



PLANNING DEPARTMENT

P.O. Box 40 • Irrigon, Oregon 97844
(541) 922-4624 or (541) 676-9061 x 5503
FAX: (541) 922-34

AGENDA

Morrow County Planning Commission
Tuesday, February 22, 2022 7:00 pm
Bartholomew Building
Heppner, OR

For Electronic Participation See Meeting Information on Page 2 - 3

Members of Commission

Jeff Wenholz, Chair
Stacie Ekstrom
Greg Sweek

Wayne Seitz
Rod Taylor

Stanley Anderson
Karl Smith
Brian Thompson

Members of Staff

Tamra Mabbott, Planning Director
Stephen Wrecsics, GIS Planning Tech
Katie Keely, Compliance Planner

Stephanie Case, Planner II
Justin Nelson, County Counsel
George Nairns, Office Manager

1. Call to Order
2. Roll Call

Pledge of Allegiance: "I pledge allegiance to the flag of the United States of America and to the republic for which it stands: one nation under God, indivisible with liberty and justice for all."

3. Minutes: January 25, 2022
4. Public Hearings to begin at 7:00 pm (COMMISSION ACTION REQUIRED):

Land Partition LP-N-503-22: Port of Morrow, Applicant and Owner. The property is described as tax lot 103 of Assessor's Map 4N 25E 12. The property is zoned Port Industrial (PI) and located approximately one-mile east of Boardman on Lewis and Clark Drive. Request is to partition an approximately 172-acre parcel into two parcels. Criteria for approval include the Morrow County Zoning Ordinance (MCZO) Article 3 Section 3.073 Port Industrial and Morrow County Subdivision Ordinance (MCSO) Article 5 Land Partitioning.

Land Partition LP-N-506-22 and Replat R-N-074-22: Port of Morrow, Applicant and Owner. The property is described as tax lot 131 of Assessor's Map 4N 24E. The property is zoned Airport Light Industrial (ALI) and located approximately four-miles west of Boardman on Tower Road. Request is to replat parcel 2 of Partition Plat 2007-8 to create two parcels. Criteria for approval includes the Morrow County Zoning Ordinance (MCZO) Article 3 Section 3.076 Airport Light Industrial and Morrow County Subdivision Ordinance (MCSO) Article 5 Land Partitioning.

Land Partition LP-N-507-22 and Replat R-N-075-22: Port of Morrow, Applicant and Owner. The property is described as tax lot 110 of Assessor's Map 4N 24E. The property is zoned Airport Light Industrial (ALI) and located approximately four-miles west of Boardman on Tower Road. Request is to replat parcel 1 of Partition Plat 2007-8 to create a single parcel. Criteria for approval include the Morrow County Zoning Ordinance (MCZO) Article 3 Section 3.076 Airport Light Industrial and Morrow County Subdivision Ordinance (MCSO) Article 5 Land Partitioning.

Zoning Permit Z-2956-22: Yost Grube Hall Architecture, Applicant. Amazon Data Services, Inc., Owner. Property is tax lot 1701 of Assessors Map 4N 25E 24, also known as Parcel 1 of Partition Plat 2021-25, located on the west side of Bombing Range Road, one mile south of the Highway 730 and Interstate 84 Interchange. Zoning is General Industrial (MG). Application is for a data center campus, security building and water treatment building. Criteria for approval include MCZO Section 1.050, 3.070 A-E and Article 4 Supplementary Provisions.

5. Work Session to review draft Heritage Trail Sign Plan.
6. Correspondence
News Release LCDC
7. Public Comment
8. Adjourn

Next Meeting: March 22, 2022 at 7:00 p.m.
Location: Morrow County Government Building, Irrigon, OR

ELECTRONIC MEETING INFORMATION

Morrow County Planning is inviting you to a scheduled Zoom meeting. Topic: Planning Commission
Time: Feb 22, 2022 07:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/3696517452?pwd=dm9kTG1UbWM1OUUpqRDdyVXA1TmU2dz09>

Meeting ID: 369 651 7452

Passcode: 335454

One tap mobile

+12532158782,,3696517452#,,,,*335454# US (Tacoma)

+13462487799,,3696517452#,,,,*335454# US (Houston)

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 720 707 2699 US (Denver)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 369 651 7452

Passcode: 335454

Find your local number: <https://us06web.zoom.us/j/3696517452>

Should you have any issues connecting to the Zoom meeting, please call 541-922-4624. Staff will be available at this number after hours to assist.

This is a public meeting of the Morrow County Planning Commission, and may be attended by a quorum of the Morrow County Board of Commissioners. Interested members of the public are invited to attend. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours before the meeting to Tamra Mabbott at (541) 922-4624, or by email at tmabbott@co.morrow.or.us.

**PRLIMINARY FINDINGS OF FACT
LAND PARTITION/REPLAT REQUEST
LP-N-503-22**

REQUEST: To partition an approximately 172-acre parcel to create two parcels.

APPLICANT/OWNER: Port of Morrow
P.O. Box 200
Boardman, OR 97818

PROPERTY DESCRIPTION: Tax Lot 103 of Assessor's Map 4N 25E 12

PROPERTY LOCATION: Approximately 1-mile east of Boardman within the Port of Morrow, fronting Lewis and Clark Drive.

I. GENERAL INFORMATION:

The subject parcel is zoned Port Industrial (PI) and is outside the Boardman Urban Growth Boundary. Request is to partition the existing parcel into two parcels to facilitate industrial development.

- II. APPROVAL CRITERIA:** The applicant has filed under the Morrow County Subdivision Ordinance, ARTICLE 5, LAND PARTITIONS. Section 5.030 REQUIREMENTS FOR APPROVAL. The criteria are listed below in **bold type**, followed by a response in standard type:

SECTION 5.030 REQUIREMENTS FOR APPROVAL. No application for partitioning will be approved unless the following requirements are met:

- 1. Proposal is in compliance with ORS 92 and the County and affected City Comprehensive Plan and applicable Zoning.**

The PI use zone does not have a defined minimum parcel size. The subject parcel is approximately one mile east of the City of Boardman and is outside of the Urban Growth Boundary therefore no city plans apply. To comply with ORS 92, which governs partitioning, it is recommended and listed as a Condition of Approval, that the applicant submit a preliminary and final Partition Plat.

- 2. Each parcel is suited for the use intended or offered; including but not limited to, size of the parcels, topography, sewage disposal approval and guaranteed access. Proof of access must show that each parcel has an easement sufficient for continued ingress and egress to a public, county or state highway or has a deeded access way.**

The subject parcels are of a size and shape to facilitate development consistent with the PI use zone. The topography of the land is flat and suited for the proposed use. Parcel 1 as proposed would be 101-acres

more or less and Proposed Parcel 2 would be 71-acres more or less. Water, waste water and any process water services are provided by the Port of Morrow.

Both proposed parcels have frontage along Lewis and Clark Drive sufficient for access. Proposed Parcel-1 has additional frontage along Rupe Kennedy Road to the east. County site distance requirements would be applied, however, as Lewis and Clark Drive and Rupe Kennedy Road are POM owned roads, all access permits will need to be approved through the Port of Morrow.

3. **All required public service and facilities are available and adequate.** Utilities are available to both parcels along Lewis and Clark Drive. The subject property is within the Boardman Rural Fire Protection District. A copy of the Preliminary Findings of Fact will be provided to appropriate agencies for review.
4. **Proposal will not have any identifiable adverse impacts on adjoining or area land uses, public services and facilities, and natural resource carrying capacities.**
The proposed use is industrial in nature and surrounding parcels are zoned for industrial use. If approved, the proposed use would not have any adverse impacts on adjoining properties.

The applicant should be aware that this property is located in an area designated for water quality concerns by the Oregon Department of Environmental Quality. The subject property is in the Lower Umatilla Basin Groundwater Management Area (LUBGWMA). The Department of Environmental Quality designated the LUBGWMA in 1990 due to elevated nitrate concentrations in groundwater. It is recommended that wells used for drinking water be tested at least annually to determine nitrate concentrations. More information about the LUBGWMA can be found at <http://www.oregon.gov/deq/wq/programs/Pages/GWP-Management-Areas.aspx>

5. **An approved water rights diversion plan as applicable.**
The subject property will be served by Port of Morrow Municipal Systems.
6. **Flag lots will not be permitted when the results would be to increase the number of properties requiring direct and individual access from a State Highway or other arterial. Flag lots may be permitted to achieve planning objectives under the following conditions:**
 - a. **When flag lot driveways are separated by at least twice the minimum frontage distance.**
 - b. **The driveway must meet driveway standards described in Article 8, Section 8.020.V.**
 - c. **The lot meets the minimum lot area of the zoning district, without including the driveway.**
 - d. **Only one flag lot shall be permitted per private right-of-way or access easement.**

No flag lots are proposed. Therefore, these criteria are not applicable.

7. The depth of any lot will not be restricted as long as a buildable parcel is proposed.

The subject parcel sizes are sufficient for development of industrial uses and buildable parcels are proposed. The application meets this requirement.

8. No plat of a subdivision or partition located within the boundaries of an irrigation district, drainage district, water control district, water improvement district or district improvement company will be approved unless the County has received and accepted a certification from the district or company that the subdivision or partition is either entirely excluded from the district or company or is included within the district or company for purposes of receiving services and subjecting the subdivision or partition to the fees and other charges of the district or company.

This criterion does not apply as the subject property is not located within an irrigation district, drainage district, water control district, water improvement district or district improvement company.

9. The Commission will deny an application for partitioning when it can be shown by the Commission that the partitioning is part of a plan or scheme to create more than three (3) parcels without going through subdivision, or is part of a development pattern creating more than three (3) parcels without subdividing.

This provision does not apply to this application. Since the subject properties are zoned for industrial uses, ORS 92.325(3)(e) exempts Subdivision and Series Partition Control Law from these lands.

10. In addition to the requirements set forth above, the following factors may be considered for approval or disapproval of an application for land partitioning is a geographical or other factor identified by other, appropriate professionals or plans such as the requirements of the Comprehensive Plan, FEMA requirements, Byways rules, etc., requires it:

- a. Placement and availability of utilities.
- b. Safety from fire, flood and other natural hazards.
- c. The same improvements may be required for a partitioning as required of a subdivision, if required it will be installed by the applicant.
- d. Possible effects on natural, scenic and historical resources.
- e. Need for onsite or offsite improvements.
- f. Need for additional setback, screening, landscaping and other requirements relative to the protection of adjoining and area land uses. If the proposed partition is located within an Urban Growth Boundary, the affected city must be given notice according to the respective Joint Management agreement.

- g. **In the approval of a land partition, the need for street and other improvements will be considered and may be required as a Condition of Approval at a different standard than for a subdivision.**

Planning staff would not add any additional Conditions of Approval based upon these criteria.

III. **LEGAL NOTICE PUBLISHED:** February 01, 2022
East Oregonian

February 02, 2022
Heppner Gazette-Times

IV. **AGENCIES NOTIFIED:** Eric Imes, Public Works Director; Mike Gorman, Morrow County Assessor; Matt Kenny, Morrow County Surveyor; Mike Hughes, Boardman Rural Fire Protection District; Mark Patton, Lisa Mittelsdorf and Jacob Cain, Port of Morrow; Bev Bridgewater, West Extension Irrigation District.

V. **PROPERTY OWNERS NOTIFIED:** February 01, 2022

VI. **HEARING DATE:** February 22, 2022
Bartholomew Building
Heppner, Oregon

VII. **ACTION OF THE PLANNING COMMISSION:** Planning Department staff recommend approval of the land partition subject to the following Condition of Approval. This precedent condition must be met before the Planning Director may sign the final Partition Plat.

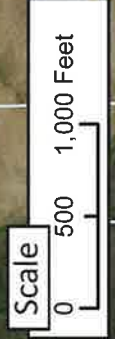
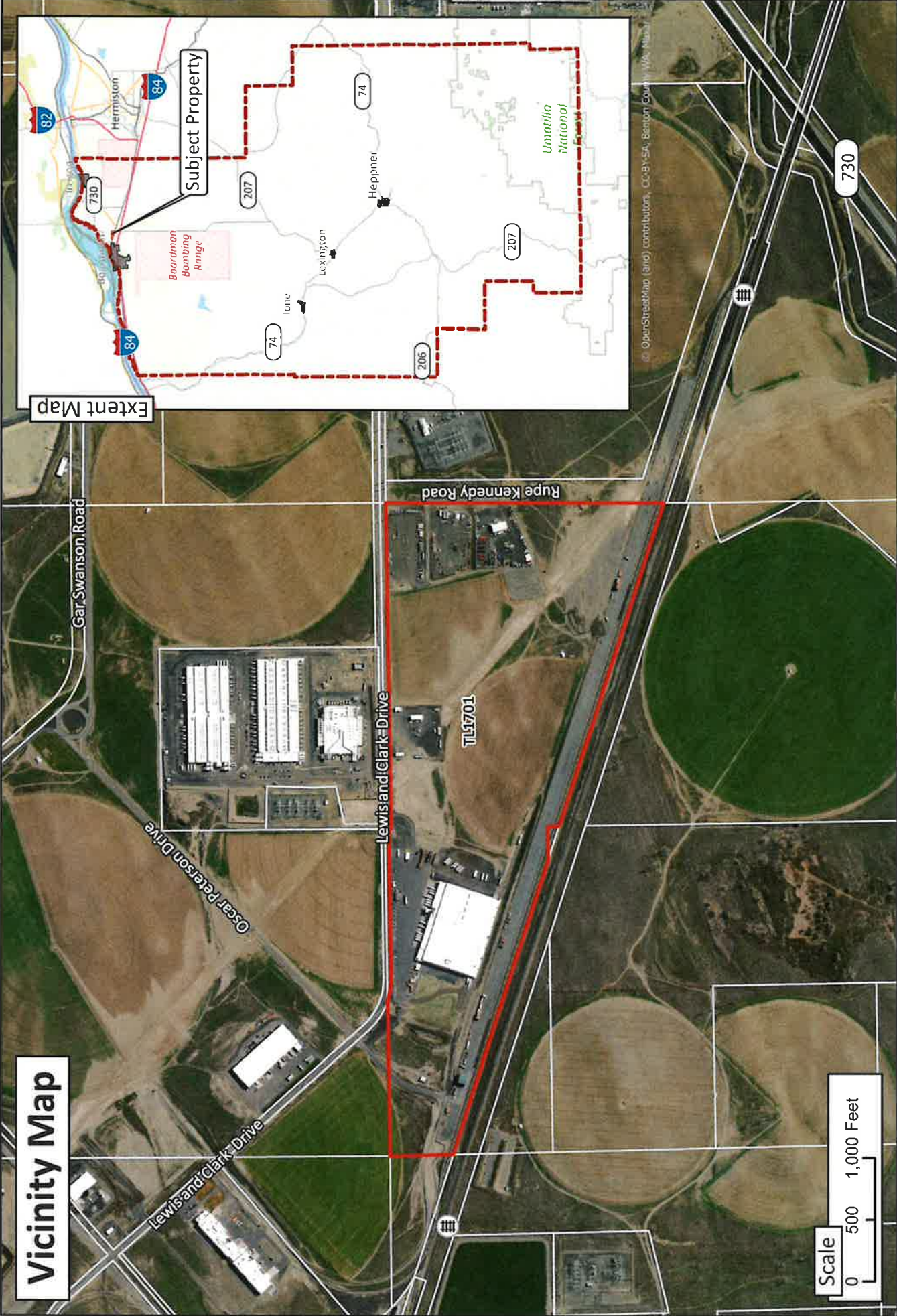
1. Submit both a **preliminary** and final Partition Plat in conformance with Oregon Revised Statute Chapter 92 and the Morrow County Subdivision Ordinance.
2. All easements, existing or proposed, to be shown on the Final Plat.

Jeff Wenholz, Chair

Date

Attachments:
Vicinity Map
Tentative Plan

Vicinity Map



LP-N-503-22
 Port of Morrow
 4N 25E 12 TL103

Legend

- Tax Lot
- Subject Parcel



Cartography By: Stephen Wreccics
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic
 Date Saved: 1/25/2022 10:31 AM
File: S:\Morrow\land\morrow-2022\LP-N-503-22.aprx



**PRELIMINARY FINDINGS OF FACT
LAND PARTITION/REPLAT REQUEST
LP-N-506-22
R-N-074-22**

REQUEST: To replat parcel 2 of Partition Plat 2007-8 to create two new parcels.

APPLICANT/OWNER: Port of Morrow
P.O. Box 200
Boardman, OR 97818

PROPERTY DESCRIPTION: Tax Lot 131 of Assessor's Map 4N 24E

PROPERTY LOCATION: Approximately 4-miles west of Boardman on Tower Road.

I. GENERAL INFORMATION:

The subject parcel is zoned Air Industrial (AI) and Airport Light Industrial (ALI) and is outside the Boardman Urban Growth Boundary. The request is to partition the existing parcel into three parcels to facilitate industrial development.

II. APPROVAL CRITERIA: The applicant has filed under the Morrow County Subdivision Ordinance, ARTICLE 5, LAND PARTITIONS. Section 5.030 REQUIREMENTS FOR APPROVAL. The criteria are listed below in **bold type**, followed by a response in standard type:

SECTION 5.030 REQUIREMENTS FOR APPROVAL. No application for partitioning will be approved unless the following requirements are met:

1. Proposal is in compliance with ORS 92 and the County and affected City Comprehensive Plan and applicable Zoning.

The AI and ALI use zones do not have defined minimum parcel sizes. The subject parcel is approximately four miles west of the City of Boardman and is outside of the Urban Growth Boundary therefore no city plans apply. To comply with ORS 92, which governs partitioning, it is recommended and listed as a Condition of Approval, that the applicant submit a preliminary and final Partition Plat.

2. Each parcel is suited for the use intended or offered; including but not limited to, size of the parcels, topography, sewage disposal approval and guaranteed access. Proof of access must show that each parcel has an easement sufficient for continued ingress and egress to a public, county or state highway or has a deeded access way.

The subject parcels are of a size and shape to facilitate development consistent with the AI and ALI use zones. The topography of the land is flat and suited for the proposed use. Parcel 1 as proposed would be 947-acres more or less and Proposed Parcels 2 and 3 would each be 98-acres more or less. The application states that the water will be supplied by the Port of Morrow and the sewage disposal method is proposed as "POM operated sewage treatment plant", however this approval does not authorize a sewage treatment facility. A sewage

treatment facility would require a separate permit, or transferring to the existing sewage treatment facility would require a Goal 11 exception and authorization. The parcels are large enough to accommodate individual onsite septic systems, which meets this criterion.

Proposed parcels 1 and 3 have frontage along Tower Road sufficient for access and a new dedicated road is proposed that will provide access to proposed parcel 2. It is listed as a precedent condition of approval that all necessary access permits will need to be obtained from Morrow County Public Works.

3. **All required public service and facilities are available and adequate.**
The application indicates that electric and telephone utilities are available along Tower Road. The subject property is within the Boardman Rural Fire Protection District. Notice has been provided to appropriate agencies for review and comment.
4. **Proposal will not have any identifiable adverse impacts on adjoining or area land uses, public services and facilities, and natural resource carrying capacities.**
The proposed use is industrial in nature and surrounding parcels are predominantly zoned for industrial use. If approved, the proposed use would not have any adverse impacts on adjoining properties.

The applicant should be aware that this property is located in an area designated for water quality concerns by the Oregon Department of Environmental Quality. The subject property is in the Lower Umatilla Basin Groundwater Management Area (LUBGWMA). The Department of Environmental Quality designated the LUBGWMA in 1990 due to elevated nitrate concentrations in groundwater. It is recommended that wells used for drinking water be tested at least annually to determine nitrate concentrations. More information about the LUBGWMA can be found at <http://www.oregon.gov/deq/wq/programs/Pages/GWP-Management-Areas.aspx>

5. **An approved water rights diversion plan as applicable.**
This criterion is not applicable.
6. **Flag lots will not be permitted when the results would be to increase the number of properties requiring direct and individual access from a State Highway or other arterial. Flag lots may be permitted to achieve planning objectives under the following conditions:**
 - a. **When flag lot driveways are separated by at least twice the minimum frontage distance.**
 - b. **The driveway must meet driveway standards described in Article 8, Section 8.020.V.**
 - c. **The lot meets the minimum lot area of the zoning district, without including the driveway.**
 - d. **Only one flag lot shall be permitted per private right-of-way or access easement.**
No flag lots are proposed. Therefore, these criteria are not applicable.
7. **The depth of any lot will not be restricted as long as a buildable parcel is proposed.**
The subject parcel sizes are sufficient for development of industrial uses and buildable parcels are proposed. The application meets this requirement.

8. **No plat of a subdivision or partition located within the boundaries of an irrigation district, drainage district, water control district, water improvement district or district improvement company will be approved unless the County has received and accepted a certification from the district or company that the subdivision or partition is either entirely excluded from the district or company or is included within the district or company for purposes of receiving services and subjecting the subdivision or partition to the fees and other charges of the district or company.**
This criterion does not apply as the subject property is not located within an irrigation district, drainage district, water control district, water improvement district or district improvement company.
9. **The Commission will deny an application for partitioning when it can be shown by the Commission that the partitioning is part of a plan or scheme to create more than three (3) parcels without going through subdivision, or is part of a development pattern creating more than three (3) parcels without subdividing.**
This provision does not apply to this application as no more than 3 parcels are currently being proposed.
10. **In addition to the requirements set forth above, the following factors may be considered for approval or disapproval of an application for land partitioning is a geographical or other factor identified by other, appropriate professionals or plans such as the requirements of the Comprehensive Plan, FEMA requirements, Byways rules, etc., requires it:**
 - a. **Placement and availability of utilities.**
 - b. **Safety from fire, flood and other natural hazards.**
 - c. **The same improvements may be required for a partitioning as required of a subdivision, if required it will be installed by the applicant.**
 - d. **Possible effects on natural, scenic and historical resources.**
 - e. **Need for onsite or offsite improvements.**
 - f. **Need for additional setback, screening, landscaping and other requirements relative to the protection of adjoining and area land uses. If the proposed partition is located within an Urban Growth Boundary, the affected city must be given notice according to the respective Joint Management agreement.**
 - g. **In the approval of a land partition, the need for street and other improvements will be considered and may be required as a Condition of Approval at a different standard than for a subdivision.**
No additional Conditions of Approval are recommended based upon these criteria.

SECTION 5.075. REPLATTING. A reconfiguration of a recorded subdivision or partition plat or a change in the number of lots in the subdivision or partition may be approved by the Planning Commission or as defined in ORS 92.180. Replats will act to vacate the platted lots or parcels and easements within the replat area with the following conditions:

1. **A replat will apply only to a recorded plat.**

A replat is required as the applicant is proposing to partition Parcel 2 of Partition Plat 2007-8.

2. Notice shall be provided when the replat is replatting all of an undeveloped subdivision as defined in ORS 92.225.

This provision does not apply as this is not a replat of an undeveloped subdivision. Notice was provided under the requirements of a Land Partition.

3. Notice shall be provided to the owners of property adjacent to the exterior boundaries of the tentative subdivision replat.

Adjoining property owners notice was provided on February 1, 2022.

4. When a utility easement is proposed to be realigned, reduced in width or omitted by a replat, all affected utility companies or public agencies shall be notified, consistent with a governing body's notice to owners of property contiguous to the proposed plat. Any utility company that desires to maintain an easement subject to vacation under this section must notify the Planning Department in writing within 14 days of the mailing or other service of the notice.

No changes to utility easements are proposed. This replat is at the request of the applicant.

5. A replat will not serve to vacate any public street or road.

No streets or roads are proposed to be vacated.

6. A replat will comply with all subdivision provisions of this Article and all applicable Ordinances.

See Land Partition requirements above.

III. LEGAL NOTICE PUBLISHED: February 01, 2022
East Oregonian

February 02, 2022
Heppner Gazette-Times

IV. AGENCIES NOTIFIED: Eric Imes, Public Works Director; Mike Gorman, Morrow County Assessor; Matt Kenny, Morrow County Surveyor; Thomas Lapp, Oregon Department of Transportation; Mike Hughes, Boardman Rural Fire Protection District; Kimberly Peacher, US Navy; Heather Peck, Oregon Department of Aviation; Chris Kowitz, Oregon Water Resources Department; Greg Silbernagel, Watermaster; Jacob Cain, Port of Morrow.

V. PROPERTY OWNERS NOTIFIED: February 01, 2022

VI. HEARING DATE: February 22, 2022
Bartholomew Building
Heppner, Oregon

VII. ACTION OF THE PLANNING COMMISSION: Planning Department staff recommend approval of the land partition subject to the following Conditions of Approval. These precedent conditions must be met before the Planning Director may sign the final Partition Plat.

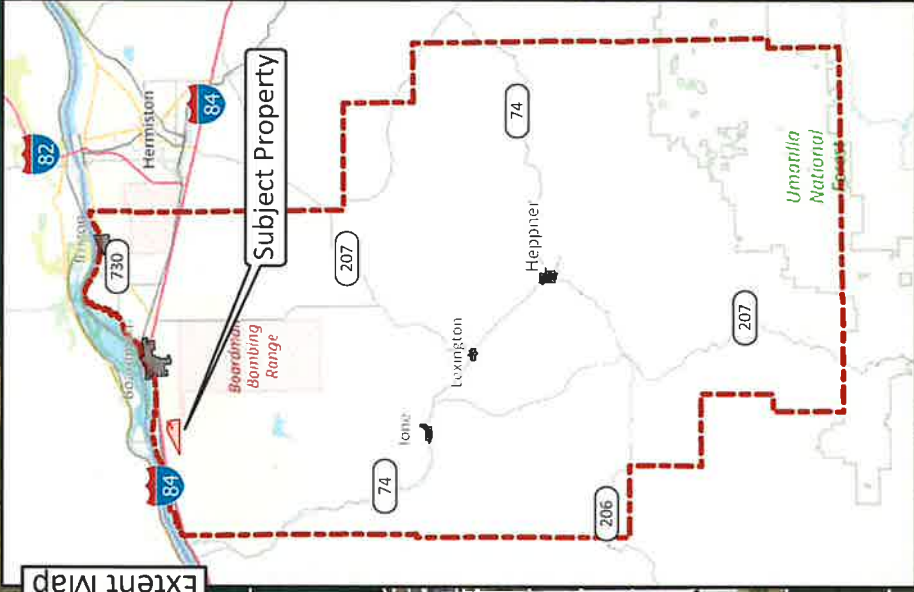
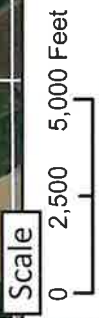
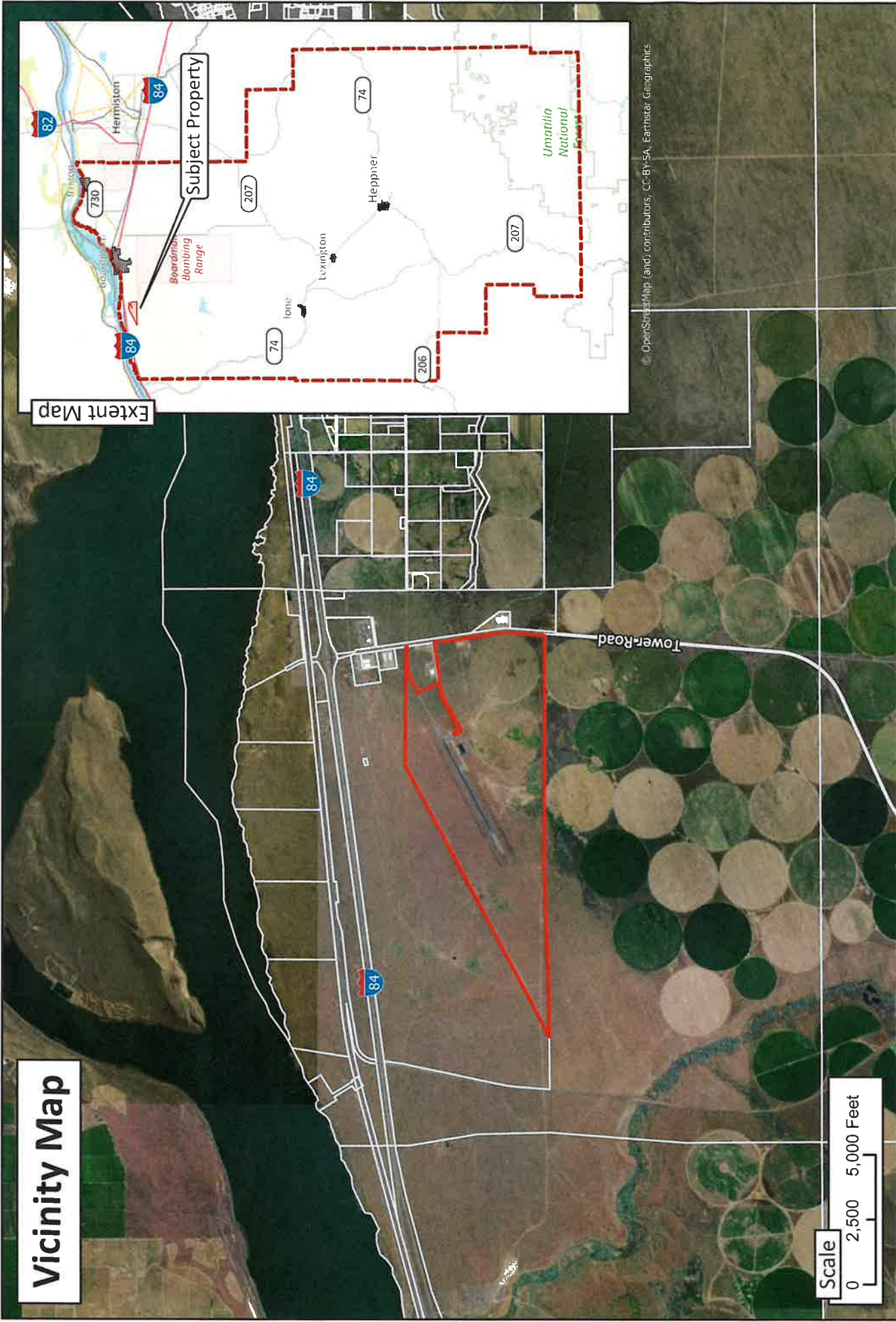
1. Submit both a **preliminary** and final Partition Plat in conformance with Oregon Revised Statute Chapter 92 and the Morrow County Subdivision Ordinance.
2. All easements, existing or proposed, to be shown on the Final Plat.
3. All necessary access permits will need to be obtained from Morrow County Public Works.

Jeff Wenholz, Chair

Date

Attachments:
Vicinity Map
Tentative Plan

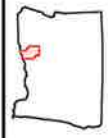
Vicinity Map



LP-N-506-22
Port of Morrow
4N 24E TL131

Legend

Tax Lot  Subject Property



Date Saved: 1/28/2022 5:31 PM

Cartography By: Stephen Wreccics
Morrow County Planning Department
Coordinate System: NAD83 Oregon GIC Lambert ft
Datum: North American 1983
Projection: Lambert Conformal Conic
note: S. Wreccics used photos from 2/22/19 to 1/24/2021



© OpenStreetMap (and) contributors, CC BY-SA, Earthstar Geographics

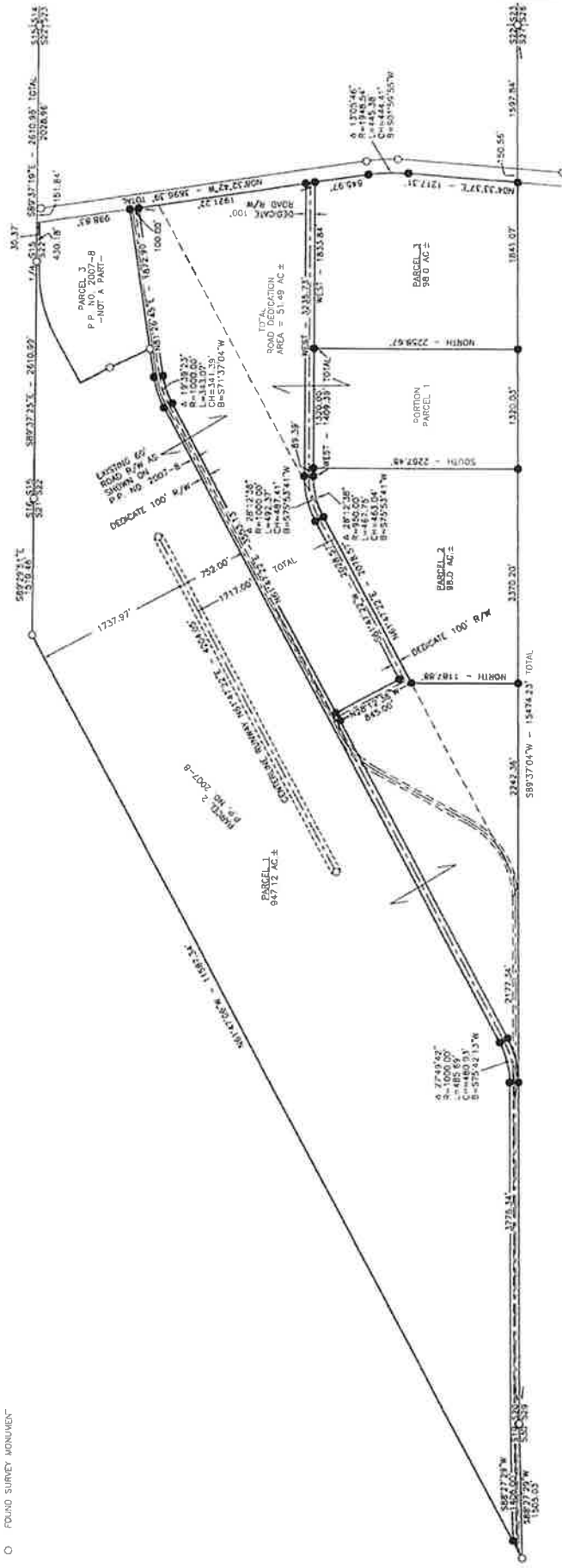
APPLICATION MAP FOR A
 PARTITION PLAT OF PARCEL 2 OF PARTITION PLAT NO.
 2007-8, LOCATED IN SECTIONS 19, 20, 21 AND 22, T.4N.,
 R.24E., W.M., MORROW COUNTY, OREGON
 C-LP-XXX-21
 W.O. 21-5596

SURVEY FOR
 PORT OF MORROW
 BOARDMAN, OR 97818

SURVEY BY
 ARMSTRONG SURVEYING, INC.
 1500 W. 10TH ST. STE. 100
 PRINEVILLE, OR 97754
 (541) 447-7793

LEGEND

- SET 5/8" x 30" LONG IRON ROD WITH "YELLOW PLASTIC CAP MARKED
 "ARMSTRONG SURVEYING"
- FOUND SURVEY MONUMENT



**PRELIMINARY FINDINGS OF FACT
LAND PARTITION/REPLAT REQUEST
LP-N-507-22
R-N-075-22**

REQUEST: To replat parcel 1 of Partition Plat 2007-8 to create one parcel.

APPLICANT/OWNER: Port of Morrow
P.O. Box 200
Boardman, OR 97818

PROPERTY DESCRIPTION: Tax Lot 110 of Assessor's Map 4N 24E

PROPERTY LOCATION: Approximately 4-miles west of Boardman on Tower Road.

I. GENERAL INFORMATION:

The subject parcel is zoned Airport Light Industrial (ALI) and is outside the Boardman Urban Growth Boundary. The request is to partition the existing parcel into two parcels to facilitate industrial development.

- II. APPROVAL CRITERIA:** The applicant has filed under the Morrow County Subdivision Ordinance, ARTICLE 5, LAND PARTITIONS. Section 5.030 REQUIREMENTS FOR APPROVAL. The criteria are listed below in **bold type**, followed by a response in standard type:

SECTION 5.030 REQUIREMENTS FOR APPROVAL. No application for partitioning will be approved unless the following requirements are met:

- 1. Proposal is in compliance with ORS 92 and the County and affected City Comprehensive Plan and applicable Zoning.**

The ALI use zone does not have a defined minimum parcel size. The subject parcel is approximately four miles west of the City of Boardman and is outside of the Urban Growth Boundary therefore no city plans apply. To comply with ORS 92, which governs partitioning, it is recommended and listed as a Condition of Approval, that the applicant submit a preliminary and final Partition Plat.

- 2. Each parcel is suited for the use intended or offered; including but not limited to, size of the parcels, topography, sewage disposal approval and guaranteed access. Proof of access must show that each parcel has an easement sufficient for continued ingress and egress to a public, county or state highway or has a deeded access way.**

The subject parcels are of a size and shape to facilitate development consistent with the ALI use zone. The topography of the land is flat and suited for the proposed use. Parcel 1 as proposed would be 1366-acres more or less and Proposed Parcel 2 would be 106-acres more or less. The application states that the water will be supplied by the Port of Morrow and the sewage disposal method is proposed as "POM operated sewage treatment plant", however this approval does not authorize a sewage treatment facility. A sewage treatment facility would require a separate permit, or transferring to the existing sewage treatment facility

would require a Goal 11 exception and authorization. The parcels are large enough to accommodate individual onsite septic systems, which meets this criterion.

Proposed parcel 1 has frontage along Tower Road sufficient for access and an extension of a dedicated road is proposed that will provide access to proposed parcel 2. It is listed as a precedent condition of approval that all necessary access permits will need to be obtained from Morrow County Public Works.

3. **All required public service and facilities are available and adequate.**
The application indicates that electric and telephone utilities are available along Tower Road. The subject property is within the Boardman Rural Fire Protection District. Notice has been provided to appropriate agencies for review and comment.
4. **Proposal will not have any identifiable adverse impacts on adjoining or area land uses, public services and facilities, and natural resource carrying capacities.**
The proposed use is industrial in nature and surrounding parcels are predominantly zoned for industrial use. If approved, this proposal would not have any adverse impacts on adjoining properties.

The applicant should be aware that this property is located in an area designated for water quality concerns by the Oregon Department of Environmental Quality. The subject property is in the Lower Umatilla Basin Groundwater Management Area (LUBGWMA). The Department of Environmental Quality designated the LUBGWMA in 1990 due to elevated nitrate concentrations in groundwater. It is recommended that wells used for drinking water be tested at least annually to determine nitrate concentrations. More information about the LUBGWMA can be found at <http://www.oregon.gov/deq/wq/programs/Pages/GWP-Management-Areas.aspx>

5. **An approved water rights diversion plan as applicable.**
This criterion is not applicable.
6. **Flag lots will not be permitted when the results would be to increase the number of properties requiring direct and individual access from a State Highway or other arterial. Flag lots may be permitted to achieve planning objectives under the following conditions:**
 - a. **When flag lot driveways are separated by at least twice the minimum frontage distance.**
 - b. **The driveway must meet driveway standards described in Article 8, Section 8.020.V.**
 - c. **The lot meets the minimum lot area of the zoning district, without including the driveway.**
 - d. **Only one flag lot shall be permitted per private right-of-way or access easement.**
No flag lots are proposed. Therefore, these criteria are not applicable.
7. **The depth of any lot will not be restricted as long as a buildable parcel is proposed.**
The subject parcel sizes are sufficient for development of industrial uses and buildable parcels are proposed. The application meets this requirement.

8. **No plat of a subdivision or partition located within the boundaries of an irrigation district, drainage district, water control district, water improvement district or district improvement company will be approved unless the County has received and accepted a certification from the district or company that the subdivision or partition is either entirely excluded from the district or company or is included within the district or company for purposes of receiving services and subjecting the subdivision or partition to the fees and other charges of the district or company.**
This criterion does not apply as the subject property is not located within an irrigation district, drainage district, water control district, water improvement district or district improvement company.
9. **The Commission will deny an application for partitioning when it can be shown by the Commission that the partitioning is part of a plan or scheme to create more than three (3) parcels without going through subdivision, or is part of a development pattern creating more than three (3) parcels without subdividing.**
This provision does not apply to this application as no more than 3 parcels are currently being proposed.
10. **In addition to the requirements set forth above, the following factors may be considered for approval or disapproval of an application for land partitioning is a geographical or other factor identified by other, appropriate professionals or plans such as the requirements of the Comprehensive Plan, FEMA requirements, Byways rules, etc., requires it:**
 - a. **Placement and availability of utilities.**
 - b. **Safety from fire, flood and other natural hazards.**
 - c. **The same improvements may be required for a partitioning as required of a subdivision, if required it will be installed by the applicant.**
 - d. **Possible effects on natural, scenic and historical resources.**
 - e. **Need for onsite or offsite improvements.**
 - f. **Need for additional setback, screening, landscaping and other requirements relative to the protection of adjoining and area land uses. If the proposed partition is located within an Urban Growth Boundary, the affected city must be given notice according to the respective Joint Management agreement.**
 - g. **In the approval of a land partition, the need for street and other improvements will be considered and may be required as a Condition of Approval at a different standard than for a subdivision.**
No additional Conditions of Approval are recommended based upon these criteria.

SECTION 5.075. REPLATTING. A reconfiguration of a recorded subdivision or partition plat or a change in the number of lots in the subdivision or partition may be approved by the Planning Commission or as defined in ORS 92.180. Replats will act to vacate the platted lots or parcels and easements within the replat area with the following conditions:

1. **A replat will apply only to a recorded plat.**

A replat is required as the applicant is proposing to partition Parcel 1 of Partition Plat 2007-8.

2. Notice shall be provided when the replat is replatting all of an undeveloped subdivision as defined in ORS 92.225.

This provision does not apply as this is not a replat of an undeveloped subdivision. Notice was provided under the requirements of a Land Partition.

3. Notice shall be provided to the owners of property adjacent to the exterior boundaries of the tentative subdivision replat.

Adjoining property owners notice was provided on February 1, 2022.

4. When a utility easement is proposed to be realigned, reduced in width or omitted by a replat, all affected utility companies or public agencies shall be notified, consistent with a governing body's notice to owners of property contiguous to the proposed plat. Any utility company that desires to maintain an easement subject to vacation under this section must notify the Planning Department in writing within 14 days of the mailing or other service of the notice.

No changes to utility easements are proposed. This replat is at the request of the applicant.

5. A replat will not serve to vacate any public street or road.

No streets or roads are proposed to be vacated.

6. A replat will comply with all subdivision provisions of this Article and all applicable Ordinances.

See Land Partition requirements above.

III. LEGAL NOTICE PUBLISHED: February 01, 2022
East Oregonian

February 02, 2022
Heppner Gazette-Times

IV. AGENCIES NOTIFIED: Eric Imes, Public Works Director; Mike Gorman, Morrow County Assessor; Matt Kenny, Morrow County Surveyor; Thomas Lapp, Oregon Department of Transportation; Mike Hughes, Boardman Rural Fire Protection District; Kimberly Peacher, US Navy; Heather Peck, Oregon Department of Aviation; Chris Kowitz, Oregon Water Resources Department; Greg Silbernagel, Watermaster; Jacob Cain, Port of Morrow.

V. PROPERTY OWNERS NOTIFIED: February 01, 2022

VI. HEARING DATE: February 22, 2022
Bartholomew Building
Heppner, Oregon

VII. ACTION OF THE PLANNING COMMISSION: Planning Department staff recommend approval of the land partition subject to the following Condition of Approval. This precedent condition must be met before the Planning Director may sign the final Partition Plat.

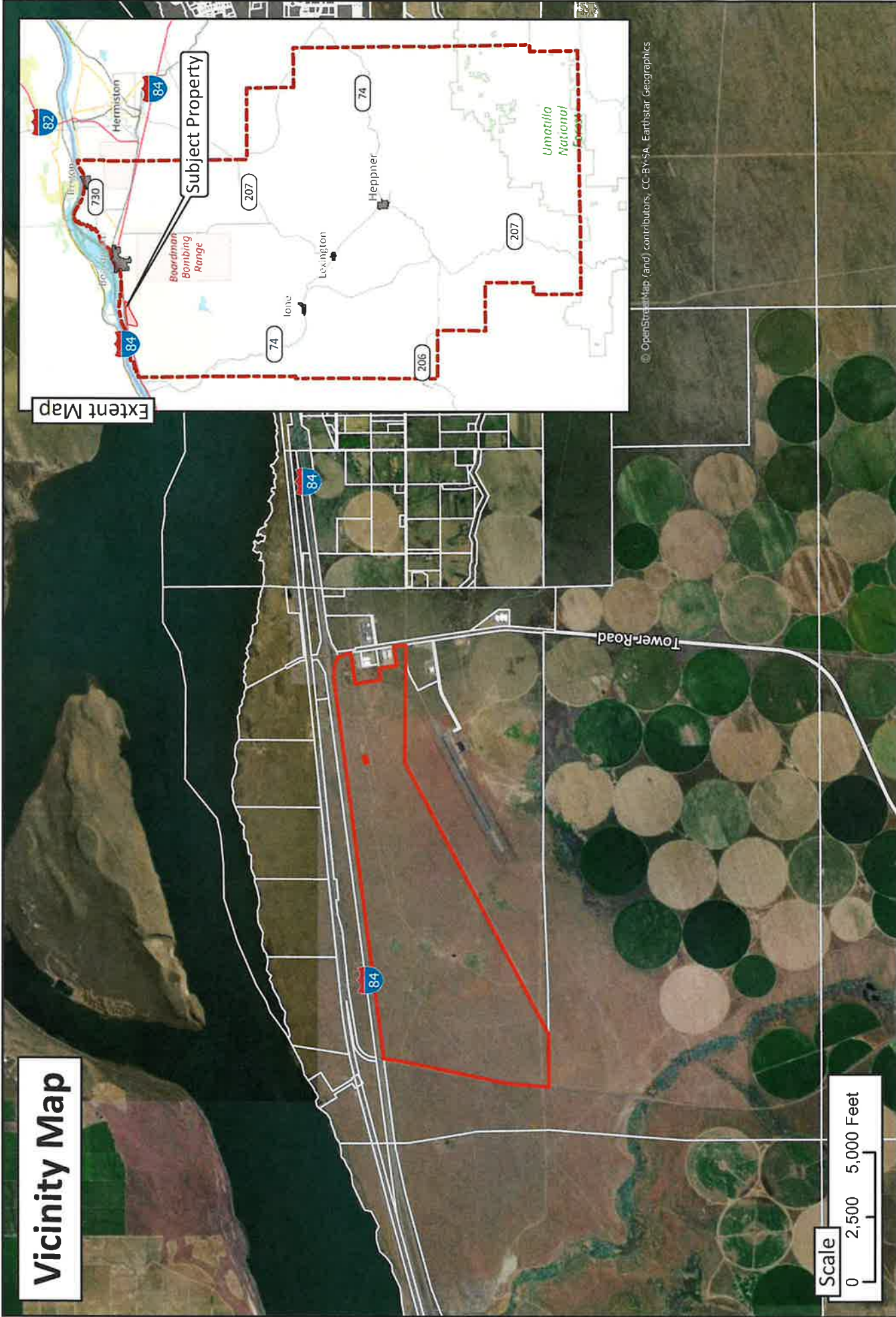
1. Submit both a **preliminary** and final Partition Plat in conformance with Oregon Revised Statute Chapter 92 and the Morrow County Subdivision Ordinance.
2. All easements, existing or proposed, to be shown on the Final Plat.
3. All necessary access permits will need to be obtained from Morrow County Public Works.

Jeff Wenholz, Chair

Date

Attachments:
Vicinity Map
Tentative Plan

Vicinity Map



Extent Map

Subject Property

Boardman Bombing Range

Umatilla National

Scale

0 2,500 5,000 Feet



LP-N-507-22
Port of Morrow
4N 24E TL110

Legend

Tax Lot



Subject Parcel



Date Saved: 1/28/2022 5:55 PM

Cartography By: Stephen Wreccics
Morrow County Planning Department
Coordinate System: NAD83 Oregon GIC Lambert ft
Datum: North American 1983
Projection: Lambert Conformal Conic
Inset: S:\morrow\pdm\morrow\2022\LP-N-507-22\portico



© OpenStreetMap (and) contributors, CC-BY-SA, Earthstar Geographics

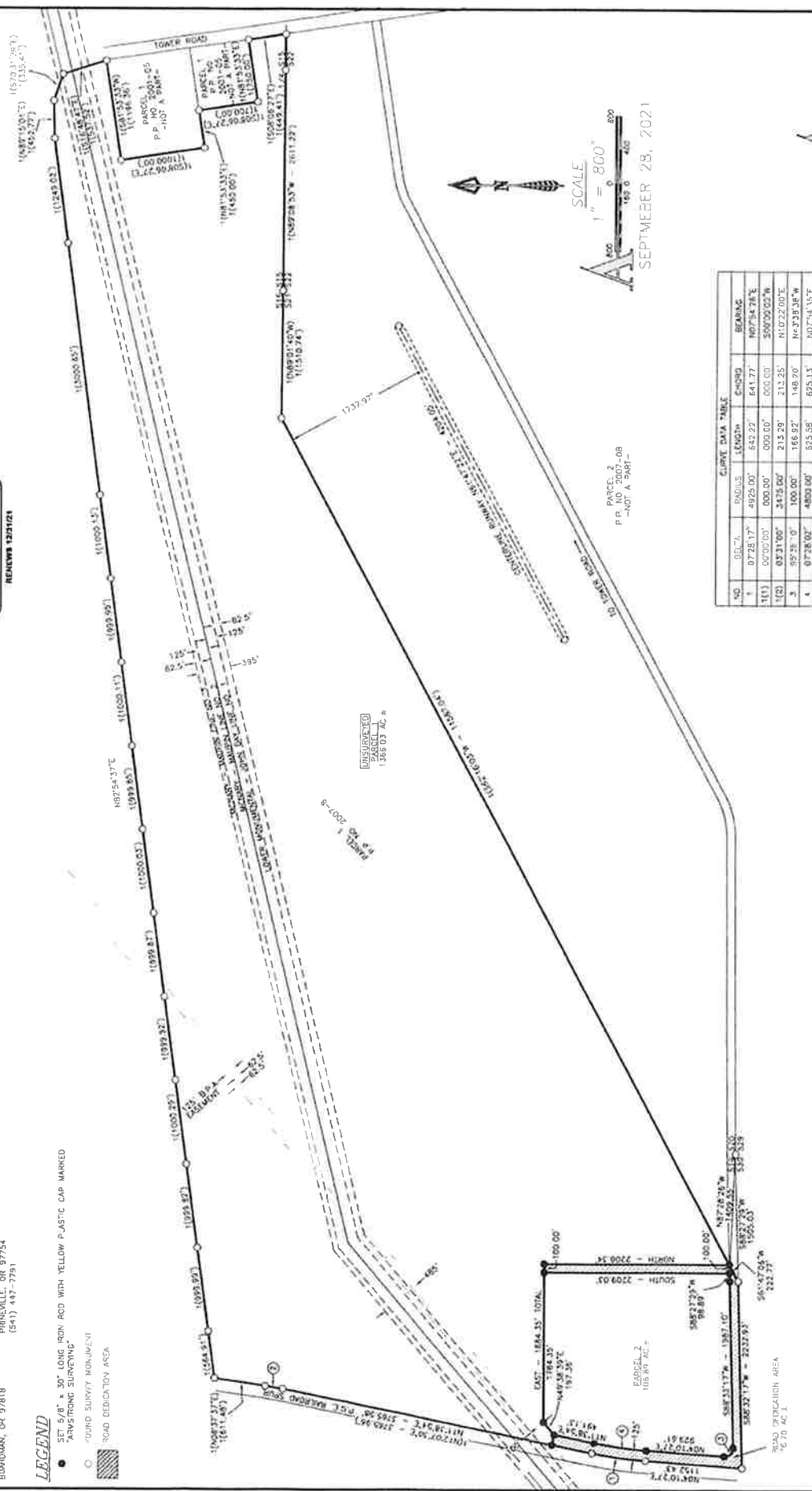
APPLICATION MAP FOR A
 PARTITION PLAT OF PARCEL 1 OF PARTITION PLAT NO. 2007-8,
 LOCATED IN SECTIONS 15, 16, 17, 18, 19, 20, AND 21, T.4N., R.24E.,
 W.M., MORROW COUNTY, OREGON
 C-LP-XXX-21
 W.O. 21-5659

SURVEY FOR
 SHERWIN
 207 BOX 200
 BOARDMAN, OR 97818

SURVEY BY
 ARMSTRONG SURVEYING, INC.
 267 SECOND ST. E. 100
 PRINEVILLE, OR 97754
 (541) 437-7791

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
 PRELIMINARY
 OREGON
 JAN 15, 2002
 T0000
 T0000
 53770
 REHEW 12/31/21

- LEGEND**
- SET 6"Ø - 3Ø" LONG IRON ROD WITH YELLOW PLASTIC CAP MARKED "ARMSTRONG SURVEYING"
 - FOUND SURVEY MONUMENT
 - ▨ ROAD DEDICATION AREA



SCALE
 1" = 800'
 0 100 200 300 400 500
 SEPTEMBER 28, 2021

NO.	DEG.	RADIUS	CHORD	BEARING
1	0728.17°	4825.00'	641.77'	N07°28.17'E
(11)	00°00'00"	000.00'	000.00'	S00°00'00"W
(12)	0531.00°	243.00'	213.29'	N10°22.00'E
3	95°31'0"	100.00'	166.52'	N4°33.83°W
4	0728.02°	4800.00'	625.35'	N07°28.02'E

**PRELIMINARY FINDINGS OF FACT
ZONING PERMIT**

Application No. ZP-2956-22

REQUEST: Zoning permit approval for a data center campus including primary and accessory uses and buildings. Request does not include electrical power substation.

APPLICANT: Yost Grube Hall Architecture
707 SW Washington Street, Suite 1200
Portland, OR 97205

LANDOWNERS: Amazon Data Services, Inc.
410 Terry Avenue North
Seattle, WA 98109

PROPERTY DESCRIPTION: Tax Lot 1701 of Assessor's Map 4N 25 24, otherwise known as Parcel 1 of Partition Plat 2021-25

PROJECT LOCATION: Property is located approximately one mile (4,750 feet) south of the Highway 730 and Interstate 84 Interchange.

FINDINGS OF FACT:

I. BACKGROUND INFORMATION:

The subject property is 126.92 acres zoned General Industrial.

The application requests zoning permit approval, including a determination of consistency with Morrow County Zoning Ordinance (MCZO) 3.070, for a campus master plan, including the type and general location of all proposed primary and accessory uses/buildings. After obtaining Planning Commission approval of this application, the applicant will, as the site is built out in the future, submit detailed, building specific zoning permit applications which will be reviewed and processed by Planning Staff.

As illustrated on the enclosed site plan, the scope of the proposed master plan development includes four new single story, 215,461 square foot data center buildings, 2,116 square foot industrial water treatment building and associated 490,000-gallon water storage tanks, 6,560 square foot security building, and 14,000 square foot data storage building. Site work includes grading to accommodate a storm water pond for on-site storm water management, septic system for onsite wastewater treatment, drive aisles and parking areas, and generator yard pads.

The Port of Morrow will be constructing a 5-acre industrial waste water holding pond on the site. The pond will be part of a closed system, only accepting water from the data center campus and holding it until it can be used to irrigate surrounding agricultural uses. The holding pond

may be considered an accessory use for the data center development. Other permits may be required for the waste water holding pond. Land application of industrial wastewater is not a part of this request. A land use permit (Land Use Decision MCZO Section 3.010(B) and Subsection D.8 will be required for the land application of industrial wastewater onto lands zoned Exclusive Farm Use. This is listed below as a condition of approval.

The Umatilla Electric Cooperative (UEC) will provide power to the site from an on-site substation. See attached master site plan. The substation is not a part of this land use request. As the dedicated power source for the data center, the substation is an accessory use and may be permitted subject to MCZO Section 3.070(A)(15). According to UEC, the utility currently owns and operates 230kV transmission lines on the East side of Bombing Range Road. To serve this campus, UEC is proposing that upgrades be made to those existing facilities including a line extension starting near the UEC East Wilson Substation across Bombing Range Road to the west and south of the campus. Please see attached ownership map which shows the proximity of the substation to the subject parcel. The proposed transmission line extension, which is not part of this application, is approximately 0.5 miles in length and, according to the applicant, will be designed to minimize impact to private property and EFU. UEC will be required to obtain any right of way and road crossing permits from Morrow County. UEC will be required to secure authorization from the private landowners. UEC will be required to secure land use permits for the new transmission line. These requirements are listed below as conditions of approval.

According to the application, domestic water service including potable, construction, fire suppression, and industrial cooling water will be delivered from the Port of Morrow (POM) east beach water system that is supplied by a combination of municipal water rights from alluvial, basalt, and surface water sources. According to the applicant, the POM has the capacity to provide the service. Most of the 20" potable pipeline will be installed on POM owned property with a couple small sections of needed private easements. POM will be responsible for acquiring the private easements and according to the applicant POM has already begun that process in anticipation of this campus project. Additionally, POM will be responsible for obtaining any required crossing permits from ODOT, UPRR, and Morrow County. These requirements are listed below as conditions of approval.

Previous Land Use Approval:

On August 3, 2021, the Planning Commission determined that, pursuant to ORS 197.713, the subject site is eligible for industrial development and construction of buildings of any size and type, including accessory uses and on-site sewer facilities to serve same. See County File LUD-N-38-21.

On August 3, 2021 the Planning Commission approved a tentative partition plat that created the subject property as Parcel 1. See County File LD-498-21. As part of that process, the County determined that public facilities and services were available and adequate to the site. After obtaining approval of the tentative partition plat, the landowner then obtained approval of a final plat, which was recorded as Partition Plat 2021-25.

I. APPROVAL CRITERIA_MORROW COUNTY ZONING ORDINANCE
MCZO Criteria are shown below in bold highlight followed by response in standard print.

1.050. ZONING PERMIT.

Prior to the construction, reconstruction, alteration, or change of use of any structure larger than 100 square feet or use for which a zoning permit is required, a zoning permit for such construction, reconstruction, alteration, or change of use or uses shall be obtained from the Planning Director or authorized agent thereof. A zoning permit shall become void after 1 year unless the development action has commenced. A 12-month extension may be granted when submitted to the Planning Department prior to the expiration of the approval period.

Applicant is required to obtain a zoning permit for the proposed use pursuant to MCZO 3.070.A. below.

3070.A. - Uses Permitted Outright.

In an M-G Zone, the following uses and their accessory uses are permitted outright; except as limited by subsection C of this section. A Zoning Permit is required for development and projects larger than 100 acres are subject to Site Development Review (Article 4 Supplementary Provisions Section 4.170 Site Development Review)

16. Data center

As set forth above, MCZO 3.070.A., the data center use and its accessory uses are permitted outright in the MG zone. Section 3.070 requires Site Development Review pursuant to MCZO 4.170. However, Section 4.170 does not exist in the MCZO. Site Plan Review is required pursuant to MCZO 4.165 is a different process with different criteria.

3.070.C. Use Limitations. In an M-G Zone, the following limitations and standards shall apply to all permitted uses:

- 1. No use permitted under the provisions of this section that requires a lot area exceeding two (2) acres shall be permitted to locate adjacent to an existing residential lot in a duly platted subdivision, or a lot in a residential zone, except as approved by the Commission.**

The proposed data center campus, including accessory uses and buildings will require a lot area larger than two acres. Properties abutting the subject parcel to the north, south, east, and west of the subject property are zoned EFU. There is a residentially-zoned (FR2) lot and an existing residential subdivision located to the north and west of the subject property. Where the residential lots are adjacent to the subject property, the application may only be approved by the Planning Commission. The applicant presented five reasons why Planning Commission should approve the application and find the use compatible with the residential area.

1. The proposed use will comply with all applicable M-G development standards.

2. The primary data center use will be concentrated on the eastern portion of the subject property, which results in a buffer of a considerable distance (several acres) between these buildings and the residential lot.
3. The proposed use will utilize an access to and from Bombing Range Road, which is located on the eastern side of the subject property and not adjacent to residential lands. Trips related to the use will not typically travel by or near the residential area to the north.
4. The data center buildings may be designed to minimize adverse impacts on surrounding properties, such as noise, odor, dust, vibration, blasting, vapor, or bright lights.
5. The data center campus will be fenced and landscaped, which will provide screening.

In order to assure the data center development complies with the reasons presented by the applicant which are required to verify the use is compatible with the surrounding residential area, Planning Commission may include conditions of approval as listed below.

2. No use permitted under the provisions of this section that is expected to generate more than 20 auto-truck trips during the busiest hour of the day to and from the subject property shall be permitted to locate on a lot adjacent to or across the street from a residential lot in a duly platted subdivision, or a lot in a residential zone.

As illustrated on the site plan, the subject development will utilize a primary and a secondary access to Bombing Range Road. There are no residential lots in duly platted subdivisions or lots in residential zones along Bombing Range Road or adjacent to the subject property that are also accessed from Bombing Range Road. Therefore, trips to and from the development would not appear to adversely affect any surrounding areas planned or zoned for residential development. The Planning Commission may find the application complies with this standard.

3070.D. - Dimension Requirements. The following Dimensional requirements apply to all buildings and structures constructed, placed or otherwise established in the MG zone.

1. **Lot size and frontage: A minimum lot size has not been determined for this zone although the lot must be of a size necessary to accommodate the proposed use, however, it is anticipated that most, if not all uses will be sited on lots of at least two acres. The determination of lot size will be driven by the carrying capacity of the land given the proposed use. Minimum lot frontage shall be 300 feet on an arterial or collector; 200 feet on a local street.**

- a. Lot size: 126.92 acres
- b. Lot Frontage: 5,272.92 feet

2. Setbacks: No specific side or rear yard setbacks are identified within this zone but may be dictated by provisions of the Building Code or other siting requirements. The minimum setback between a structure and the right-of-way of an arterial shall be 50 feet. The minimum setback of a structure from the right-of-way of a collector shall be 30 feet, and from all lower-class streets the minimum setback shall be 20 feet. There shall be no setback requirement where a property abuts a railroad siding or spur if the siding or spur will be utilized by the permitted use.

a. Right of Way setback to nearest building: 927 feet

3. Stream Setback: All sewage disposal installations such as outhouses, septic tank and drain field systems shall be set back from the high-water line or mark along all streams and lakes a minimum of 100 feet, measured at right angles to the high-water line or mark. All structures, buildings, or similar permanent fixtures shall be set back from the high-water line or mark along all streams or lakes a minimum of 10 feet measured at right angles to the high-water line or mark.

a. No streams or lakes have been identified on site. Additionally, no wetlands are located on the site. See attached wetlands map.

4. Uses adjacent to residential uses. A sight-obscuring fence shall be installed to buffer uses permitted in the General Commercial Zone from residential uses. Additional landscaping or buffering such as diking, screening, landscaping or an evergreen hedge may be required as deemed necessary to preserve the values of nearby properties or to protect the aesthetic character of the neighborhood or vicinity.

a. A security fence is provided at the perimeter of the site with a dense picket arrangement. A chain link safety fence is provided at the perimeter of the industrial waste water retention pond. Additional landscape buffering will be provided as deemed necessary.

b. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity.

c. Noise from the generators and operation of the data center should be designed, developed and operated so as to minimize impacts to residential areas and the general vicinity.

These are also included as conditions of approval below.

3070.E. Transportation Impacts

1. Traffic Impact Analysis (TIA). In addition to the other standards and conditions set forth in this section, a TIA will be required for all projects

generating more than 400 passenger car equivalent trips per day. Heavy vehicles B trucks, recreational vehicles and buses B will be defined as 2.2 passenger car equivalents. A TIA will include: trips generated by the project, trip distribution for the project, identification of intersections for which the project adds 30 or more peak hour passenger car equivalent trips, and level of service assessment, impacts of the project, and, mitigation of the impacts. If the corridor is a State Highway, use ODOT standards. (MC-C-8-98)

- a. According to the applicant, based on previous similar developments, the completed development is anticipated to generate less than 300 total trips per day. Therefore, a Traffic Impact Analysis may not be required. Applicant indicated that they will supplement traffic information in advance of the Planning Commission hearing. Although a TIA is not required, Morrow County Public Works may require signage and traffic control on Bombing Range Road during construction and during operations, in order to mitigate conflicts and to prevent accidents.

SECTION 4.010. ACCESS.

Intent and Purpose: The intent of this ordinance is to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service.

Major roadways, including highways, arterials, and collectors serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access points are not properly designed, these roadways will be unable to accommodate the needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property with the right of the citizens of Morrow County and the State of Oregon to safe and efficient travel.

This ordinance shall apply to all public roadways under the jurisdiction of Morrow County and to application for development for any property that abuts these roadways.

This ordinance is adopted to implement the land access and access management policies of Morrow County as set forth in the Transportation System Plan. Access shall be provided based upon the requirements below:

- A. **Minimum Lot Frontage Requirement.** Every lot shall abut a street, other than an alley, for at least 50 feet, except on cul-de-sacs where the frontage may be reduced to 30 feet.

a. Lot Frontage: 5,272.92 feet

- B. **Access Permit Requirement. Where access to or construction on a county road is needed, an access permit or right-of-way permit from Morrow County Public Works department is required subject to the requirements in this Ordinance. Where access to a state highway is needed, an access permit from ODOT is**

required as part of the land use application. Where access is needed to a road managed by the Forest Service or other entity, an access permit or other authorization from the appropriate entity shall be required as part of the land use application.

- a.** Bombing Range Road is the proposed access. Bombing Range Road is identified as a county road. Applicant has obtained County approval for two access driveways on the subject property. See attached. The applicants contend that the primary access driveway is sufficiently deep to permit extensive on-site queuing which will alleviate the potential of queuing on Bombing Range Road. If circumstances change and queuing occurs on Bombing Range Road, applicant will be required to make off site improvements to guarantee safe operations of Bombing Range Road. Additionally, given that Bombing Range Road is not lighted and visibility is frequently limited during winter time conditions, especially foggy conditions, Public Works Director may recommend that the access points be lighted and signed. These are included as conditions of approval below.

- c. Emergency Vehicle Access. It is the responsibility of the landowner to provide appropriate access for emergency vehicles at the time of development. A dead-end private street exceeding one hundred-fifty (150) feet in length shall have an adequate turn around facility approved by the appropriate Fire Marshal or, if the Fire Marshal fails to review the private street, approval by the Building Official or his designee.**

The proposed development has an internal loop road which is adequately sized to allow emergency vehicular ingress and egress from the development.

- II. AGENCIES NOTIFIED:** Eric Imes, Morrow County Public Works Director; Anne Debbaut, DLCD Region Representative; State Fire Marshall; City of Boardman; City of Irrigon; Mike Gorman, County Assessor; Glenn McIntire, County Building Official; Justin Nelson, County Counsel; Lisa Mittelsdorf, Mark Patton, Jacob Cain, Port of Morrow; Kimberly Peacher, NAS Whidbey Island; Boardman Fire District, Tom Lapp, ODOT Permit Specialist, Pendleton; Teresa Penninger, ODOT Region 5 Planning Manager.

- III. LEGAL NOTICE PUBLISHED:**
February 1, 2022 East Oregonian
February 2, 2022 Heppner Gazette

- IV. PROPERTY OWNERS NOTIFIED:** January 24, 2022

- V. CONCLUSION:** Planning Commission may approve the Zoning Permit subject to conditions of approval.

- VI. CONDITIONS OF APPROVAL:**

1. Submit a lighting plan and glare analysis. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity
2. Comply with light mitigation recommendations of NAS Whidbey Island Air Station, if necessary, to mitigate impacts to flight operations at the US Naval Bombing Range.
3. Provide a landscape design plan to include at a minimum fencing, landscaping and lighting.
4. Comply with signage and lighting at access points as recommended by Morrow County Public Works.
5. If conditions warrant in the future, owner will be required to construct off-site improvements to Bombing Range Road in order to minimize traffic hazards.
6. Obtain land use permit for application of industrial wastewater on lands not located on the subject parcel.
7. Obtain land use permit for utility substation.
8. Obtain land use permit for new transmission lines.
9. Obtain access or right of way permit for new transmission line.
10. Construct a chain link around the perimeter of the industrial waste water retention pond.
11. Noise from the generators and operation of the data center should be designed, developed and operated so as to minimize impacts to residential areas and the general vicinity.

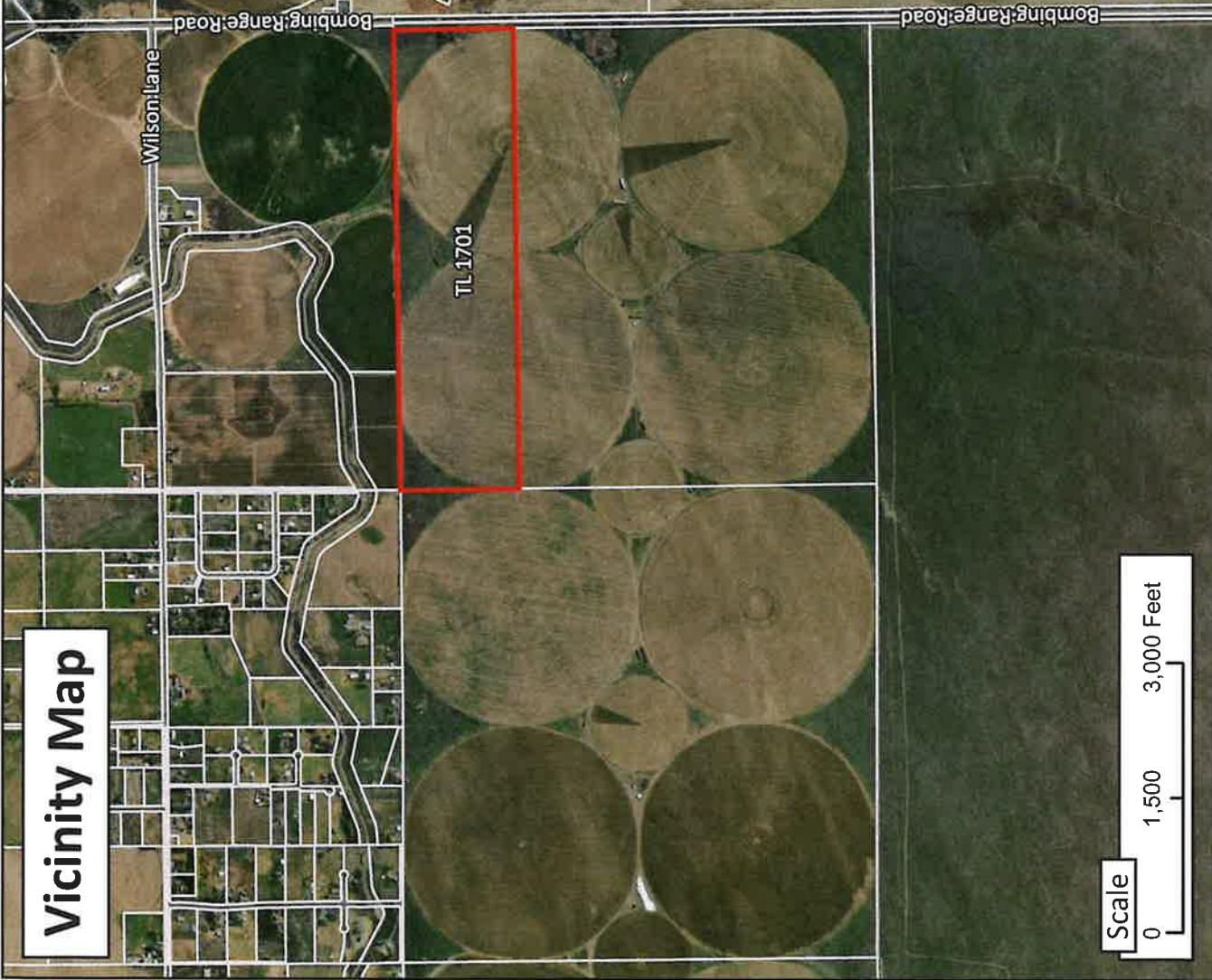
DECISION OF THE PLANNING COMMISSION:

Jeff Wenholz, Chair
Morrow County Planning Commission

Date

Attachments: Vicinity Map, Property Owner Map, Wetlands Map, Site Plan Layout, Access Permits

Vicinity Map



ZP-2956-22
 AWS (Windy River)
 4N 25E TL 1701

Legend

Tax Lot



Subject Property



Date Saved: 7/2/2021 3:33 PM

Cartography By: Stephen Wreccics
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic
from: © OpenStreetMap (and) contributors, CC-BY, SVA, Maxar

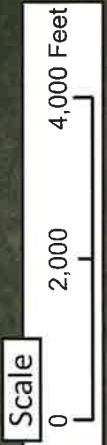
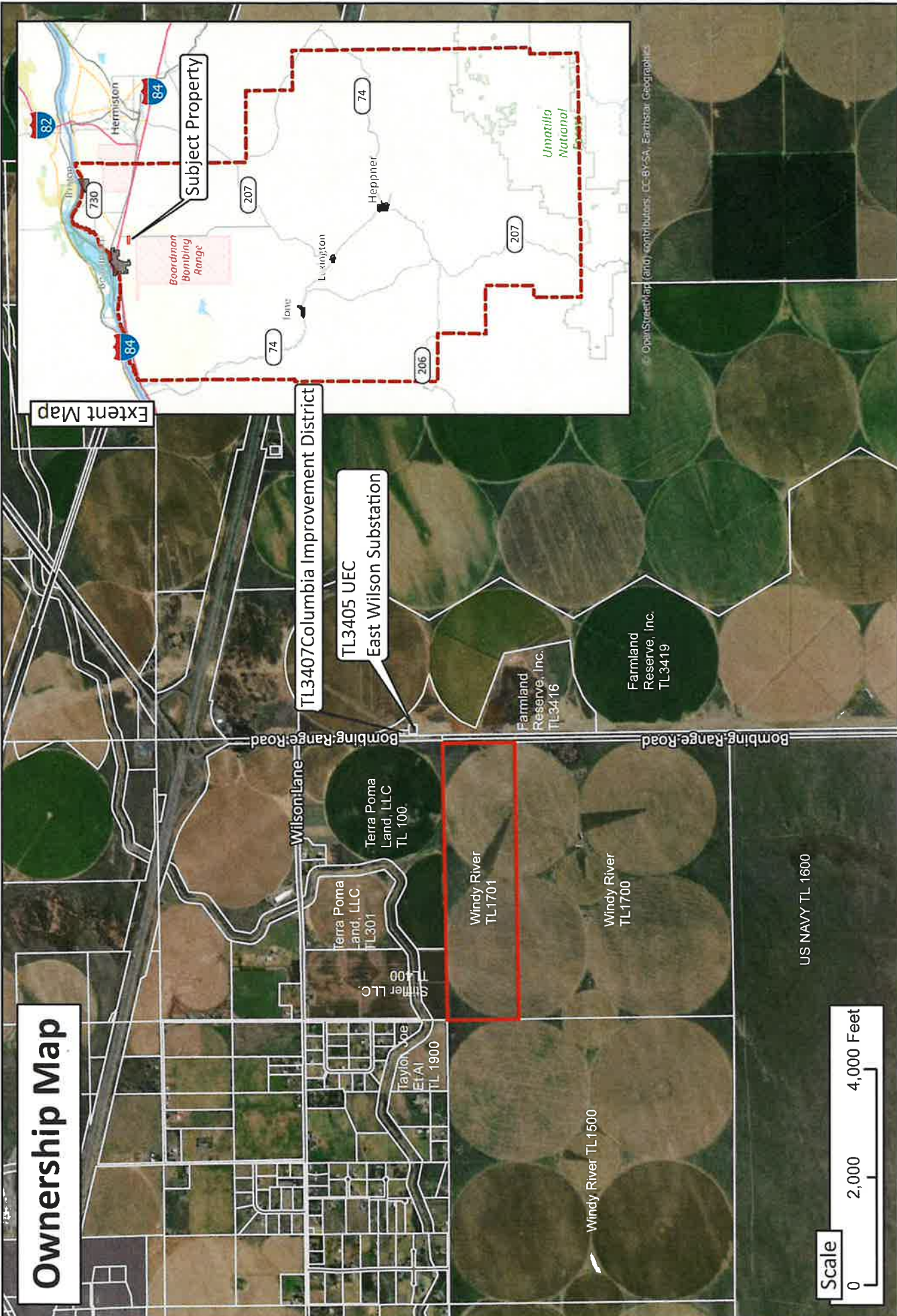


Extent Map



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Ownership Map



ZP-2956-22
AWS (Windy River)
4N 25E TL 1701



Legend

Tax Lot



Subject Property



Date Saved: 2/9/2022 12:00 PM

Cartography By: Stephen Wirecs
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert II
 Datum: North American 1983
 Projection: Lambert Conformal Conic
File: S:\morrow\pdp\mcp\4n25e2p2956-22.mxd



Statewide Wetlands Inventory



	Sections
	LWI Study Area
	NHD Springs/Seeps
NHD Streams and Rivers	
	Perennial
	Intermittent
	Ephemeral
	Unknown
	Canal/Ditch
	NHD Area
	NHD Waterbody
Wetlands	
	Estuarine and Marine Deepwater
	Estuarine and Marine Wetland
	Freshwater Emergent Wetland
	Freshwater Forested/Shrub Wetland
	Freshwater Pond
	Lake
	Riverine
	NRCS Predominantly Hydric Soil Map Units
	NRCS Argate-Winlo Soils in Jackson County

Surveyed by: Mark C. Casey, Earthstar Geographics, ONES/Amnis G.S. USA
 USGS, A. G. S. J. Jen, and the US Army Corps of Engineers, Department of State Lands,
 Department of Natural Resources, HERE/Esri/Mapbox/DeLorme/StreetMap/Contributors/Mapbox/Mapbox

Date: 2/9/2022

 Sub-CIO region
 Department of State Lands
 775 Summer Street, NE, Ste 100
 Salem, OR 97301-3278
 (503) 986-5200





PUBLIC WORKS DEPARTMENT

Airport General Maintenance Road Department Parks Transfer Stations

365 W. Highway 74
P.O. Box 428
Lexington, OR. 97839
Phone: (541) 989-9500
Fax: (541) 989-8352

Matt Scrivner
Director

Sandi Putman
Management Asst.

Eric Imes
Asst. Road Master

Kirsti Cason
Administrative Asst.

November 2, 2021

RE: Approach Permit # 288
Construction Permit # 288a

Parametrix
Attn: Scott Bolduc
150 NW Pacific Park Lane, Suite 110
Bend, Oregon 97702

To Whom it may concern,

Thank you for submitting a Approach Site Approval Application & Construction Permit. Your approach site application (#288) was Recommended and Approved on October 27, 2021. Included with this letter is a construction permit (#288a), which was approved on October 27, 2021. Please note that a Construction Permit will EXPIRE on January 27, 2022. Should you need an extension on your construction permit please contact the Morrow County Public Works Office.

County personnel may monitor progress of project during construction. Please contact the Morrow County Public Works office upon completing project so final inspection can be done.

Should you have any questions please feel free to contact us at 541-989-9500.

Thank you for your cooperation on this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kirsti Cason".

Kirsti Cason
Administrative Assistant
Morrow County Public Works

Enclosures

cc: sbolduc@parametrix.com

Return to:
MORROW COUNTY PUBLIC WORKS
365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone: (541) 989-9500

APPLICATION #: 288
COUNTY ROAD #: ~~ESA 829~~ 490
ROAD NAME: Bombing Range Rd.

Applicant Mailing Address
Parametrix, Attn: Scott Bolduc (agent)
Name (Business Name, Attn: Name)
150 NW Pacific Park Lane, Suite 110
Mailing Address (Street/Post Office Box)
Bend, OR 97702
City, State, Zip Code
541-508-7710
Phone Number

APPLICATION FEE:
(CHECK ONE)
 Private (\$50.00) Commercial (\$125.00)

PAYMENT RECEIVED:
10/04/2021 - \$ 25.00
(Date Payment Received - Amount Received - Initials)
CK# 335

SBolduc@parametrix.com

APPLICATION FOR APPROACH SITE APPROVAL
(Approach Roads, Private Crossings, Utility Service Lines, Fixtures and Other Facilities)

Please fill out this form completely in ink (Blue or Black) or type.

We, Scott Bolduc/Parametrix (agent)
(Name - Individual/Business) (Physical Address of approach)
hereby respectfully request site approval either to locate within County Road right of way or
cross Morrow County Road Bombing Range Road, at Pl. 905 (N45-48-56-86 W119-37-24.58)
(County Road Name) (County Road Name)
24 4 North 25 E. W. M. with a Access Approach Permit for Private Driveway
(Section) (Township) (Range) (Approach Road, Private Crossing, ect.)
as more particularly described by the attached sketch, and/or deed reference.

This is only a **site approval**. A Construction Permit will need to be obtained at the time of construction. Approval to build will have to be issued by Morrow County Public Works **before construction may begin**.

APPLICANT AGREES TO THE TERMS AND CONDITIONS ON THE ATTACHED FOUR (4) PAGES. (THE ATTACHED PAGES REQUIRE INITIALS OF APPLICANT)

APPLICANT SIGNATURE: [Signature] DATE: 09-28-2021
(Signature of Authorized Applicant) (Date Signed)

State of OREGON
County of DESCHUTES
This instrument was acknowledged before me on SEPTEMBER 28, 2021
by [Signature]
PAMELA L. HORNBERGER
Notary Public - State of OREGON

OFFICIAL STAMP
PAMELA LYNN HORNBERGER
NOTARY PUBLIC - OREGON
COMMISSION NO. 989458
MY COMMISSION EXPIRES JULY 28, 2023

Denied permit application may be appealed in the Morrow County Board of Commissioners

RECOMMENDED BY: [Signature] DATE: 10/27/2021
(Assistant Road Master) (Date Approved)
APPROVED BY: [Signature] DATE: 10/27/2021
(Public Works Director) (Date Approved)

ATTEST _____
(Morrow County Clerk)

Return to:
MORROW COUNTY PUBLIC WORKS

365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone: (541) 989-9500

APPLICATION #: 288a

COUNTY ROAD #: 490

ROAD NAME: Bombing Range Road

Applicant Mailing Address

Parametrix, Attn: Scott Bolduc (Agent)

Name (Business Name, Attn: Name)

150 NW Pacific Park Lane Suite 110

Mailing Address (Street/Post Office Box)

Bend, Oregon 97702

City, State, Zip Code

541-508-7710

Phone Number

APPLICATION FEE: (NO FEE REQUIRED)

(CHECK ONE)

Private/Residential Commercial

PAYMENT RECEIVED:

10/04/2021 - \$0.00
(Date Payment Received - Amount Received - Initials)

CONSTRUCTION PERMIT TO BUILD ON RIGHT OF WAY

(Approach Roads, Private Crossings, and Other Facilities)

Please fill out this form completely in ink (Blue or Black) or type.

I/We, **Scott Bolduc/Parametric (agent)**

(Name - Individual/Business)

(Physical Address)

(Phone)

respectfully request permission to construct within County road right-of way or cross Morrow County Road

Bombing Range Road

, at **pt.905 (N45-48-56-86 W119-37-27.58)**

(County Road Name)

(County Road Name)

24

4N

25

E. W. M. with a (n)

Access

(Section)

(Township)

(Range)

(Approach Road, Private Crossing, ect.)

as more particularly described by the attached sketch, and/or deed reference.

PERMITTEE AGREES TO THE TERMS AND CONDITIONS ON THE

APPROACH AND/OR UTILITY PERMIT # 288

APPROVED BY:


(Public Works Director)

DATE:

10/27/2021
(Date Approved)

PERMIT EXPIRATION DATE:

1/27/2022

(Month / Date / Year)

Permission is hereby granted by the Board of Commissioners of Morrow County pursuant to Oregon Revised Statutes (ORS) 374.305 to 374.330 and ORS 271.440 to make the aforesaid installation in accordance with all specifications. The Permittee as indicated above shall at all times be responsible and liable for any and all damages arising from or caused by this installation and this permit may be revoked at any time.

APPROACH ROAD CONSTRUCTION

APPLICANT AGREES TO THE FOLLOWING TERMS AND CONDITIONS:

1) Approach road or crossing will, in all instances, enter the county road at right angles to the existing roadway unless otherwise authorized by the Public Works Department (hereafter referred to as "Department"). Refer to the attached "STANDARD DRAWINGS FOR ROAD APPROACH CONSTRUCTION", hereafter refer to as the STANDARD DRAWINGS.

2) Approach road or crossing shall be constructed to the lines, grades and dimensions of the STANDARD DRAWINGS. All materials shall meet the approval of the Department.

3) Compaction requirements are as follows:

In the event that native earth fill is required, it shall be placed in uniform lifts, not exceeding 12 inches in thickness, and each lift shall be thoroughly compacted.

3"-0 base rock shall be spread in two lifts and each lift thoroughly compacted.

3/4"-0 crushed aggregate shall be spread and thoroughly compacted to the finish lines and grade.

Asphalt Concrete Pavement, if required, shall be placed and compacted to finish lines and grades meeting the requirements of the STANDARD DRAWINGS.

All compaction methods and results shall meet the approval of the Department. In the event the Department believes sufficient compaction of any material is not being achieved, it may require compaction testing. All such compaction testing shall be at the sole expense of the Applicant.

If the Department requires compaction testing, it shall consist of the following:

Fill (Embankment Compaction): 90% of maximum density. Maximum density and optimum moisture shall be determined in accordance with AASHTO T99 or T180. In place density shall be determined in accordance with AASHTO T191, T205, or T238.

3"-0 Base Rock: Compacted under appropriate compaction equipment, with no visible deflection under the wheels or drums of the compaction equipment.

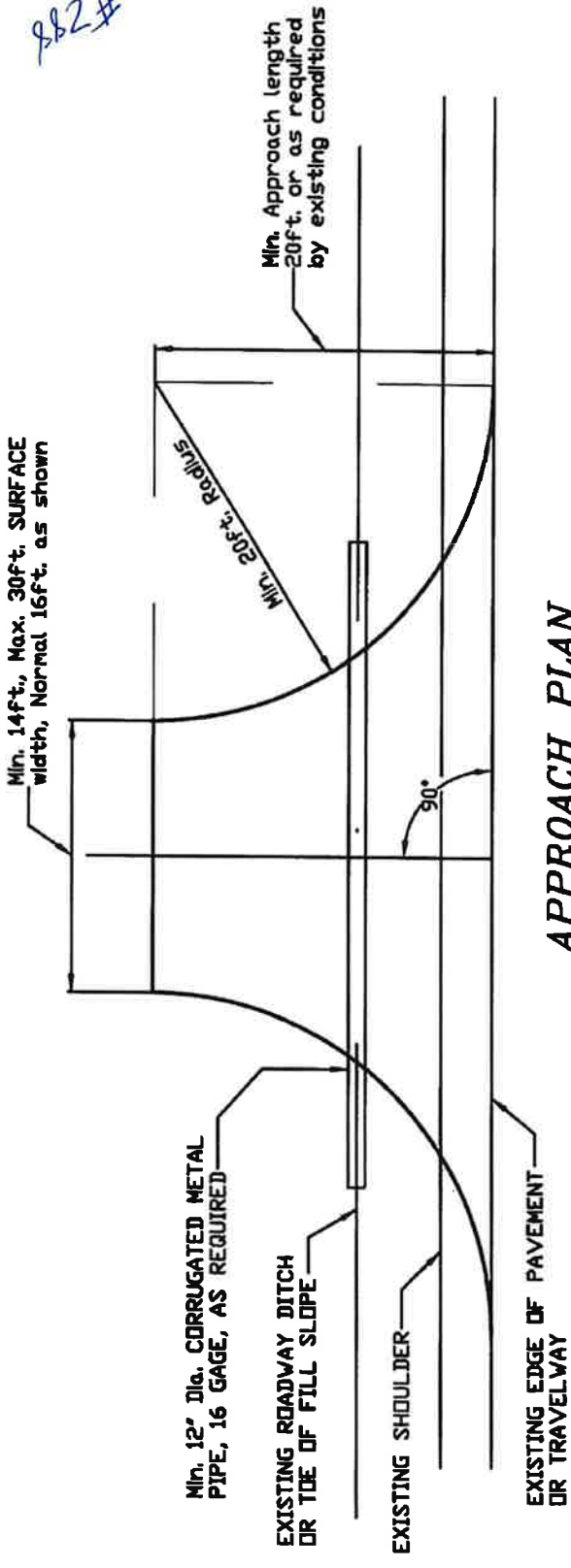
3/4"-0 Crushed Aggregate Leveling Course: Shall be compacted to 95% of maximum density. Maximum density and optimum moisture shall be determined in accordance with AASHTO T99, with correction for oversize by AASHTO T224. In place density shall be determined in accordance with AASHTO T191, T205, or T238.

Asphalt Pavement: Shall be compacted to 92% of theoretical maximum density (Rice Density) as determined by the asphalt concrete mix design, for the asphalt concrete used. In place density shall be determined by nuclear gauge.

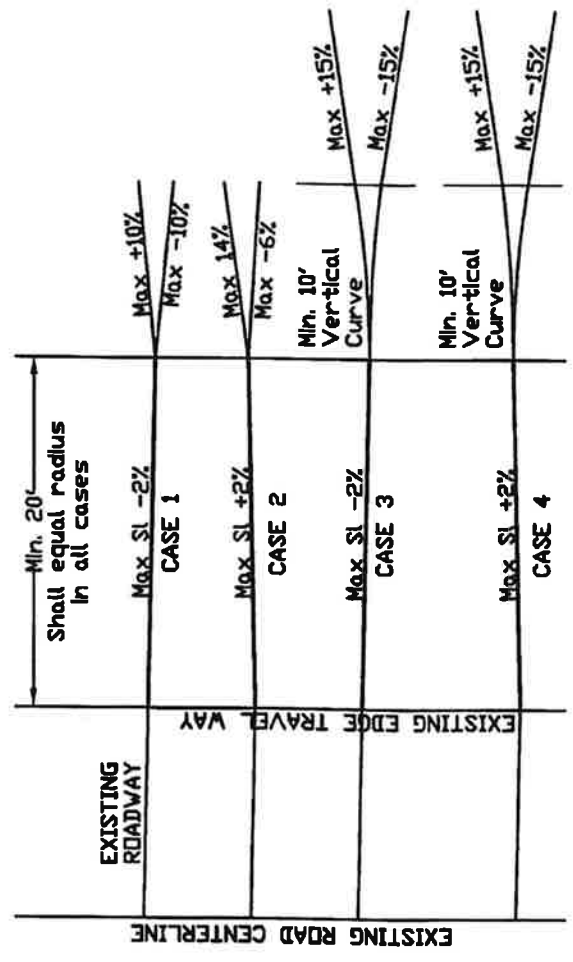
4) In the event that a cut slope of the existing county road must be excavated, the design of the approach shall insure such cut slope is not destabilized or the remaining cut slope is not damaged in any way. The approach road subgrade shall be constructed at the minimum width and dimension as shown on the STANDARD DRAWINGS.

- 5) In the event a culvert pipe is required, it shall be installed so that the top of the pipe is below subgrade, and in no case less than 12" below the finish surface of the approach (asphalt thickness not included). Where practical, the culvert shall be installed in the natural drainage or previously constructed ditch along the existing county road. If the culvert flow line must be placed lower than the natural drainage or previously constructed ditch, inlet and outlet channels shall be constructed to insure the proper drainage flow and function of the culvert. The Department shall be consulted and an approved method for culvert installation shall be given before any culvert pipes are installed. Culvert shall be bedded and backfilled with ¾"-0 crushed aggregate. Refer to the STANDARD DRAWINGS for Culvert and Trench Details.
- 6) If Morrow County installs a culvert, approach or crossing, the cost of installation and construction will be tendered to Morrow County Public Works prior to issuance of the permit.
- 7) A minimum of at least one (1) week will be required to obtain Site Approval. This allows the Department time to review the application, make a site inspection and obtain the necessary signatures.
- 8) Applicant agrees to make this installation (if not performed by the Department), in a manner which will not in any way adversely affect the County Road which it is connected. Any damage to the County Road shall be the sole responsibility of the Applicant. The site shall be finished, cleaned and left in as good a condition as it was prior to construction. Any work required to finish or correct Approach Road construction shall be completed at no cost to Morrow County.
- 9) Applicant agrees to pay all costs incurred for the construction of the approach road or private road entrance, if installed by the County, at the applicant's request, as set forth by this application.
- 10) Applicant declares that they are the owner or lessee of real property abutting the above-described roadway and has the lawful authority to apply for this permit.
- 11) Applicant agrees to have all work completed, including final inspection and approval, within 90 days after the date of approval of this application. After 90 days, this application becomes null and void.
- 12) In addition to the requirements given herein and as shown on STANDARD DRAWINGS, all activities and construction shall be carried out in accordance with the standards given in Morrow County Code 8.08.030 and Code 8.08.040, and shall meet the approval of the Department.
- 13) Morrow County Code 8.08.060, pursuant to ORS 374.305, allows Morrow County, at their option, to remove from their right of way, any obstruction formed by improperly constructed approaches, and such cost will be charged to the violator (S6 of Ord. Dated 8/6/67).

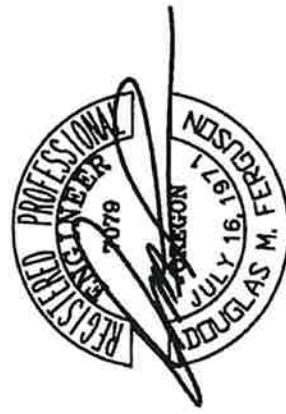
#28



APPROACH PLAN
 Scale 1" = 10'



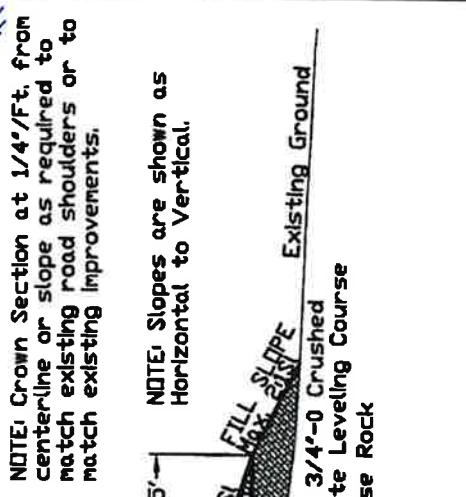
APPROACH PROFILE DETAIL
 No Scale



RENEWAL DATE:
 01/01/2012

MORROW COUNTY
 PUBLIC WORKS DEPARTMENT
 STANDARD DRAWINGS FOR
 ROAD APPROACH CONSTRUCTION
 SHEET 1 OF 2

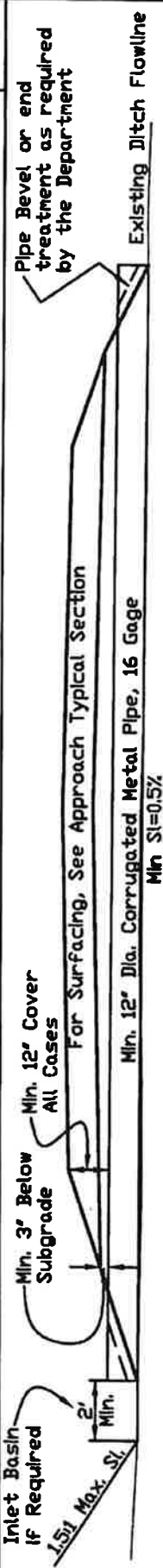
828#



NOTE: Crown Section at 1/4"/ft. from centerline or slope as required to match existing road shoulders or to match existing improvements.

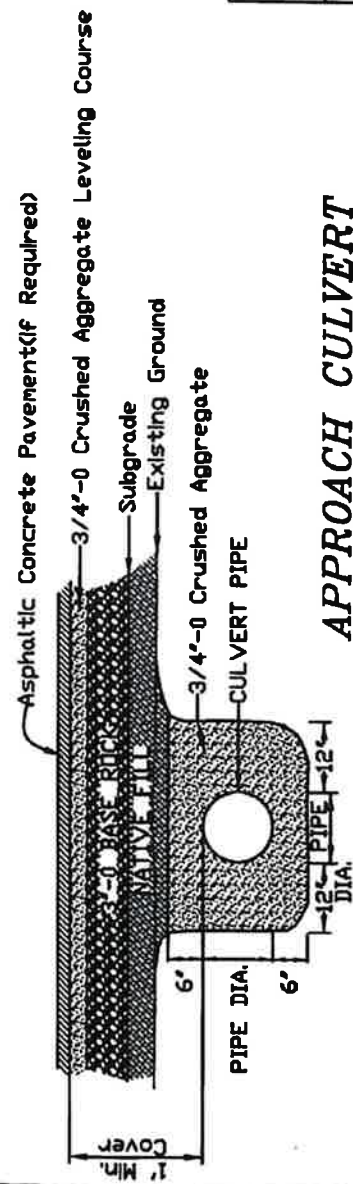
NOTE: Slopes are shown as Horizontal to Vertical.

APPROACH TYPICAL SECTION
 Scale 1"=5'



NOTE: If new culvert pipe is installed below the existing ditch grade, excavate the existing ditch at the inlet and outlet ends of the pipe to provide for free flowing culvert and ditch line.

APPROACH CULVERT DETAIL
 Scale 1"=5'



APPROACH CULVERT PIPE TRENCH DETAIL
 No Scale



RENEWAL DATE:
 01/01/2012

MORROW COUNTY
 PUBLIC WORKS DEPARTMENT
 STANDARD DRAWINGS FOR
 ROAD APPROACH CONSTRUCTION
 SHEET 2 OF 2



PLANNING DEPARTMENT

PO Box 40 • 205 Third Street NE
Irrigon, Oregon 97844
(541) 922-4624

Memorandum

To: Planning Commission

From: Anthony Standley, Student Intern

Date: 1/31/2022

Subject: Columbia River Heritage Trail

Planning Commission:

For the past few months, I have been organizing a report on the state of trail signs and interpretive panels found on the Columbia River Heritage Trail. The photos and trail locations were provided by Stephen Wrecsics, GIS Planner.

As I am sure many of you know the Heritage Trail is located in the northern part of the county along the Columbia River and runs from the west to the east end of the county. This trail has not only served as a beacon of north county recreation for the past 20 years but it has also added to the charm of its most heavily traversed sections in Boardman and Irrigon. Attached to this memo you will find the draft referenced report.

The Planning Director has scheduled this topic as a discussion item for your February 22 meeting. I will be sharing more information, along with other Planning staff. I look forward to sharing my findings at your meeting in February.

./Planning/Heritage Trail/signage plan/Jan 2022 memo

NEWS RELEASE

FOR IMMEDIATE RELEASE: February 8, 2022

CONTACT: Esther Johnson, 503-383-8911, esther.johnson@dlcd.oregon.gov

Land Conservation and Development Commission Appoints Elected Officials to State's Local Officials Advisory Committee

SALEM (February 4, 2022) – The Oregon Department of Land Conservation and Development (DLCD) and the Land Conservation and Development Commission (LCDC) has announced appointments to the state's [Local Officials Advisory Committee](#) (LOAC). Membership includes elected officials from both urban and rural cities and counties and reflect the geographic diversity of the state.

The LOAC is a group of city and county elected officials, appointed by the Land Conservation and Development Commission who advise and assist LCDC and the DLCD on its policies and programs affecting local governments. The committee was established in 1973 by Senate Bill 100, the law that created Oregon's statewide planning program.

Purpose:

- To promote open, effective communications among LCDC, DLCD, and local governments, including an exchange of ideas concerning the local implementation of the statewide land use planning program.
- To advise and assist LCDC and DLCD in implementing and improving the statewide land use planning program as it pertains to local government.
- To provide a forum for input on the department's activities, policy development, and programs for local governments.
- To ensure that LCDC is aware of the impact of proposed department activities and policy development on local governments.

The committee's mission, purpose and goals:

- To promote mutual understanding and cooperation between LCDC, DLCD and local governments in implementing the statewide land use planning system.
- To advise and assist LCDC and DLCD by providing a forum for local government officials to be involved in the formation of statewide land use policy and decisions that have local impact; providing feedback, after study and assessment, of the impact of land use policy decisions on local communities.
- Make land use planning more effective by fostering support and respect for local planning efforts and improved communication; assisting in the development of agency strategic plans and the allocation of biennial budget resources; assisting in the formation of any statewide planning goal amendments and agency policy guidelines.

The newly appointed LOAC members will serve a two-year term and include:

Ms. Melissa Lindsay, Commissioner, Morrow County
Mr. Colm Willis, Commissioner, Marion County
Ms. Nancy Wyse, Commissioner, Benton County

Mr. Rory Bialostocky, Councilor, City of West Linn
Ms. Catherine Biscoe, Councilor, City of Philomath
Mr. Ray Smith, Mayor, City of Coburg

"I am really looking forward to working with the new members of LOAC," said Commissioner Kaety Jacobson, commission liaison to LOAC, "and thank all of them for being willing to help DLCD work on issues important to Oregon and its community members."

The group plan to hold their first meeting this spring.

Oregon's statewide land use planning program — originated in 1973 under Senate Bill 100 — protects farm and forest lands, conserves natural resources, promotes livable communities, facilitates orderly and efficient development, helps coordination among local governments, and enables citizen involvement.

The program affords all Oregonians predictability and sustainability to the development process by allocating land for homes and jobs, as well as transportation and agriculture.

The Department of Land Conservation and Development (DLCD) administers the program. A seven-member volunteer citizen board known as the [Land Conservation and Development Commission \(LCDC\)](#) guides DLCD.

Under the program, all cities and counties have adopted comprehensive plans that meet mandatory state standards. The standards are 19 Statewide Planning Goals that deal with land use, development, housing, transportation, and conservation of natural resources. Periodic review of plans and technical assistance in the form of grants to local jurisdictions are key elements of the program

Stay Connected with Oregon Department of Land Conservation and Development:



MEMORANDUM

To: Morrow County Board of Commissioners
From: Tamra Mabbott, Planning Director
CC: Planning Commission
BOC Date: January 12, 2022
RE: Monthly Planning Update

Planning Commission Update

On December 7, 2021 Planning Commission held their last meeting of the year in Heppner. All four applications were approved.

HIGHLIGHT OF 2021: On December 21st, Planning Office vacated the old Irrigon Annex and moved into the brand new North Morrow Government Center! It is a beautiful facility. Public Works crew hosted a flag raising on December 29 and an official Ribbon Cutting ceremony will take place later. In the meantime, we are happy to give tours.

WELCOME to the Planning Department Katie Keely! Katie worked the past 15 years as a dispatcher in the Sheriff's Office and is the new Compliance Planner.

Current Planning Activity December 2021:

- Zoning Permits – 4
- Land Use Compatibility Reviews – 3
- Rural Addresses – 2
- Agriculture Building Permit Exemption – 1
- Land Partitions – 5 (including 4 replats)

Columbia River Heritage Trail

The trail marker and signage inventory and report are almost ready to share. Folks interested are encouraged to contact the Planning Department. The final version will also be posted on the website.

Natural Hazard Mitigation Plan (NHMP)

County will soon begin working on the 2022 update of the NHMP. Updates are required every 5 years. Paul Gray, Emergency Manager, will be the lead. Pam Reber, Natural Hazards Planner with the Oregon Department of Land Conservation & Development (DLCD) will be the state agency lead. Federal Emergency Management Agency (FEMA) awarded funds for the NHMP Update.

Energy Projects

Status of renewable energy projects in Morrow County can be found here:

<https://www.co.morrow.or.us/planning/page/renewable-energy-1>

Grants Round Up:

1. Staff is wrapping up agreements and scope of work with State of Oregon for the two planning grants mentioned last month. Work on the Willow Creek Valley Housing Implementation Grant will begin in March; consultant is ECONw, an economics, finance and planning firm. County and cities of Ione, Lexington and Heppner will then work together to recruit a consultant to assist with the Economic Development Goal 9 grant projects. Residents interested in either project please contact your city hall or County Planning Department.
2. Staff is working on a planning grant application with the US Navy to codify and implement recommendations of the Military Economic Advisory Committee (MEAC).

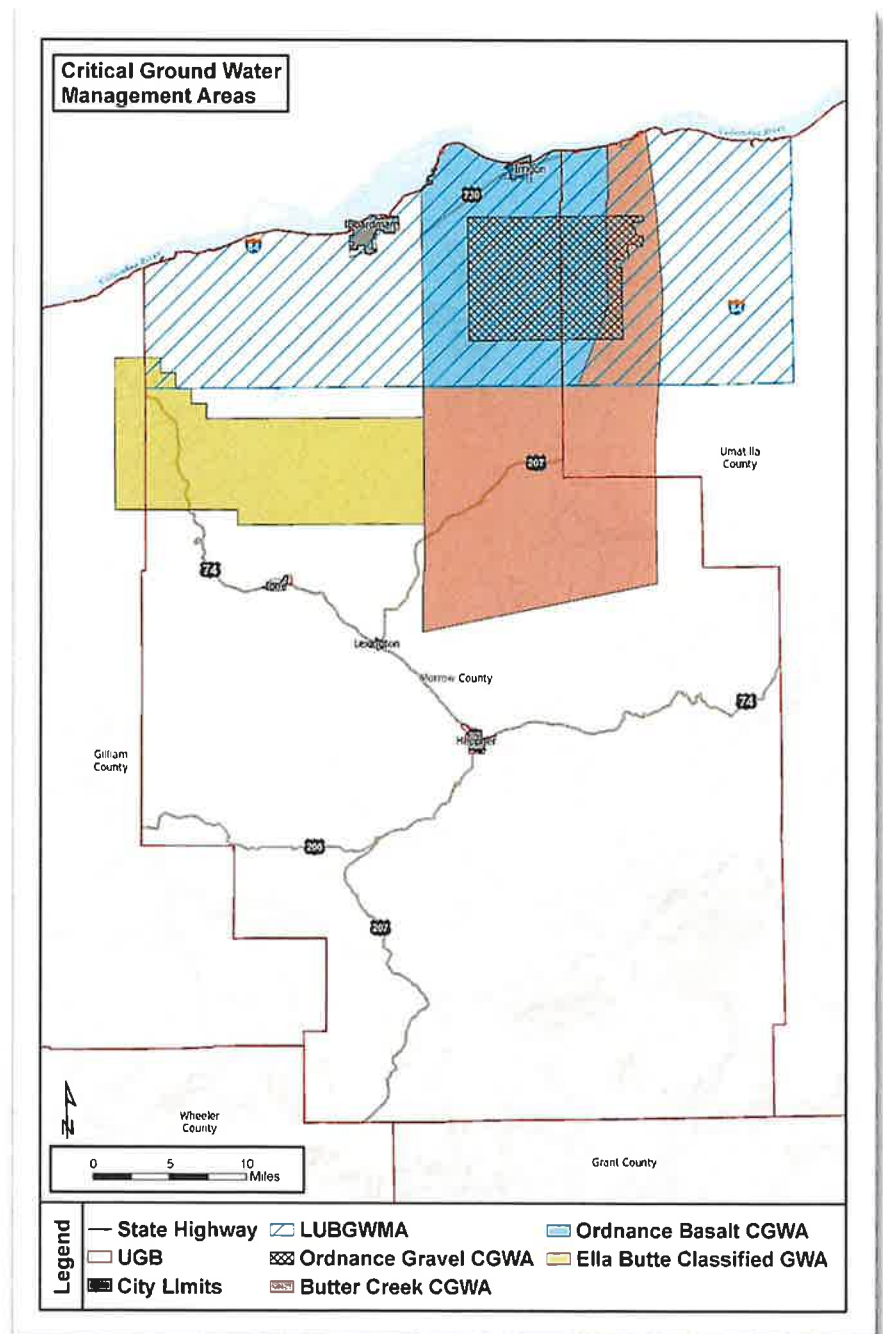
Water and Land Use

Planning Director is serving as the planner representative on the Division 10 Rule Advisory Committee (RAC) with Oregon Water Resources Department. The purpose of the RAC is to review existing Administrative Rules for designating new Critical Groundwater Areas (CGWA). New rules would then be forwarded to the Oregon Water Resources Commission (OWRC). Morrow County has three designated CGWA areas and one classified area. The CGWA designation imposes significant restrictions on water use and thus impacts land use. Several other areas in the state have requested a CGWA designation, including Harney County and Klamath County. More information about the Rulemaking is found here:

<https://www.oregon.gov/owrd/programs/policylawandrules/OARS/Pages/ProposedRulemaking.aspx>

Planning Trivia Question of the Month: How many square feet in an acre? How many acres in a square mile?

Answers to last month's trivia question: How many conditional uses are allowed in the Exclusive Farm Use Zone? Answer: 33



2022 Columbia River Heritage Trail Marker Report

FEBRUARY 11, 2022

Report prepared by the Morrow County
Planning Department.



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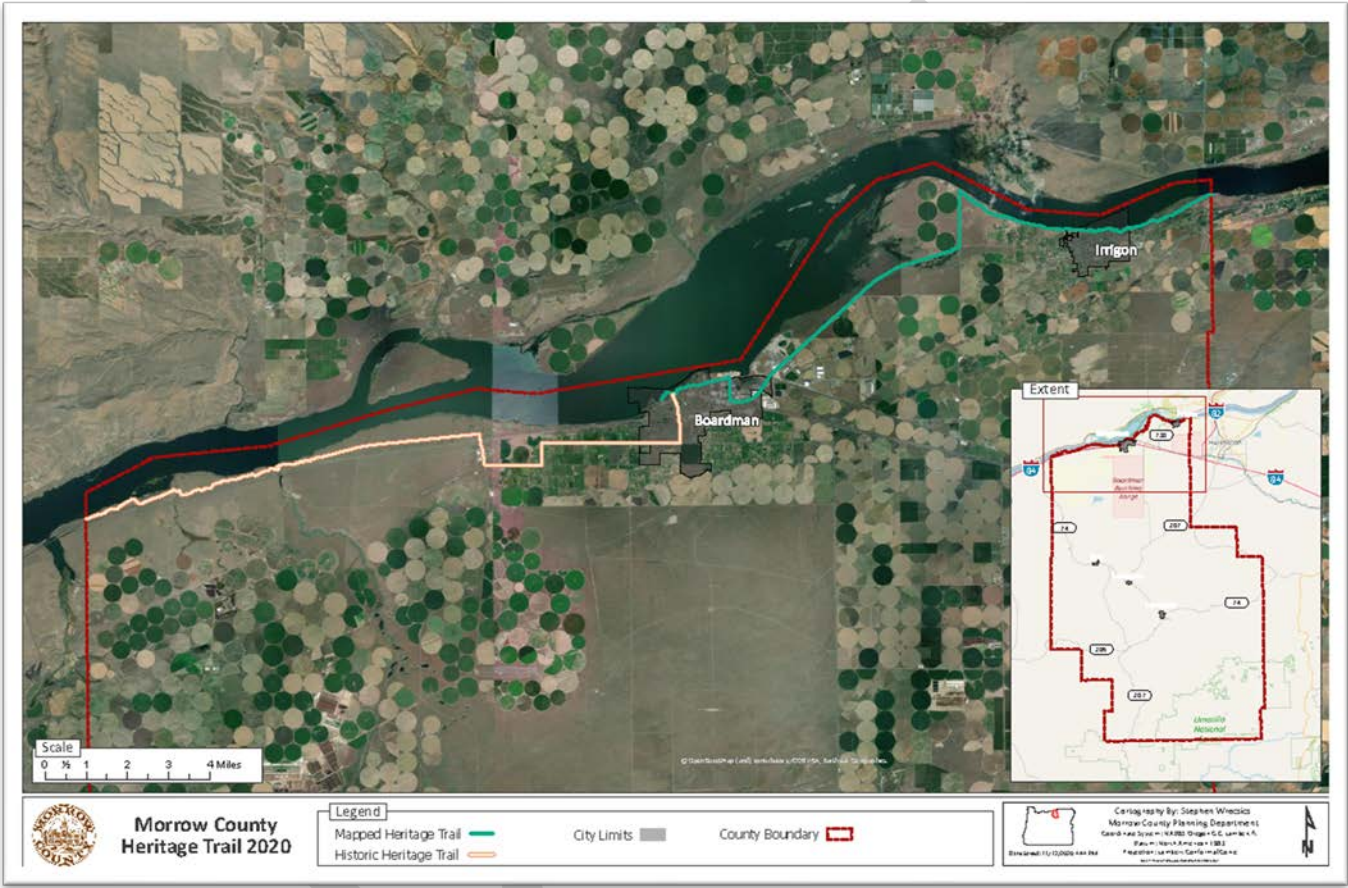
- Appendix A: Maps
 - Map 1
 - Map 2
 - Map 3
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- Appendix B: Columbia River Heritage Trail Acronyms
- Appendix C: 2021 Trail Marker Inventory

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EXECUTIVE SUMMARY

The concept of the Heritage Trail has been to provide approximately 25 miles of trail for walkers, bicyclists, and other non-motorized travelers and recreationalists a chance to embrace the rich history and outdoor environment of the area. The trail alignment accomplishes this by travelling through a variety of natural and constructed landscapes. Unfortunately, due to the length of time the trail markers have been out on the trail many have faded and are unrecognizable and others have been damaged or disappeared. This report includes an inventory and description of the trail markers throughout the length of the trail.



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ACKNOWLEDGMENTS

This report represents the efforts and cooperation of a number of organizations and agencies working together to improve preparedness for wildfire events while reducing risk factors. Morrow County would like to thank our partners listed below for their work and commitment on the 2019 Morrow County Community Wildfire Protection Plan.

MORROW COUNTY PLANNING STAFF

Tamra Mabbott	Morrow County Planning Department
Stephen Wrecsics	Morrow County Planning Department
Anthony Standley	Irrigon Highschool Student Intern

MORROW COUNTY PARKS STAFF

Greg Close	Parks Operations Manager
------------	--------------------------

FOR A PHYSICAL COPY CONTACT:

Morrow County Planning Department
205 Third Street NE
Post Office Box 40
Irrigon, OR 97844
541.922.4624
www.co.morrow.or.us/planning

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BACKGROUND

(Tamra to help write this) Background: History of the Trail and the Concept Plan. (One or two paragraphs) Paragraph about when trail markers and interpretive panels were designed and installed. Why focus on trail markers? They are a first step in enhancing the trail. Add note about environmental requirements for work on federal lands, etc.

Goals for the Columbia River Heritage Trail Marker Report were:

- Goal 1.
- Goal 2.
- Goal 3.
- Goal 4?

The Heritage Trail includes a total of six sections. This report covers sections II – VI only. Section I is the western-most section, west of Boardman to the Gilliam County line and does not have trail signs or markers.

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TRAIL MARKER ANALYSIS

SECTION II

Section two of the Heritage Trail begins at the Tower Road Interchange and ends at the Port of Morrow. For this report, the focus is on the trail located between the Boardman Marina Park and Port of Morrow. There are a total of four trail marker signs and three information signs in Section II. Due to weathering and fading the Trail stickers need to be replaced. There is also one trail marker sign in this section which has been partially spray-painted and should be completely replaced. Two of the three information signs (information kiosks or interpretive panels??) should also be replaced due to sun and weather damage. These other signs include the “Industrial Development & Port of Morrow” and “Birds of River, Shoreline” signs. Below are pictures of the signs that have some damage and warrant replacement or some level of restoration.



Figure 1: Located at Boardman marina park

Trail marker shown in Figure 1 will require new stickers to be posted on the metal placard. The sticker “Columbia River Heritage Trail” and “City of Boardman” are rather faded.

The next Trail marker is halfway through section two. This sign will need to be replaced due to vandalism. It has been spray painted and part of the sign is no longer visible.



Figure 2: located at 45.848005° N and 119.694984° W

Two interpretive panels in Section II have been severely weather damaged and the images and script is barely legible. (See fig. 3 & 4).



Figure 3: Birds of River, Shoreline located at 45.846917° N and 119.701429° W



Figure 4: Industrial Development & Port of Morrow located at 45.848753° N and 119.688655° W

SECTION III

Section three of the Heritage trail, also known as the Port of Morrow section, contains just one trail marker and no information signs. This one sign is located on the corner of Marine Dr NW and Ulman Blvd. The sign is in good condition it just needs a new sticker placed on it (see fig. 5). Anthony - There are two signs, possibly three in this section. One at the overpass and one at the main entrance and I believe one or two close to the Port Offices and the Restaurant.



Figure 5: located at 45.850999° N & 119.675869° W

SECTION IV

Section four of the Heritage Trail within the Umatilla Wildlife Refuge; this section consists of six trail marker signs and three informational panels, a total of seven points of interest. All of Section IV is located in the Umatilla National Wildlife Refuge. All directional signs in this section are in good condition, showing little to no sign of age or weather. Two of the three information signs will need to be replaced. The sign located at the western access point of the trail on the Refuge has multiple gunshot holes. (see fig.7 below). The Range Birds sign is significantly faded as a result of sun exposure (see fig. 7).



Figure 6: located at 45.878897° N and 119.610537° W



Figure 7: located at 45.885790° N and 119.597867° W

SECTION V

Crossing through the areas immediately to the east and west of Irrigon and through Irrigon City Limits, Section V of the CRHTMR is subject to some of the heaviest public use of the entire trail system. (in the Concept Plan) You could note that there is an area between the refuge and City of Irrigon section. Or not mention this at all. There are no points of interest (no trail markers AND no interpretive panels?) in section five of the Heritage Trail.



Figure 8 located at 45.901175° N and 119.492282° W



Figure 9: located at 45.900720° N and 119.492230° W

On the east side of the Marina there is one trail marker sign and two information signs. The trail marker sign similarly to the previous couple will need to have the sticker replaced because of fading in the lettering. This sign, however, has not experienced the same level of fading as the other signs likely to it being in a more shaded area (see fig. 10). The two information signs in the marina area are next to the Lewis and Clark Memorial bench. These two signs have serious sun damage and could do with being replaced. While under typical circumstances the suggestion would be to replace them, but with no clear markings for them being owned by Morrow County, I would suggest finding who owns these signs (see fig. 11.)



Figure 10: located at 45.900650° N and 119.490882° W



Figure 11: located at 45.901210° N and 119.490868° W

Further east of the Marina along the northern fence line area there is another trail marker to look at. This, like the others will need to have the sticker replaced because of fading. Unlike the other signs in this area, there are some trees that partially block the sign. Trimming the tree that is blocking this sign could be something to consider for those interested parties (see fig. 12).



Figure 12: located at 45.900936° N and 119.490501° W

There are three more signs within the city limits of Irrigon, one trail marker and two for information. Continuing east from figure 12 the next sign is an information board that needs to be replaced. There is a large portion of the sign missing and what is still there has become extremely weathered (see fig.13).



Figure 13 located at 45.901096° N and 119.487991° W

Continuing approximately 200 feet along the river there will be another trail marker (see figure 14). This sign will need only the Columbia River Heritage Trail sticker replaced. While replacing the sticker for this sign it could also be set upright since it is leaning to the side currently.



Figure 14 located at 45.901122° N and 119.487317° W

SECTION VI

Beginning along the river at the very east side of the Irrigon Marina Park, Section 6 continues east to the border of Morrow and Umatilla Counties. Section 6 contains a total of sixteen trail markers, eight information signs, and nineteen points of interest. Beginning in the Irrigon Marina area there are a few points to be addressed. On the west side of, the Marina there are two trail marker sign posts that have signs with the stickers needing to be replaced. Both no longer have the lettering around the outside saying "Columbia River Heritage Trail." With this comes the colors being extremely faded in both (see fig. 8 & 9).

I think Section VI Oregon State Wildlife Area begins here

Section VI is under management of the Oregon Department of Fish & Wildlife (owned by US Army Corps of Engineers). The primary goal of this area is to provide access to fishing, waterfowl hunting, horseback riding and generally for a more rugged trail experience.

Is this sign at the entrance to the Wildlife Area? This sign will need to have the sticker replaced (see figure 15). Since this sign has been knocked over if it is within the authority of the county to upright the post doing so would be beneficial for navigation purposes. Where this trail marker is located on federal lands, special environmental permitting may apply. A consultation with the ACOE must be made before moving or replacing the sign post.



Figure 15: located at 45.901656° N and 119.472589° W

Is this sign north of the ball fields? If yes, it is within the city and the Irrigon Park and should be moved to Section V. Continuing east on the trail the next sign that will be found is an information board that needs to be replaced. This sign has suffered severe weathering (see figure 16). There are parts of this sign that are completely missing.



Figure 16: located at 45.902805° N and 119.467700° W

Getting into the sandy parts of the trail, there is the first seriously damaged sign (see figure 17). This sign has been bent and has bullet holes. The sticker is extremely faded. The entire sign should be replaced so that people can better navigate this area of the trail. This sign is an area that there aren't many trail markers. This means that to keep traffic on the trail there should be a new metal trail placard and sticker placed on the 4x4 post.



Figure 17: located at 45.904313° N and 118.460856° W

Further into the least developed part of the trail, (about halfway to county line?) there is another trail marker. This trail marker like the one just west of it is going to need the entire sign replaced. This sign looks like it has been shot at and the sticker is incredibly faded (see figure 18).



Figure 18: located at 45.903839° N and 119.459447° W

This next trail marker sign will need to have new metal sign placards and new stickers. The sign has some denting (probably from someone shooting BBs at it) but there is no major damage to it. The sticker like many others on this trail has faded (see figure 19).



Figure 19: located at 45.905677° N and 119.454373° W

Further down section 6 of the Heritage Trail, another trail marker that needs to have the sticker replaced can be found (see fig. 20). The post is in good condition. This sticker has faded to the point that it is hardly visible on the sign.



Figure 20: located at 45.906539° N and 119.450618° W

Very similar to the previous trail marker this post is in good condition but due to severe fading the Columbia River Heritage Trail sticker should be replaced (see figure 21).



Figure 21: located at 45.907860° N and 119.447151° W

Continuing westward on section 6 of the trail, one of the final trail markers can be found. Like the previous three, this post is in good condition but the sticker should be replaced because of severe fading (see figure 22).



Figure 22: located at 45.909203° N and 119.443786° W

Third to the last trail marker for the Heritage trail a similar case to other trail markers in this area. The sticker is faded and will need to be replaced. This sign seems to be missing an ODFW sign below. (Anthony – all signs in Section VI should have the ODFW marker below the Heritage Trail sign). There seem to be screw holes from where a sign used to be (see figure 23). It is likely the responsibility of the Department of Fish and Wildlife to replace their sign, but the county could inform them that such action is necessary. This is a good topic but if it is raised here, it should also be mentioned elsewhere. My recommendation is to move this to the recommendations and conclusions section and include a paragraph about land ownership and management responsibility.



Figure 23: located at 45.910545° N and 119.440345° W

Second to the last trail marker in this section of the trail the post as been knocked to the ground and the marker and placard is missing. There are screw holes for where the sign used to be, except this time it is the Columbia River Heritage Trail sign that is gone (see figure 24). The other sign on the post looks like it belongs to ODFW, but it is too faded to tell. More interesting with this trail marker is the 4x4 post has been knocked over. This post cannot be moved until after an environmental consultation and permission from the ACOE.



Figure 24: located at 45.911542° N and 119.437586

The last trail marker is almost completely gone however the post is standing and in good condition. There is a small part of the metal placard at the top of the post. This sign is near the access point and thusly more susceptible to people seeking to vandalize the trail. This post will need a new sign and sticker for navigation purposes (see figure 25).



Figure 25: located at 45.913100° N and 119.432253° W

The most easterly access to the Heritage Trail is at the border of Morrow and Umatilla County. This informational sign has some graffiti and small BB holes. None of these cause a significant impact on the usability of the sign, but if signs are being replaced at the time anyways it could be looked at being replaced (see figure 26).

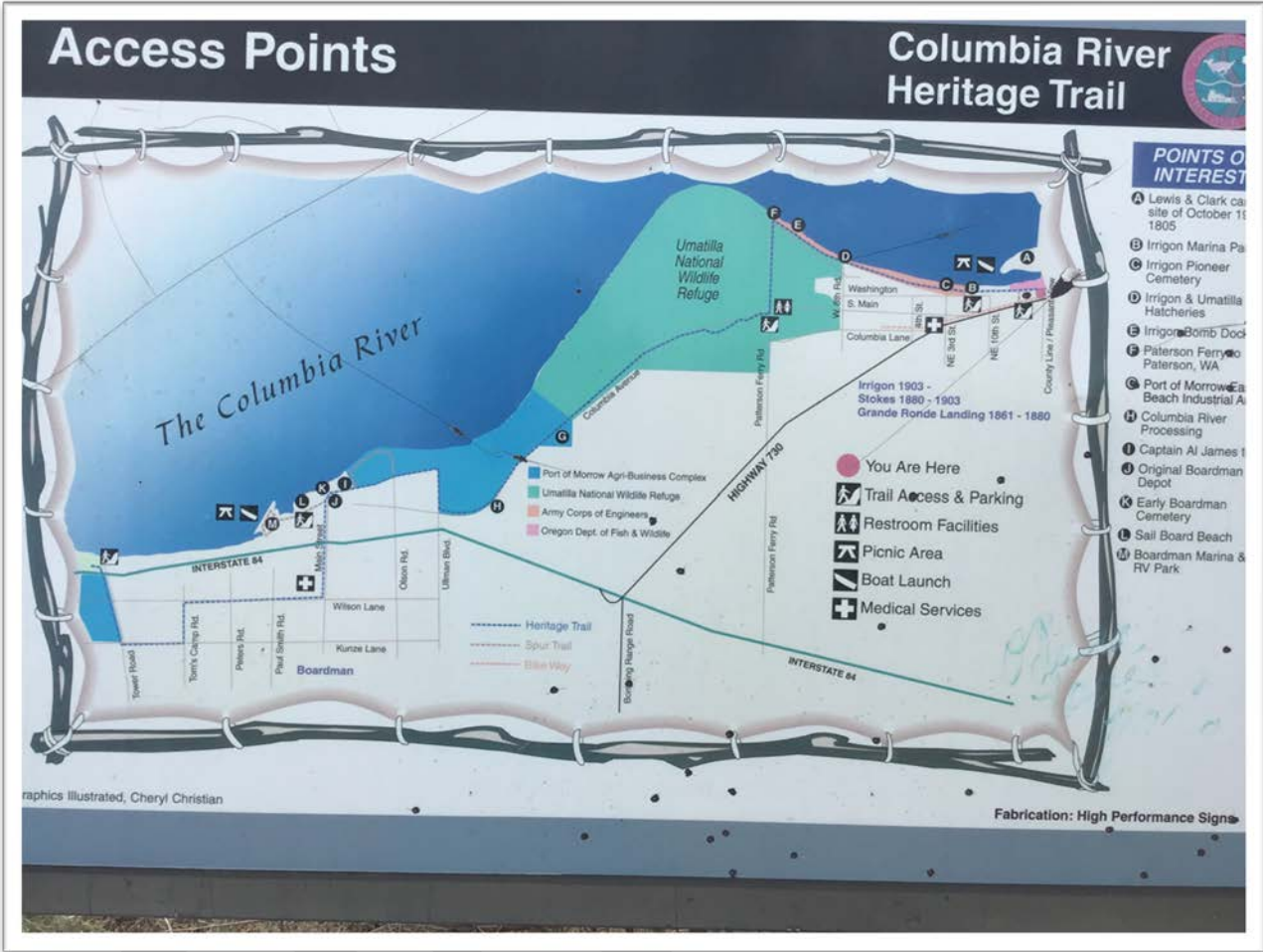


Figure 26: located at 45.913023° N and 119.431535° W

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SUMMARY

Anthony – let's redo the conclusion after we make changes to the rest of the document. That is, the conclusion will be the very last thing to write.

With any development there are expected maintenance costs associated. The Columbia River Heritage Trail has provided some recreational activity to the northern part of Morrow County. Updating signs that have been vandalized or destroyed with time is not only beneficial to recreationalists but to hunters as well. Being able to interpret the signs that are encountered is vital to the usability of the trail. Navigation of certain sections can already be challenging. The lack of trail markers that can be recognized is a problem that can be addressed. The costs for replacing the trail marker signs can be kept to a minimum by just replacing the stickers on the metal placards. The majority of signs on the trail require little to no other maintenance than those stickers being unreadable. This means that labor costs would be kept to a minimum. For the few signs that have been knocked down the ODFW would have to be brought in to do a land impact survey. This could take a while but in the meantime the rest of the problems could be dealt with

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APPENDIX A

This appendix consists of a series of county base maps. These base maps were designed to support the CRHT and were developed using multiple GIS datasets available to Morrow County at the time of this publication.

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APPENDIX B

This appendix provides a list of agency contacts.

Agency	Address	Phone
Morrow County Planning Department	325 Willow View Dr, Irrigon, OR 97844	(541) 922-4624
Morrow County Parks		
U.S. Fish and Wildlife	64 Maple Street, Burbank, Washington 99323	(509) 546-8300
U.S. Forest Service (Heppner District)	P.O. Box 7, Heppner, OR 97836	(541) 676-9187
District Extension Forester	210 Snell Hall, Corvallis, OR 97331	(541) 602-4689
Oregon Department of Forestry	3501 NE 3 rd St, Prineville, OR 97754	(541) 447-5658
Natural Resources Conservation Service	430 Linden Way, Heppner, OR 97836	(541) 676-5021
The Nature Conservancy	620 W 18 th St, The Dalles, OR 97058	(541) 298-1802

City	Address	Phone
City of Boardman	200 City Center Circle, Boardman, OR 97818	(541) 481-9252
City of Irrigon	500 NE Main Ave, Irrigon, OR 97844	(541) 922-3047

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APPENDIX D

The following information was collected during a 2020 trail marker census conducted by Planning and Parks staff. The entire CRHT was mapped and trail markers were geolocated and recorded in a GIS database.

The table below is a summary of trail marker data collected during the trail census.

Trail Segment	Trail Markers	Interpretive Panels	Points of Interest
Sec. 2	4	3	4
Sec. 3	1	0	1
Sec. 4	6	3	7
Sec. 5	0	0	0
Sec. 6	16	8	19
Total:	27	14	31

The table below is a summary of trail markers that need to be repaired or replaced.

Section	Trail Markers	Info Signs	Points of Interest
Section 2	2	2	4
Section. 3	1	0	1
Section. 4	0	2	2
Section. 5	0	0	0
Section. 6	15	4	19
Total:	18	8	26