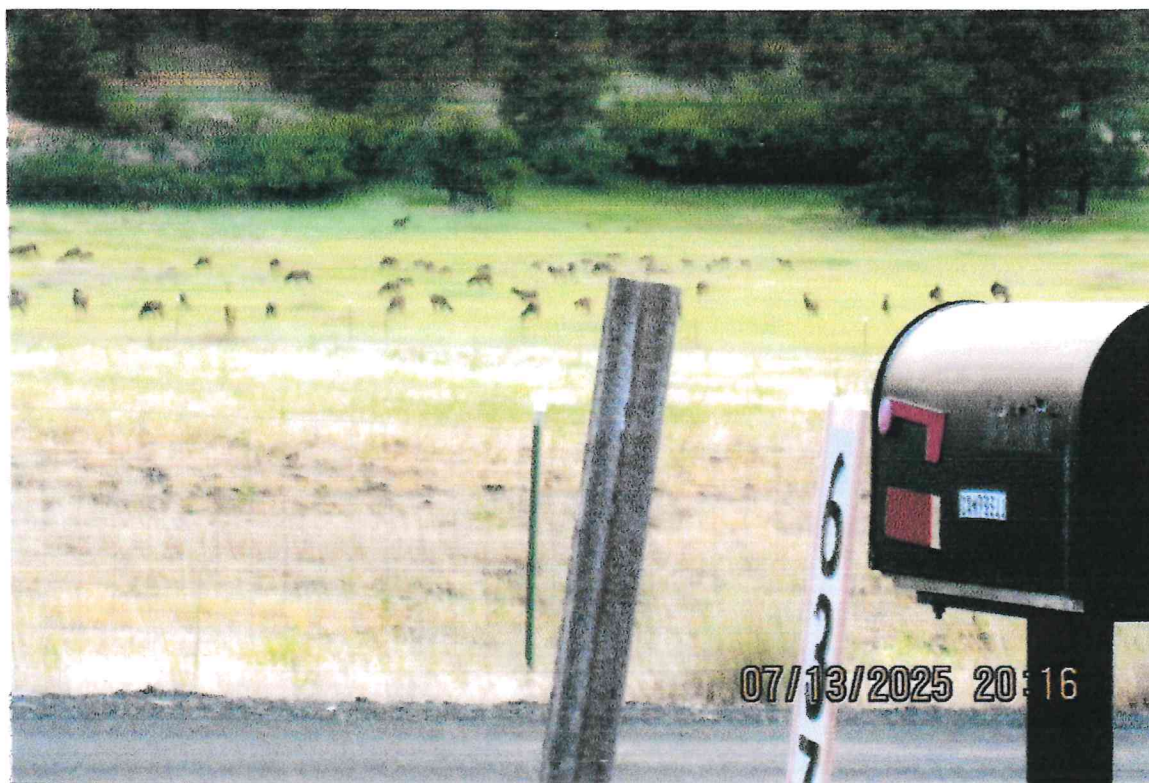
Our concern is with the increased disturbance to this area and its loss as important elk calving and wintering habitat. Vehicle traffic, human activity, dogs and other domestic animals, fencing, and other disturbances will all serve to make this area less available to elk, and thus another portion of elk habitat will be lost and the population negatively affected.

Second, we are very concerned with effects on the water supply available to this neighborhood from permitting additional wells. The spring on our property, which used to run year-round, dried up at about the time it appeared that test wells were dug on the subject property. When our spring ran dry, our pond also dried up. This is disheartening, but not as concerning or critical as the possibility of our house well running dry. Can the Planning Department assure the neighbors that our water supplies will not be affected by three new wells nearby? Water is always an issue, and we have experienced several drought years. We are very uncomfortable with the thought of three more residences drawing on a limited and very important resource.

We request that you do not approve the proposal to build a road and permit three residential parcels, and instead change the zone designation to Exclusive Farm Use A-1.

Dale W. and Ellen G. Campbell
63715 Mt Glen Rd.
La Grande, OR 97850
541-963-6317

Photos attached



My name is Judy Seydel, I live at 63718 Mount Glen Road in La Grande, Oregon.

I am here today to talk about the traffic on Mt Glen Road. First of all, over half the vehicles on this road, exceed the speed limit everyday.

Where it used to be a country road it can now be called a secondary hwy. I have lived on this road since 1980, for 45 years, yes, it has gotten worse. More and more people live out here.

Where I live, is at the top of a hill about 3 miles out of town. If you came out to my home, you would find that you cannot see any vehicle coming past my house until it has gone down in the dip. This is both sides of the road.

Because that vehicle is in a big dip before it appears on top of my hill. You hardly have time to get out of the road before that car passes.

When we drive the car onto the road from our home, it is always on a wing and a prayer, because you don't know what's coming up the hill on either side.

So...you can imagine how dangerous it is to go across to get your mail especially when you have a cane. Last winter, it was raining so I waited until the rain subsided to a sprinkle. At the edge of the road, I looked both ways by habit and could see nothing on the road except some water. I walked across with my cane to the mailbox. I got the mail and looked down the road. A car was coming on my side of the road. The car was spraying water everywhere. As he came up out of the "dip" on my left. I don't know if he even saw me standing by the mailbox. He passed and I took one step into the road. With the water spraying and the noise of the cars. I did not see or hear another car coming up out of the "dip" from the other direction. This car had no idea I was there. I was behind the first car. He was driving fast and the spray was 6 feet high. If I hadn't stopped when I did, I would have been "toast".

Needless to say, I did go to the Post Office soon after that to petition for Handicap-Status and I now have a mailbox up near the house.

For several days after I had my new mailbox I was surprised to discover that I began to panic around 2 or 3 o'clock in the afternoon, that was when I usually would go out and brave the road to get the mail.

When you talk about building a road entrance off of Mt Glen, just down the road from me...on that hillside, you are crazy! You are going to be putting someone's life at risk every time they "barrel" up and out of that side road hoping and praying that no-one is coming over the hill traveling at 65 miles an hour. I haven't even talked about the school bus and the garbage man who stops on the road, or the "ice" on the road as you slide by the road entrance.

I don't know where Mr Weaver will put his access road. I believe he should have studied the situation before he got into this mess and purchased this parcel. This land has always been complicated. It belongs to the animals.

Just Monday, I saw the first Cougar I've ever seen sauntering the full length of the Mount Glen foothills he was walking toward the Carne's Farm.

The plane that does crop dusting flew low over Weston Weaver's property 2 or 3 weeks ago and the large herd of Elk that were grazing there went crying and screaming up the mountain. Doesn't anybody care!

Inga Williams

From: Michael Burton <bsraplusme2@hotmail.com>
Sent: Friday, July 18, 2025 8:41 PM
To: IWilliams@Union-County.org
Subject: major partition application #20250033

I am writing this email to ask questions about this process of partition. My name is Mike Burton and I live at 63904 Mt Glen Rd. My questions pertain to whether a hydrology study such as TR-20 or TR 55 were used to determine the culvert sizes, detention pond size, ditch design or to quantify the impact on the hydrograph and peak flows. Also, the soil survey indicates there may be wetlands on the site and I was wondering if a certified wetlands determination and delineation was conducted. I spoke to the committee about these issues before, in 2022, and there seems to be nothing concerning these critical issues in the documents that I have received. The water from most of these proposed lots comes across my property and dumps into the stream across my property which is a stream with listed steelhead in it. Erosion from concentrated flow has been a problem in the past even with current management. There is no question that concentrating even more flow with this access road, driveways, and structure roofs will cause erosion that I have controlled so far but will once again erode the natural drainage. This will also put sediment directly onto a listed stream and will reduce my neighbors and my property values. I plan to attend the announced meeting I would like answers to these critical concerns. My number is 541-910-2804 and am available for questions accept from Wednesday to Saturday because I will be in the Eagle Cap Wilderness without reception.

Thank you,
Mike Burton

Sent from [Outlook](#)



UNION COUNTY

Planning Department

Inga Williams, Planning Director

1001 4th Street, Suite C

La Grande, OR 97850

PHONE (541) 963-1014

All Applications for Planning Commission review must be deemed complete by the Planning Department by the last business day of the month for consideration at the next available Planning Commission meeting

RETURN TO UNION COUNTY PLANNING DEPARTMENT

- ☐ Minor Partition
☒ Major Partition
☐ Conditional Use
☐ Variance
☐ Other: _____

A. APPLICANT (1) Weston Weaver owner and/or
(2) _____

authorized agent of real property described as:

Twp.	Range	Section	Tax Lot
<u>02S</u>	<u>38E</u>	<u>21B</u>	<u>300</u>

B. The applicant requests the following in accordance with the provisions of the Union County Zoning Ordinances:

It is proposed to Partition the property as shown in exhibit B

C. Evidence supporting the request: (Attach additional materials if necessary)

The applicant alleges that the approval of the application or change would be in harmony with the intent and purpose of said zoning ordinances and that the proposed use conforms to the standards and/or criteria prescribed therefore in said ordinances and would not be detrimental to property or persons in the neighborhood for the following reasons Sighting distance study was conducted, results in Exhibit C, all other prior concerns have been met

D. A tentative plan attached including:

- 1) Vicinity map marked "Exhibit A"
- 2) Detailed plot plan marked "Exhibit B" and
- 3) Statements of explanatory information marked "Exhibit C"
- 4) \$_____, being the fee provided by Ordinance, is attached.

Signature(s) Authorized Agent

Street/Mailing Address

City, State, Zip Code

Phone Number

Weston Weaver

Signature(s) of all landowners

62417 Igo Ln

Street/Mailing Address

La Grande, OR 97850

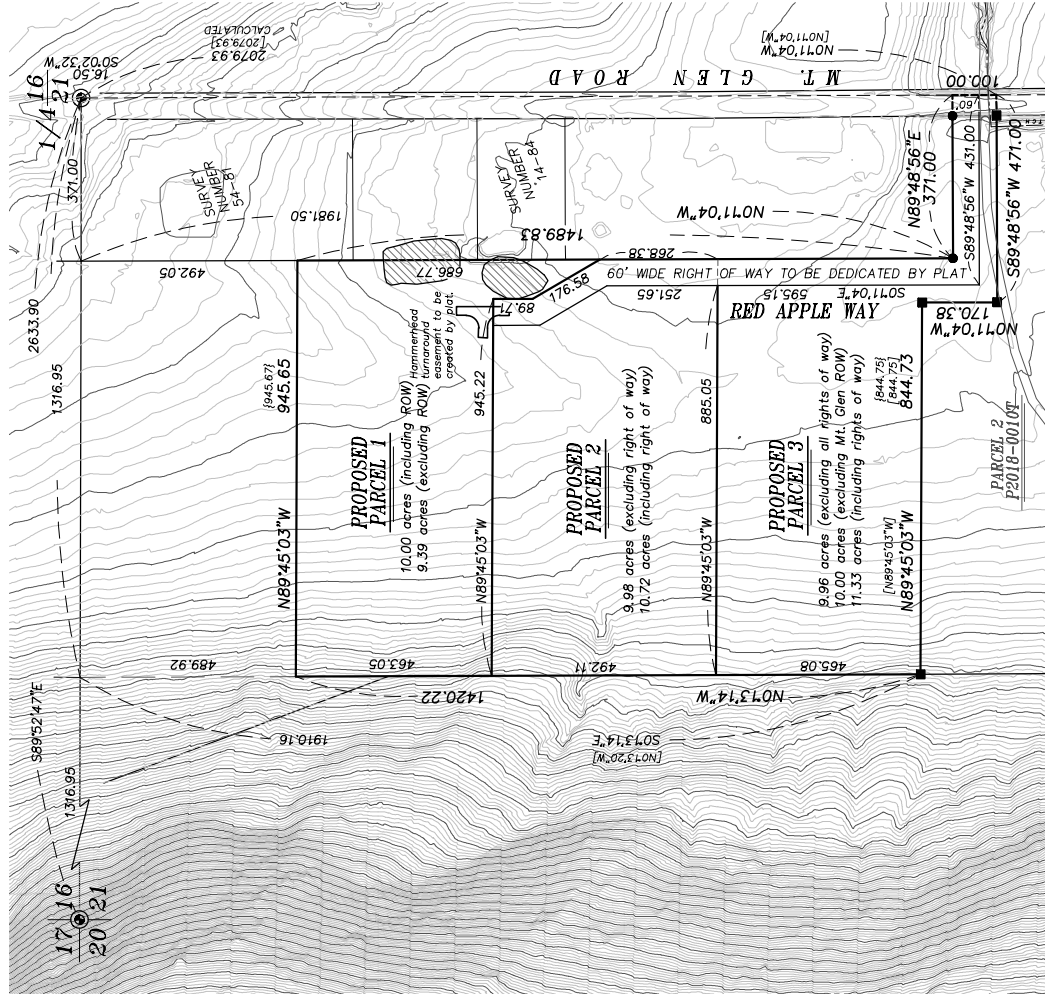
City, State, Zip Code

(541) 805-4114

Phone Number

TENTATIVE PLAN
PRELIMINARY PARTITION PLAT

Situated in the Northwest quarter of Section 21, Township 2 South, Range 39 East of the Willamette Meridian, Union County, Oregon
Tax Lot 300, Map 0253821B



BASIS OF BEARING

The North line of the NW 1/4 of Section 16, T2S, R39E being N89°42'44" East, as per Survey Number 58-77

SCALE: 1"=200'

OWNERS

Weston Weaver
62417 Igo Ln.
La Grande, OR 97850

UTILITIES

Water by individual well, Septic by DEQ approved sanitary system, Power and telephone available on Mt. Glen Rd.

Existing Survey Monument

Contour line (2 ft. interval)

Ditch

Wetland Area as per National Wetland Inventory

FLOODZONE

According to FEMA FIRM Map 410216 Panel 027701, effective May 15, 1960, flood areas NOT fall within a 100-year flood plain

ZONING

UC-R3

FIRE PROTECTION

La Grande Rural Fire District

SCHOOL DISTRICT

La Grande School District

CURRENT USE

Bare Land

ELEVATIONS

Elevations shown are based on DOGAMI Lidar data. Vertical Datum NAVD-88

DATE

June 3, 2025

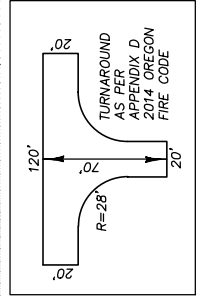
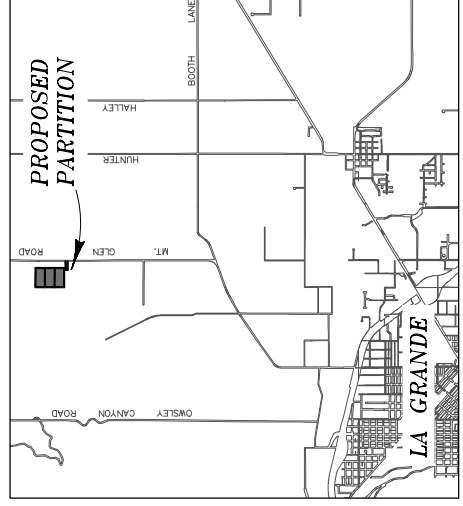
SURVEYOR

Jeffrey S. Hsu, OPLS 83571
Bogert, Griffith and Blackman
2006 Adams Avenue
La Grande, OR 97850

REGISTERED
PROFESSIONAL
LAND SURVEYOR

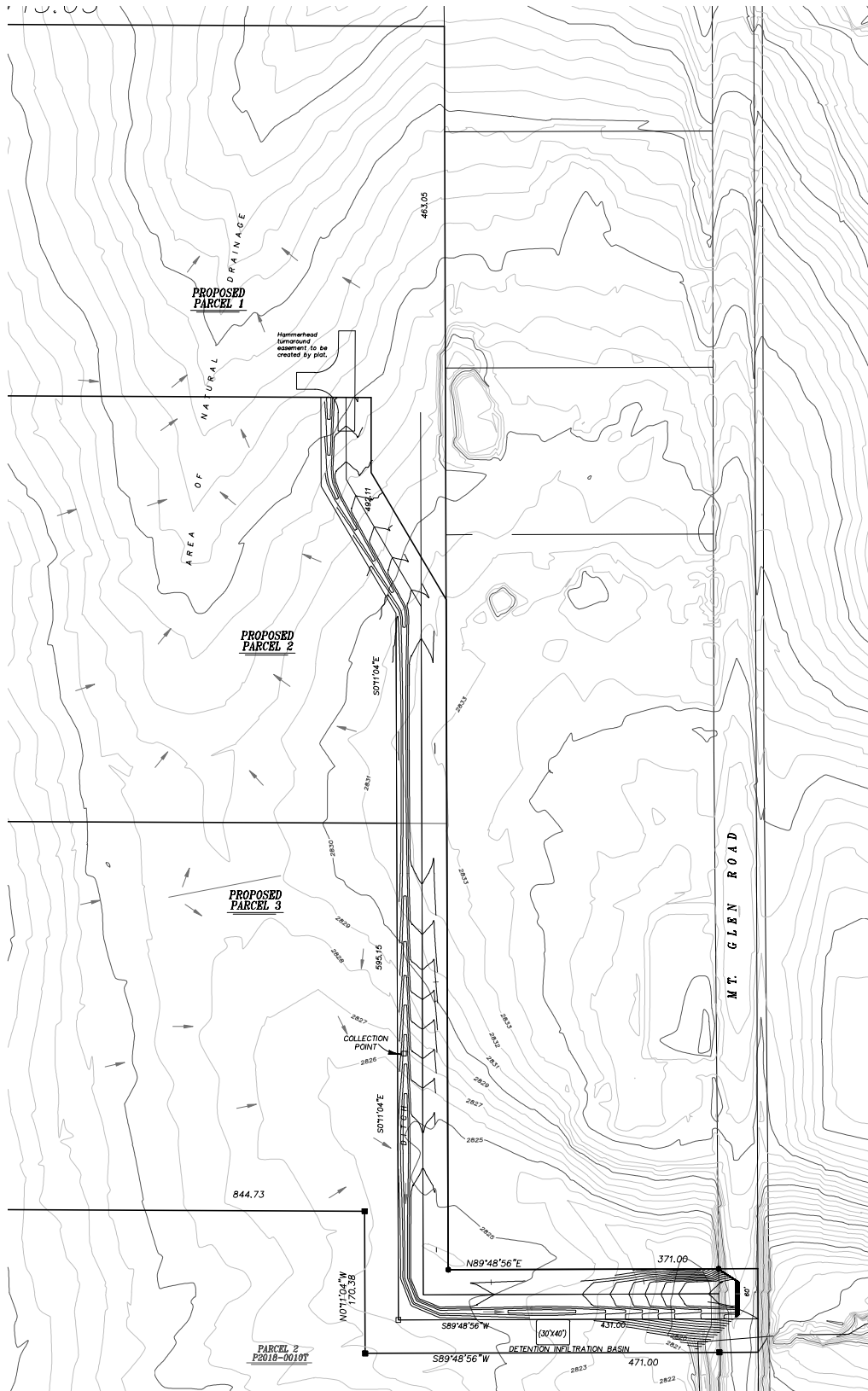
OREGON
JULY 1, 2025
JEFFREY S. HSU
83571

Renewal Date: June 30, 2027



RED APPLE WAY PLAN VIEW PRELIMINARY PARTITION PLAT

Situated in the Northwest quarter of Section 21, Township 2 South, Range 39 East of the Willamette Meridian, Union County, Oregon
Tax Lot 300, Map 02536218

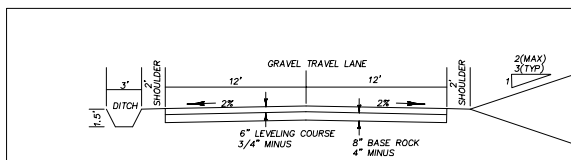


REGISTERED
PROFESSIONAL
LAND SURVEYOR

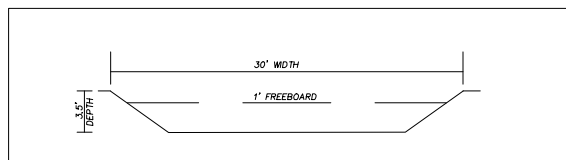
OREGON
JAN 1, 2015
JEFFREY S. HSU
63571

Renewed Date: June 30, 2027

HORIZONTAL SCALE: 1"=60'



RED APPLE WAY (WITH DITCH)
TYPICAL CROSS SECTION



INFILTRATION/DETENTION BASIN
TYPICAL CROSS SECTION