



PLANNING DEPARTMENT

P.O. Box 40 | Irrigon, Oregon 97844
(541) 922-4624 | FAX: (541) 922-3472

AGENDA

Morrow County Planning Commission
Tuesday, August 27, 2024, 6:00 pm
Bartholomew Building, Heppner, OR

[For Electronic Participation See Meeting Information on Page 2](#)

Members of Commission

Stanley Anderson
Charlene Cooley
Stacie Ekstrom, Chair

Tripp Finch
John Kilkenny, Vice Chair
Mary Killion

Elizabeth Peterson
Karl Smith
Brian Thompson

Members of Staff

Tamra Mabbott, Planning Director
Stephen Wrecsics, GIS Analyst
Michaela Ramirez, Administrative Assistant

Daisy Goebel, Principal Planner
Landon Jones, Planning Tech
Kaitlin Kennedy, Compliance Planner

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Minutes:** (Draft) July 30, 2024 [pgs. 4-7](#)
5. **Public Hearings** to begin at 6:00 PM (COMMISSION ACTION REQUIRED):

5a. Conditional Use permit CUP-N-371-24: Antonio Trujillo Albarran, Owner Applicant

Conditional Use Permit to allow the storage and operation of a commercial trucking business on a residential property. The property is described as Tax Lot 3900 of Assessor's Map 4N25E20A. The subject parcel is zoned Suburban Residential (SR) and is located inside of the City of Boardman Urban Growth Boundary (UGB). Criteria for approval includes Morrow County Zoning Ordinance (MCZO) Article 3 Section 3.050, Suburban Residential, and Article 6 Section 6.050.G, Standards Governing Conditional Uses, Home Occupations. [pgs. 9-24](#)

5b. Land Use Decision LUD-N-68-24: Amazon Data Services, Inc., Owner; Integrus, Applicant

Land Use Decision to review an application for a new data center campus on property zoned Airport Light Industrial (ALI), adjacent to the Boardman Airport. The subject property is described as Parcel 2 of Partition Plat 2022-16 (Tax Lot 138 of Assessor's Map 4N24E). The property is located approximately 4 miles west of Boardman's Urban Growth Boundary, southwest of the Tower Road/I-84 interchange. Criteria for approval includes Morrow County Zoning Ordinance (MCZO) Section 3.076 ALI Zone, Section 3.092 ASC Overlay, and MCZO Article 4, Supplementary Provisions. [pgs. 26-233](#)

5c. Continued: Legislative Code Updates: AZ-154-24 [pgs. 235-432](#)

Continued Hearing. Zoning Code Update to revise ministerial and administrative processes, provide clear and objective standards for ministerial permits, include basic serviceability requirements, improve consistency in terminology, reassess the appropriate process for certain uses, clarify vesting requirements, and consolidate the current public comment and appeal periods for administrative decisions, among other changes. Criteria for approval are provided in MCZO Article 8, Amendments.

6. **Other Business:** August Planning Update [pgs. 434-438](#)

7. **Correspondence:**

8. **Public Comment:**

9. **Adjourn:**

Next Meeting: Tuesday, September 24, 2024, at 6:00 p.m.
Location: Morrow County Government Center Irrigon, OR

ELECTRONIC MEETING INFORMATION

Morrow County Planning is inviting you to a scheduled Zoom meeting. Topic: Planning Commission
Time: August 27, 2024, 6:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/6554697321?pwd=dFMxR2xlaGZkK1ZJRFVrS1Q0SmRxUT09&omn=82399460065>

Meeting ID: **655 469 7321**

Passcode: **513093**

Find your local number: <https://us02web.zoom.us/u/kdmj6471tm>

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.

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**Draft Minutes of the Public Meeting of the
Morrow County Planning Commission
Tuesday, July 30, 2024, 6:00 pm
Morrow County Government Center
215 NE Main Ave, Irrigon, OR**

COMMISSIONERS PRESENT:

Stacie Ekstrom, Chair
Tripp Finch
Stanley Anderson
Elizabeth Peterson

COMMISSIONERS ABSENT:

Brian Thompson
Charlene Cooley

ATTENDANCE via ZOOM:

John Kilkenny
Tripp Finch

STAFF PRESENT:

Tamra Mabbott, Planning Director
Daisy Goebel, Principal Planner
Landon Jones, Planning Tech
Michaela Ramirez, Administrative Assistant

STAFF ZOOM:

Stephen Wrecsics, GIS Analyst

1. CALL TO ORDER

Chair Ekstrom called the meeting to order at 6:00 PM

2. ROLL CALL**3. PLEDGE****4. APPROVAL OF June MINUTES**

Recommended Action: Approve

Action: Approved as presented

Planning Tech Landon Jones presented:

5a. Hardship Variance HV-N-051-24: Brian & Melissa Ketelson applicant and owner.

Conflicts of interest: None

Request: Request to approve a temporary hardship dwelling to allow for the daily care and assistance of an immediate family member. The property is described as Tax Lot 600 of Assessor's Map 5N 26E 23B, and is located approximately one mile northwest of Irrigon, north of Usage Lane. The property is zoned Rural Residential and is located outside of the Irrigon Urban Growth Boundary (UGB). Criteria for approval includes Morrow County Zoning Ordinance Article 7 Section 7.300, Special Uses

Questions or Comments for Staff by Commissioners: None

Testifying Parties:

Applicant/Representatives

None

Questions or Comments for the Applicant by Staff: None

Questions or Comments for the Applicant by Commissioners: None

Proponents, Opponent, Neutral: None

Anyone wanting to keep the record open or continue: None

Public Hearing is closed:

Conditions of approval:

Motion to approve: Hardship Variance HV-N-051-24

Motion by: Commissioner Peterson

Seconded by: Commissioner Smith

Discussion on the motion: Changed date of expiration on page 12

Vote: All voted

Action: Approved Hardship Variance HV-N-051-24

Director Tamra Mabbott presented:

5b. Conditional Use Permit CUP-N-370-24: Rafael Calvillo Applicant and Owner.

Conflicts of interest: None

Request: Home Occupation Permit to allow the operation of a commercial trucking business on a residential property. The subject property is described as Tax Lot 5700 of Assessor's Map 4N2520A and is in the Suburban Residential (SR) zone. The property is in the West Glen Subdivision, inside the City of Boardman Urban Growth Boundary and is located at the southeast intersection of Hilltop Drive and Ridgecrest Lane. Criteria for approval includes Morrow County Zoning Ordinance (MCZO) Section 3.050 Suburban Residential Zone, and MCZO Article 6, Conditional Uses.

Chair Ekstrom opened the testimony part of the Public Hearing.

Questions or Comments for Staff by Commissioner: Commissioner Finch, Chair Ekstrom

Testifying Parties:

Applicant/Representatives

Rafael Calvillo

Margarita Calvillo

Questions or Comments for Applicant by Commissioner: Chair Ekstrom, Commissioners Killion

Questions or Comments for the Applicant by Staff: Director Mabbott

Proponents, Opponent, Neutral: None

Anyone wanting to keep the record open or continue: None

Public Hearing is closed.

Conditions of approval:

Discussion on changes: Condition 1-Change the hours of operation 6-am 6pm
 Condition 4-How many years would the permit be valid, 3 years was recommended and they would be able to reapply.
 Change 1 exit and 1 entry
 Adopt Amended Findings

Questions or Comments for Staff by Commissioner: Commissioners Kilkenny, Finch

Motion to approve: Conditional Use Permit CUP-N-370-24 Approval

Motion by: Commissioner Smith

Seconded by: Commissioner Peterson

Vote: All voted

Action: Approved Conditional Use Permit CUP-N-370-24

Principal Planner Daisy Goebel presented:

Conditional Use Permit CUP-N-372-24: Turner Ranch applicant, Todd and Melissa Lindsay owner.

Conflicts of interest: None

Request: Application to permit the siting of ten temporary RV spaces to accommodate workforce housing in the Exclusive Farm Use (EFU) Zone in conjunction with the construction of an approved power generation facility in accordance with Morrow County Zoning Ordinance (MCZO) 3.010 K.1.a(3). The subject property is described as Tax Lot 4200 of Morrow County Assessor's Map Number 01N 26E. Criteria for approval include MCZO Section 3.010, EFU Zone and MCZO Article 6, Conditional Uses.

Chair Ekstrom opened the testimony part of the Public Hearing.

Questions or Comments for Staff by Commissioner: Commissioner Peterson

Testifying Parties:

Applicant/Representatives

None

Questions or Comments for the Applicant by Staff: None

Proponents, Opponent, Neutral: None

Questions or Comments for the Staff by Commissioners: Commissioners Finch, Peterson, Killion

Anyone wanting to keep the record open or continue: None

General Public: None

Public Hearing is closed.

Conditions of approval: None

Discussion on changes: None

Motion to approve: Conditional Use Permit CUP-N-372-24 Approved

Motion by: Commissioner Peterson

Seconded by: Commissioner Smith

Discussion on the motion: None

Vote: All voted

Action: Approved Conditional Use Permit CUP-N-372-24

Principal Planner Daisy Goebel presented:

5b. Legislative Code Updates AZ-154-24

Request: Zoning Code Update to revise ministerial and administrative processes, provide clear and objective standards for ministerial permits, include basic serviceability requirements, improve consistency in terminology, reassess the appropriate process for certain uses, clarify vesting requirements, and consolidate the current public comment and appeal periods for administrative decisions, among other changes. Criteria for approval are provided in MCZO Article 8, Amendments.

Questions or Comments for Staff by Commissioners: Commissioner Finch, Killion

General Public:

Megan Lin, Amazon Web Services, 1120 NW Coe St, Portland, OR 97204

Tess MacMorris, Rowan Green Digital Infrastructure

Sarah Stauffer Curtiss, Land Use Attorney Stoel Rives, 760 SW 9th Ave, Portland on behalf of Port of Morrow

Anyone wanting to keep the record open or continue: Yes, Continued to the August 27th hearing in Heppner.

Other Business: July Planning Update

Correspondence: None

Public Comment: None

Adjourned: Meeting adjourned at 8:24 PM

Next Meeting: Tuesday, August 27, 2024, at 6:00 p.m. The next meeting will be held in Heppner, OR in the Bartholomew Building

Respectfully submitted,
Michaela Ramirez

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**PRELIMINARY FINDINGS OF FACT
CONDITIONAL USE REQUEST
CUP-N-371-24**

REQUEST: To allow a Home Occupation Permit in a Suburban Residential (SR) Zone for the operation of a small commercial trucking business.

APPLICANT/OWNER: Antonio Trujillo Albarran
78568 Hilltop Drive
Boardman, OR 97818

PROPERTY DESCRIPTION: Tax Lot 3900 of Assessor's Map 4N25E20A

PROPERTY LOCATION: ±450 feet south of Kunze Lane, on the northern extent of the West Glen Subdivision.

FINDINGS OF FACT:

- I. BACKGROUND INFORMATION:** The subject site is approximately 1.3 acres and is within the Suburban Residential (SR) zone, inside of the City of Boardman Urban Growth Boundary (UGB). This Conditional Use Permit application requests a Home Occupation Permit to allow the applicant to store and operate 8 ten-wheelers on the property. The active trucking operation period would last for approximately one month of the year; the remainder of the year the trucks would be parked on the property. The applicant has been operating commercial trucks from the site for some time and submitted the CUP application in response to code enforcement actions. The applicant is one of more than a dozen commercial truck operators currently utilizing residential property within the West Glen Residential Area (SR zoning) without the appropriate land use approvals. The approval of this CUP will serve to rectify outstanding code violations while providing specific parameters for the operation of the existing business.

Because the subject property is located within the Boardman UGB, there are direct concerns with the use being compatible with city zoning designations in the event of future annexation. Access to the site requires the use of approximately 450 feet of substandard public roads that are not currently maintained or subject to a maintenance or usage agreement.

MCZO Section 3.050.C.2 Limitations on Uses allows a landowner "to use a truck or tractor unit as personal transportation to the resident parcel. No more than one (1) truck or tractor unit is allowed per parcel." Applicant is proposing to have 8 10-wheeler parked on his property and operated seasonally. According to the MCZO, applicant may have one of these trucks on his property without a land use permit.

- II. STAFF RECOMMENDATION:** The county initiated a neighborhood-based code compliance effort to address growing concerns regarding unregulated commercial trucking operations and associated impacts to public roads in the West Glen neighborhood as well as other affected neighborhoods throughout the county. For the past 18 months county has talked with trucking business operators individually as well

as in group settings, to explain the code. County recognizes that the effort to bring properties into compliance with the Zoning Ordinance has been a challenge for property owners such as Mr. Albarran as he has been operating his business on residential property for many years. Staff is neither recommending the approval or denial of this CUP.

II. COMPLIANCE WITH MORROW COUNTY ZONING ORDINANCE SECTIONS 3.050, 6.030, 6.050, 6.075, and 7.400(C). The requirements for approval are listed below in **bold type**, followed by a response in standard type.

MORROW COUNTY ZONING ORDINANCE SECTION 3.050 SUBURBAN RESIDENTIAL (B) Conditional Uses (8) Home Occupations.

The request is to approve the storage and operation of 8 ten-wheelers for a commercial trucking operation.

SECTION 6.030 GENERAL CONDITIONS.

In addition to the standards and conditions set forth in a specific zone, this article, and other applicable regulations; in permitting a new conditional use or the alteration of an existing conditional use, the Commission may impose conditions which it finds necessary to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the County as a whole. These conditions may include the following:

A. Limiting the manner in which the use is conducted including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.

Mr. Albarran has operated commercial trucks on the subject property for several years and the county has not received any specific complaints about his specific property or his existing operation. The county has received general complaints related to the operation of commercial trucks in the vicinity of the subject site. The applicant has indicated that the trucks will leave his property at approximately 6-7AM and would not return until 5-6PM. Any possible minor maintenance such as tire and oil changes would occur within the stated hours. Applicant states that all serious mechanical work is done at a truck stop in Boardman and would not occur at the subject site. Planning Commission could include a condition whereby if any complaints are received the permit may be reviewed and the permit revoked.

B. Establishing a special yard or other open space or lot area or dimension.

This proposed use will use the existing lot area. Planning staff do not recommend any additional requirements for open space.

C. Limiting the height, size or location of a building or other structure.

This application does not include the approval of new buildings or accessory structures. Staff do not recommend any additional limitations on height, size, or location of the structures.

D. Designating the size, number, location and nature of vehicle access points.

1. Where access to a county road is needed, a permit from Morrow County Public Works Department is required. Where access to a state highway is needed, a permit from ODOT is required.

The existing access to the site is from Hilltop Drive, which is a substandard public road (not a county road) without a maintenance or usage agreement. Hilltop

Drive intersects with Kunze Lane, which is a dedicated public road owned and maintained by Morrow County. Access to the site requires the use of approximately 450 feet of Hilltop Drive. The applicant has provided a site plan displaying two access points onto the subject property. A copy of the Preliminary Findings of Fact has been provided to Morrow County Public Works for their review and comment regarding road and property access. Staff recommend and list as a Condition of Approval that the applicant secure necessary access permits for the proposed secondary entrance.

2. **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. 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)**

This action will not trigger the need for a Traffic Impact Analysis as it will not generate more than 400 passenger car equivalent trips per day. According to the Applicants Narrative, the trucks enter and exit the property once per day during the operational season. During the remaining months of the year, the trucks sit dormant on the subject parcel. This analysis does not trigger the need for a TIA analysis in and of itself. Deviation from the proposed use plan may result in a review of the activity and potential revocation of the permit.

E. Increasing the amount of street dedication, roadway width or improvements within the street right-of-way.

No increase in street dedication, roadway width, or improvements to the right-of-way are proposed by the applicant. The streets that will be impacted by the proposal consist of substandard public roads that are not owned or maintained by the County or another entity. These Preliminary Findings of Fact have been provided to Morrow County Public Works for their review and comment.

1. **It is the responsibility of the landowner to provide appropriate access for emergency vehicles at the time of development.**

Preliminary Findings of Fact have been provided to Boardman Fire and Rescue and the Fire Marshall for their review and comment.

F. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or loading area.

The subject parcel is located on the northern end of the West Glen residential area. As identified on the site plan, the trucks will be parked on the western property line near the existing shop. Staff do not recommend additional conditions of approval related to the parking of the trucks as proposed.

G. Limiting or otherwise designating the number, size, location, height, and lighting of signs.

The Applicant has not requested signage for the Home Occupation. Any future signs must meet the sign requirements in the Morrow County Zoning Ordinance.

H. Limiting the location and intensity of outdoor lighting and requiring its shielding.

Lighting is not proposed with the application. Any outdoor lighting other than typical residential lighting shall be limited and shielded from the roadway and neighboring residences.

I. Requiring diking, screening, landscaping or another facility to protect adjacent or nearby property and designating standards for its installation and maintenance.

The proposed use would not require diking, screening or landscaping to protect nearby property. Planning staff are not recommending any of these provisions due to the proposed use.

J. Designating the size, height, location and materials for a fence.

The applicant has not proposed any additional fencing for the proposed use. Staff would not recommend any additional conditions based upon this criterion.

K. Protecting and preserving existing trees, vegetation, water resources, wildlife habitat or other significant natural resources.

The proposed home occupation will be limited to existing structures and will not create any foreseeable natural resource impacts based on the proposed use. Planning staff do not recommend additional conditions related to natural resources.

L. Other conditions necessary to permit the development of the County in conformity with the intent and purpose of this Ordinance and the policies of the Comprehensive Plan.

A copy of the Preliminary Findings of Fact has been provided to the City of Boardman for their review and comment. City may recommend additional conditions to apply with any future city zoning due to annexation.

SECTION 6.050 STANDARDS GOVERNING CONDITIONAL USES

A conditional use shall comply with the standards of the zone in which it is located and with the standards set forth in this subsection.

G. Home Occupations, when permitted as a conditional use and conducted as an accessory use, shall be subject to the following limitations:

- 1. The home occupation is to be secondary to the main use of the property as a residence and shall be conducted only by the resident of such dwelling within the same dwelling or in an accessory building on the same or adjacent property.**

The primary use of the property is residential. The dwelling is the applicants' home, and he will be conducting the home occupation within the existing buildings, with truck parking outside of the existing structures, as shown on the applicant's site plan. This criterion is met.

- 2. No structural alterations shall be allowed to accommodate the home occupation except when otherwise required by law, and then only after the plans for such alteration have been reviewed and approved by the Planning Commission. Such structural alterations shall not detract from the outward appearance of the building as an accessory structure to a residence.**

No structural alterations are proposed nor will be needed to accommodate the home occupation. This criterion is met.

- 3. One non-illuminated sign not to exceed 200 square inches and bearing only the name and occupation of the resident shall be permitted.**

No signs are proposed with this application. Any future signs will need to meet the requirements of the Morrow County sign ordinance. This criterion is met.

- 4. No materials or mechanical equipment shall be used which will be detrimental to the residential use of the property or adjoining residences**

because of vibration, noise, dust, smoke, odor, interferences with radio or television reception, or other factors.

The applicant has stated that no heavy mechanical work will be conducted on site. Proposed hours of operation range from approximately 6:00 AM until 6:00 PM. Staff recommend a condition of approval limiting the hours of operation in order to limit expected noise to occur from the trucks/maintenance.

- 5. No materials or commodities shall be delivered to or from the property which are of such bulk or quantity as to require delivery by a commercial vehicle or a trailer or the parking of customer's vehicles in a manner or frequency as to cause disturbance or inconvenience to nearby residents or to necessitate off-street parking.**

Deliveries are not required for the proposed use. The proposal necessitates parking 8 ten-wheelers on the subject site. The use has been ongoing for several years and it is anticipated that this use would not generate additional disturbance to nearby residents. The applicant states that any truck(s) entering the property would be empty and would not contain a load. This is included as a condition of approval. This criterion is met.

- 6. Retail sales shall be limited or accessory to a service.**

Retail sales are not proposed with the application. This criterion is met.

- 7. Be operated by a resident or employee of a resident of the property on which the business is located.**

The applicant has made known that the commercial operation will be operated by himself and persons which he employs. This criterion is met.

- 8. The permit allowing a home occupation shall be reviewed every 12 months following the date the permit was issued and may continue the permit if the home occupation continues to comply with the requirements of this section.**

This permit will be reviewed annually along with other home occupation permits for one year with the ability to renew for an additional year, two times. Mr. Albarran has proven to be exceptionally willing to work with the county to comply with any necessary requirements to achieve compliance with County Zoning Ordinance.

- 9. Employ on the site no more than five full-time or part-time persons.**

The applicant has not made known how many persons he will employ. Staff recommend and list as a Condition of Approval that no more than five full-time or part-time persons will be employed on the site at any one time.

- 10. Not unreasonably interfere with other uses permitted in the zone in which the property is located.**

Applicant has stated that the operation of his commercial trucking business will not unreasonably interfere with other permitted uses in the nearby zone. The trucks will not be entering and exiting the property more than once a day and will be parked within the boundary of his property.

- 11. When a bed and breakfast facility is sited as a home occupation on the same tract as a winery established pursuant to Section 3.010 and is operated in association with the winery:**

- a. **The bed and breakfast facility may prepare and serve two meals per day to the registered guests of the bed and breakfast facility; and**
- b. **The meals may be served at the bed and breakfast facility or at the winery.**

This criterion is not applicable as a bed and breakfast is not being proposed.

SECTION 6.075. LENGTH OF PERMITS, PERMIT HOLDER, RENEWAL AND REVOCATION.

- A. Length of Permit and Permit Holder:** The County may evaluate how long a particular conditional use is expected to remain valid. Some conditional uses may be considered "permanent" as a fully developed use that "runs with the land" and it attaches to and benefits the land and is not limited to a particular landowner. The County may require the owner of the original conditional use permit to record the permitted use on the deed record. The permit is the responsibility of the current owner of the property, whether that is the original applicant or a successor.

A conditional use permit may allow a use that would benefit the permit owner on a sporadic or temporary basis until the purpose for the conditional use permit no longer exists. Upon termination of the use, the land must be in a condition that it may be re-developed in compliance with its current zoning designation. The County may authorize a conditional use permit until a particular date, for a stated period of time, or until the occurrence of a particular event. Additionally, the County may stipulate that a Conditional Use Permit will be reviewed or renewable after a stated time period.

The proposed home occupation does not have a designated term length. Staff recommend Planning Commission consider approving the permit for a period of one year with the ability to renew for an additional year, up to two times. The proposed use will be permitted, subject to annual review until the ownership of the land changes, or until the City of Boardman annexes the property. At that time, the proposed use would cease, and the property shall conform to applicable city zoning standards.

- B. Reviews and Renewals.** If a review or renewal date is included as a condition by which a conditional use permit is granted, initial review would be ministerial and completed by the Planning Director. The holder of the conditional use permit will be required to make application and pay the requisite fee for review. The review would evaluate the permit conditions and adherence to them, determine if any changes had taken place with the uses allowed in the zone, and determine whether any complaints had been logged concerning the property or the conditional use. If any concerns arise further review will take place at a public hearing with notice. If no concerns arise the permit will be renewed.

For conditional use permits without a review or renewal condition, or if complaints are received concerning a conditional use permit, the County may review any valid conditional use permit for compliance with the conditions of the permit. This review would be a ministerial review done by the Planning Director. If it is deemed necessary by the Planning Director to amend or revoke the permit, a public hearing with notice must be held before the Planning Commission. If action is based on a complaint the complainant may be required to pay any permit review or renewal application fees.

This home occupation shall be reviewed annually with other home occupations therefore no condition is necessary. However, the applicant shall maintain the home occupation as presented in the application. If complaints are received and it is found that the home occupation is being performed outside of what has been proposed, the applicant will be responsible for paying any applicable review or renewal application fees. This is listed as a condition of approval.

C. Revocation or Vacation. Any conditional use permit may be vacated by the current landowner or by the County after appropriate notice and hearing when:

- **The use has been terminated and there is no expectation by the landowner and the County that the use will continue;**
- **The use is not being conducted in compliance with the stated conditions of the permit, or**
- **The County finds that the use jeopardizes the public health, safety and welfare of Morrow County and the use does not conform to the Morrow County Code Enforcement Ordinance or other adopted ordinances. (MC OR-1-2013)**

The County reserves the right to revoke the permit based on this criterion.

SECTION 7.400 TEMPORARY USES A Temporary Use Permit may be approved to allow the limited use of structures or activities which are short term or seasonal in nature and do not conflict with the zoning designation in which they are located. No Temporary Use Permit shall be issued that would have the effect of permanently re-zoning or granting a special use privilege not shared by other properties in the same zoning designation. Examples of a temporary use may be special events or an emergent need. Permanent improvements to the site or structures are not allowed with a temporary permit. Reasonable conditions may be imposed.

TEMPORARY USES GENERALLY. Temporary Uses, other than those outlined above, can be considered under this provision. To be eligible the Temporary Use needs to be for a limited duration not to exceed 12 months, not addressed in other portions of this Zoning Ordinance, be able to meet the limited or expanded approval criteria below, and not involve the construction or alternation of any permanent building or structure. The proposed trucking business, to allow eight ten-wheelers, could be permitted for a limited duration under this provision in the Zoning Ordinance to help temporarily alleviate Code Enforcement.

III. LEGAL NOTICE PUBLISHED: August 7th, 2024
Heppner Gazette-Times

August 6th, 2024
East Oregonian

IV. AGENCIES NOTIFIED:

V. PROPERTY OWNERS NOTIFIED: August 7th, 2024

VI. HEARING DATE: August 27th, 2024
Bartholomew Building
Heppner, Oregon

VII. DECISION OF PLANNING COMMISSION: The Planning Commission recommends approval of the application subject to the following CONDITIONS OF APPROVAL:

1. All commercial activity shall occur within regular business hours of 6:00 AM – 6:00 PM.
2. The applicant shall maintain the home occupation as presented in the application. No more than 8 ten-wheelers are permitted to operate under this permit. Note: Planning Commission may consider limiting the number of ten-wheeler trucks to assure compliance with the Home Occupation limitations of 5 employees or to assure the use is compatible in a residential zone.
3. Applicant shall secure necessary access permits for the proposed secondary entrance.
4. Noise, traffic, lighting, and other potential impacts to neighboring properties shall be limited to those generally anticipated for a typical residential use.
5. No more than five full-time or part-time persons will be employed on the site at any one time.
6. This permit is valid with annual review until the ownership of the land changes or until the property is annexed into the City of Boardman, at which time the proposed use will cease, and the property shall conform to applicable city zoning standards.
7. Any proposed signage will need to meet the requirements of the Morrow County Zoning Ordinance and receive Zoning Permit Approval.
8. Applicant shall submit a final site plan showing the parking area and the septic drain field area and obtain a Zoning Permit.
9. Permit approval is valid for one year only with the opportunity to renew for two additional years. At the end of the permit, Applicant shall discontinue the trucking business and shall permanently remove the trucks from the property. Note: MCZO Section 3.050.C.2 Limitations on Uses allows a landowner “to use a truck or tractor unit as personal transportation to the resident parcel. No more than one (1) truck or tractor unit is allowed per parcel.”

Stacie Ekstrom, Chair

Date

Attachments:

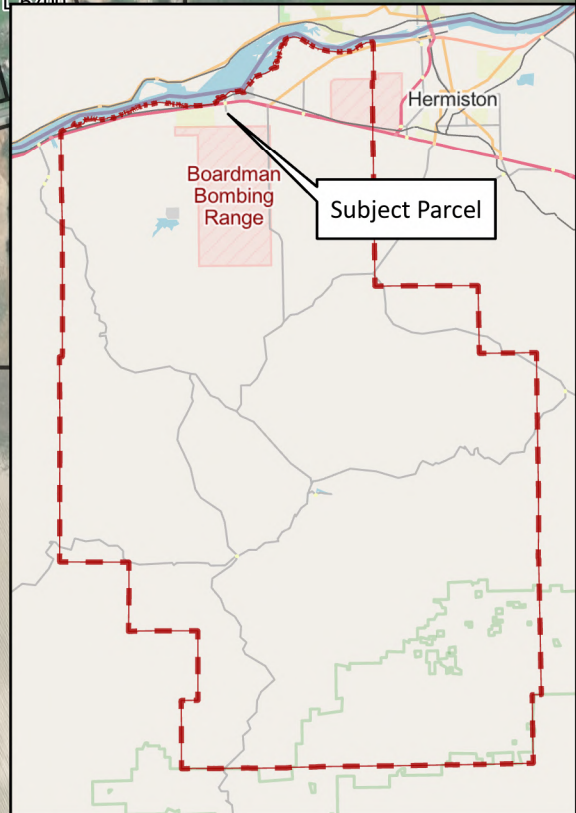
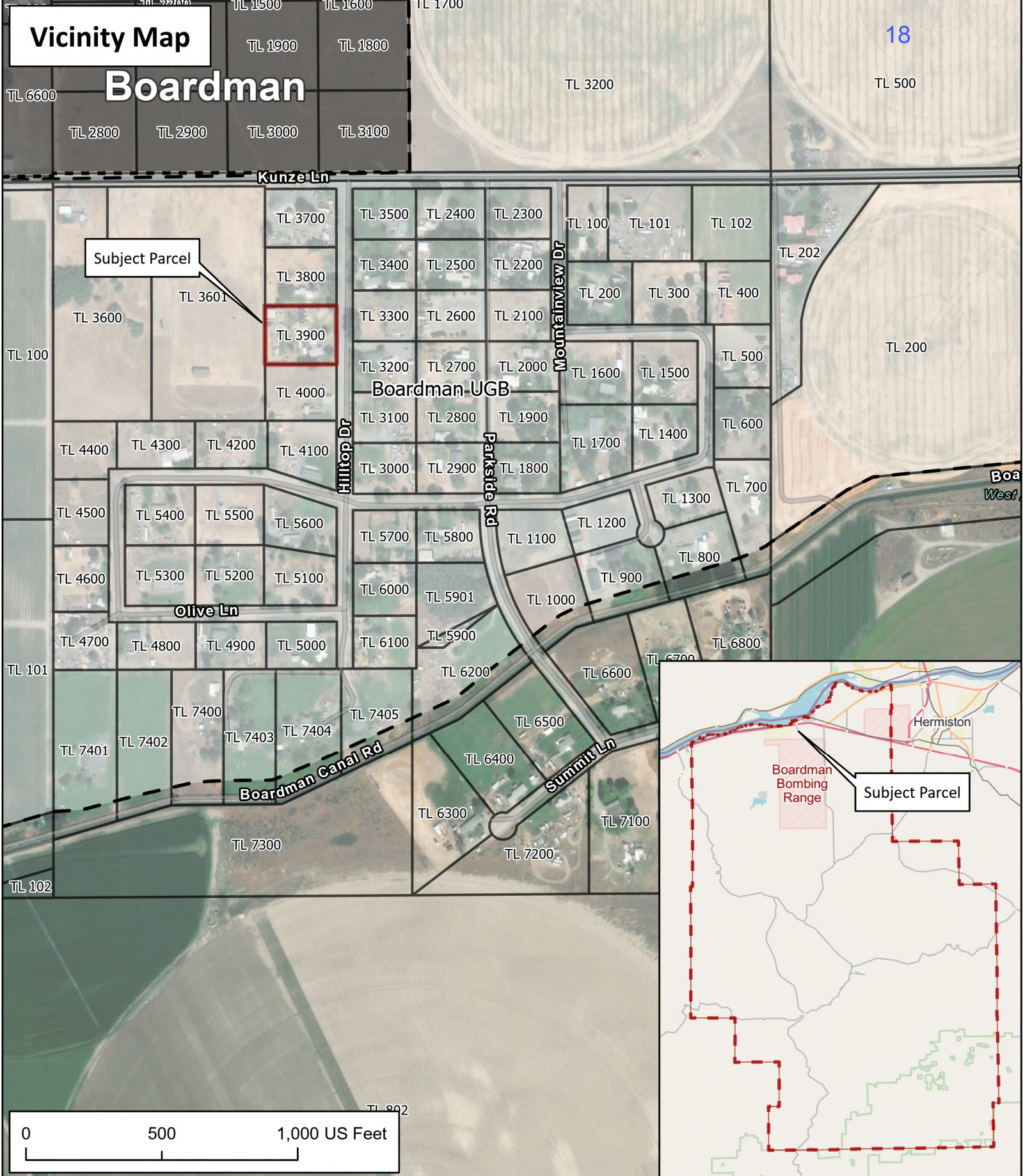
Vicinity Map

Application with Attachments






Vicinity Map

Boardman

18


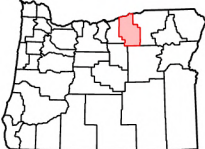



CUP-N-371-24
Antonio Tujillo Abarran
4N25E20A TL3900

-  City Limits
-  Morrow County Tax Lot
-  UGB
-  Morrow County Boundary
-  Subject Parcel

Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601
Projection: Lambert Conformal Conic
Datum: North American 1983 HARN

Cartography By: Stephen Wrecsics
Wednesday, July 3, 2024
Morrow County Planning Department





LAND USE APPLICATION
CONDITIONAL USE REQUEST

RECEIVED
JUN 26 2024

PAID
600.00 CK 10

BY: MR

FILE NUMBER CUP-N-371-24

Date Received _____

Date Deemed Complete _____

Applicable Zoning Ordinance Criteria: _____

Applicant: Name(s) Antonio Trujillo Albarran

Address 78568 Hilltop Dr
Boardman OR 97818

Phone 541 314 6742 E-mail address 23irvinmanjarrez23@gmail.com

Legal Owner: (if different from applicant)
Name(s) _____

Address _____

Proposed Conditional Use:

Description of Request and the Proposed Use:
Have my trucks park on the back
of my property. I have 8 Tonwheelers
That I use for onion harvest

Existing Property Description:

Township 4N Range 25E Section 20A Tax Lot(s) 3900

Zoning Designation Rural Residential
(If EFU or FU, soil information is required with your statement)

Located within an UGB? Yes If yes, which city? Boardman

Physical Address 78568 Hilltop Dr Boardman, OR 97818

General Location South of Kunze Ln

Public Road Access Kunze to Hilltop
 Improvement Type and Condition of Road Hilltop gravel, Kunze paved
 Fire Protection District or Method BRFD
 Solid Waste Disposal Method Onsite - septic
 Existing Use of the Property Residential + use of truck for Business

Please provide a statement with the following information to the Planning Department:

1. A plot plan of the property with existing and proposed structures and roads and accesses
2. Existing and proposed water supply well
3. Existing and proposed sewage disposal method septic
4. Utilities and other public services provided UEC
5. Signs and/or lighting required none
6. Parking/loading and fencing required It has a fence all around, see maps for parking
7. Drainage, is the land or any portion of it subject to flooding? no
8. What, if any, change will there be in traffic use of the existing access? 8 Ton wheelers, current u
9. Will the proposed use generate more than 400 automobile trips per day? no
10. Will any new access be required? NO Confirm Primary access
11. A description of how the proposal will be compatible with surrounding land uses. residential, similar
12. How the proposal will protect and preserve existing natural resources such as trees, vegetation, water resources and wildlife habitat and whether diking, screening or other landscaping will be required to protect nearby properties and habitats. N/A
commerci use

The applicant is responsible for providing all of the information to show compliance with the standards for approval. If you are unsure of the standards required by the code, the Planning Department will be happy to provide them, but it is the applicant's duty to prove to us your proposal meets all of the given code requirements. Your plot plan and narrative should show or answer the above details as well as address specific issues about your particular application as well.

Signatures:

I(we), the undersigned, acknowledge that I am familiar with the standards and limitations set forth by the Morrow County Zoning Ordinance and that additional information and materials may be required, as provided by the Zoning Ordinance and Comprehensive Plan. I propose to meet all standards set forth by the County's Zoning Ordinance and any applicable State and Federal regulations. I(we) certify that the statements and information provided with this application are true and correct to the best of my knowledge.

Signed: ANTONIO TRULLIO _____
 (Applicant) (Applicant)

 (Legal Owner) (Legal Owner)

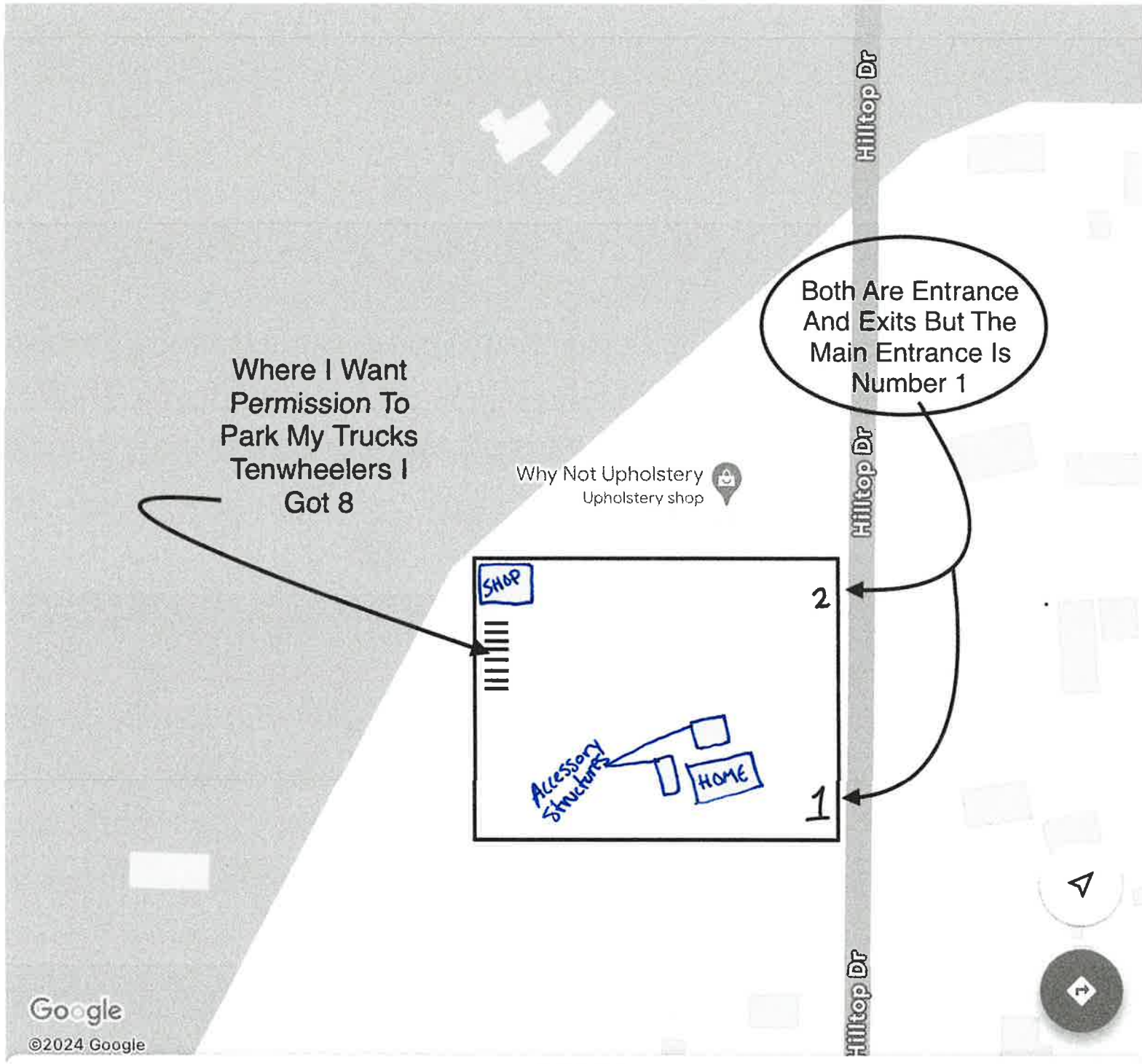
If this application is not signed by the property owner a letter authorizing signature by the applicant must be attached.

Date: _____ Fee: _____

Morrow County Planning Department
P.O. Box 40, Irrigon Oregon 97844
(541) 922-4624 FAX: (541) 922-3472

1. A plot plan of the property with existing and proposed structures and road and access
I want To ask for permission To be able to get a permit to have my trucks Park here on the back of
my property

78568 Hilltop Dr Boardman Oregon 97818



Latest in the area...



Ten Wheelers Box Trailer

1. The Home is Where Me And My Wife Live At And Only²² Getting The Permit To Park My Tenwheelers ; residence primary use ^(LT)
2. We Are Not Building Any Other Building
3. We Do Not Have A ~~Sign~~ ^{Sign} ^(LT)
4. When Its Onion Harvest Time We Only Run For A Month Starts Late August And Ends Late September The Trucks Leave Around 6 Or 7 Am And Dont Come Back Till 5 Or 6 pm . If we need to do Light Mechanic Work Like Change A Tire Or Fix A Light We Would Be Doing It During That Time From Like 8 Am To 5 pm If Its Something More Serious Of A Mechanical Problem We Take It To The Truck Shop In Boardman To Get It Fix
5. They Don't Let Us Take The Truck Loaded Home They Have Their Count On How Manny Loads They Need And Cut Us Off If We Cant Make It Back With Another Load On Time So They Can Unload Us
6. We Wont Be Selling Anything Like Merchandise From The Company Or Anything Like That
7. I Will Hire Employees They Will Be The Ones Operating The Trucks
8. You can contact me at anytime and i can bring in whatever Paperwork you ask me for i want to comply with All your requirements Just So i can keep my Small business Here
9. I Understand No Employees Will be on site for longer then 30 To Minutes all they need is to do their pre trip inspection and warm up the truck and they will be Out On Their way
10. I Only Need Them park there they Wont Be Causing Any traffic Or Problems

[>> Preview](#)[☰ Steps](#)[📌 Pin](#)

Just Onions

For One Month Of The Whole Year

That Starts Late August And Ends Late September

They Leave In The Morning Around 6 Or 7 Am And Come Back Around 5 Or 6 Pm When It Is Onion Harvest

Extra

CORRECTED	OWNER 1	MAIL ADDRESS	CITY	STATE	ZIPCODE
4N25E20A 3700	NELSON, MICHAEL R	70072 KUNZE LN	BOARDMAN	OR	97818
4N25E20A 3601	BAKER, RANDY L	70251 PIONEER LN	BOARDMAN	OR	97818
4N25E20A 3300	SMITH, HAZEL J	78571 HILLTOP RD	BOARDMAN	OR	97818
4N25E20A 4100	CALVILLO, FLORA & ETAL	PO BOX 1163	BOARDMAN	OR	97818
4N25E20A 3900	TRUJILLO ALBARRAN, ANTONIO ET AL	PO BOX 1194	BOARDMAN	OR	97818
4N25E20A 4000	MENDOZA, REYES CALVILLO & AVILA, ELVIA	PO BOX 1364	BOARDMAN	OR	97818
4N25E20A 4200	HERNANDEZ, ROBERTO G & ESTHELA	PO BOX 491	BOARDMAN	OR	97818
4N25E20A 3200	SANCHEZ, BENITO	PO BOX 678	BOARDMAN	OR	97818
4N25E20A 3100	OLGUIN, JAVIER MARTINEZ	PO BOX 787	BOARDMAN	OR	97818
4N25E20A 3800	VILLEGAS, GLORIA	PO BOX 972	BOARDMAN	OR	97818
4N25E20A 3400	ZAVALA RODRIGUEZ, JOSE ETAL	PO BOX 972	BOARDMAN	OR	97818

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**PRELIMINARY FINDINGS OF FACT
LAND USE DECISION
Application No. LUD-N-68-24**

REQUEST: To approve a new data center campus on land zoned Airport Light Industrial (ALI).

APPLICANT: Jesse Walt, Integrus Architecture
707 SW Washington Street
Suite 1200
Portland, OR 97205

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

PROPERTY DESCRIPTION: Tax lot 138 of Assessor's Map 4N24E

PROJECT LOCATION: Southwest of Boardman Airport, adjacent to the Union Pacific Railroad to the west. Parcel 2 of partition plat 2022-16.

FINDINGS OF FACT:

- I. BACKGROUND INFORMATION:** The subject parcel is zoned Airport Light Industrial (ALI) and is located outside of the City of Boardman's existing Urban Growth Boundary (UGB). The site is approximately 106.89 acres in size. The application includes the following improvements:
1. Four (4) single-story data center buildings, each approximately 215,461 square feet in size
 2. One (1) single-story 2,880 square-foot industrial water building
 3. One (1) single-story 6,502 square-foot security building
 4. Accessory site elements include security fencing, a stormwater evaporation pond, a wastewater evaporation pond, and a septic drain field
 5. Parking, loading docks, and site circulation features

A power substation will be co-located on the site and will be approved via a separate Land Use Application.

- II. APPROVAL CRITERIA:** The applicant has filed under the Morrow County Zoning Ordinance, ARTICLE 3, USE ZONES, Section 3.076 Airport Light Industrial Zone, ALI. Criteria are listed below in bold type, followed by a response in standard type.

**Morrow county Zoning Ordinance (MCZO) Article 3, Use Zones
Section 3.076 Airport Light Industrial Zone, ALI**

- A. Airport Safety and Compatibility. Uses permitted within the ALI zone that are also located within the Airport Safety and Compatibility Overlay Zone shall comply with applicable standards in the Airport Safety and Compatibility Overlay Zone.**

Findings addressing the standards of the Airport Safety and Compatibility Overlay Zone (ASC) are included in this report in response to MCZO 3.092.

B. Notice: Timely notice of applications for permits in the ALI zone shall be provided to the Oregon Department of Transportation, the Oregon Department of Aviation, and the United States Department of Navy.

The Oregon Department of Transportation, Oregon Department of Aviation, and the United States Department of Navy were included on the notification list and provided an opportunity to comment on the application.

C. Uses permitted outright. In the ALI zone, the following uses are permitted outright:

- 1. All uses permitted outright in the Air/Industrial Park Zone, AI.**
- 2. Data Center.**
- 3. Storage buildings and warehouses.**
- 4. Utility Structures.**

This application requests approval for a new data center campus, which is an allowed use per (C.2)

E. Dimensional Requirements. In the ALI zone, the following dimensional standards shall apply:

1. Minimum lot size: No limitation.

This application does not include the creation or reconfiguration of existing lot lines. This criterion is not applicable.

2. Minimum lot coverage. No limitation.

There is not an established maximum lot coverage requirement for the ALI zone, this criterion does not apply.

3. Minimum lot frontage. Minimum lot frontage shall be 300 feet on an arterial or collector street and 200 feet on a local street.

The proposal does not include the creation or reconfiguration of existing lot lines, however the subject site will have 1,987.10 feet of street frontage along Boardman Airport Lane and 2,209.03 feet of street frontage along East access road. This criterion is met.

4. Minimum setbacks.

a. Front yard setbacks. The minimum front yard setback between a structure and a street right-of-way shall be 50 feet for an arterial street, 30 feet for a collector street, and 20 feet for a local street. Structures on corner lots shall observe the minimum front yard setback for both streets.

The site plan identifies a 350-foot setback separating Boardman Airport Road from the nearest building, and an 87-foot setback between East Access Road and the nearest site structure. Fences are exempt from setback requirements, provided that they don't interfere with the vision clearance requirements, per MCZO Article 7.100(B).

b. Side and rear yard setbacks. There is no side or rear yard setback except as may be required by the Building Code or other siting requirements. Where so required, the requirements may be waived on common lot lines when adjoining lot owners enter into a joint agreement for coordinating vehicular access and parking. Party wall or adjoining building walls must meet fire separation requirements of the State of Oregon Structural Specialty Code and Fire and Life Safety Code. The joint development agreement must be approved by the Port of Morrow as to form and content and recorded in the Morrow County Clerk's office, and a copy must be provided to the Planning Department.

Site features are setback a sufficient distance from the side and rear property lines. No additional standards are required, this criterion is not applicable.

- c. **Railroad spur. There is no structure setback from a railroad spur where the spur will be utilized by the permitted use. Otherwise the setback shall be 20 feet.**

The nearest site structures are setback 433 feet from the adjacent railroad spur. This criterion is met.

5. **Maximum building height: No maximum height. However, no structure shall be allowed to penetrate an airport imaginary surface.**

Buildings A, E, and F were included in the applicant's correspondence with the Oregon Department of Aviation (ODAV) confirming that at their proposed heights the buildings will not penetrate an airport imaginary surface. ODAV has been provided notice and an opportunity to comment on the application, and future buildings will require confirmation that the structures are compliant with the ODAV notification process.

- F. **Transportation Impacts. Upon request by ODOT or Morrow County, a Traffic Impact Analysis (TIA) shall be required when projects on lands zoned ALI, cumulatively, have generated more than 400 passenger car equivalent trips per day on the local street network. Heavy vehicles – trucks, recreational vehicles and buses – will be defined as 2.2 passenger car equivalents. The TIA shall include: daily vehicle trips generated by existing projects and projects that are reasonably likely to occur within the ALI zone during the planning period, peak hour trip distribution at affected intersections, analysis of compliance with applicable roadway performance standards, recommended mitigation measures necessary to achieve or retain compliance with applicable roadway performance standards, and identification of triggers addressing the timing of future mitigation.**

At completion the project is anticipated to generate 862 vehicle trips during a typical weekday. The applicant has provided a Traffic Impact Analysis (TIA), included as Exhibit B to this report. The following recommendations were provided in the TIA:

1. Construction mitigation. If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.
2. Right-Turn Lane Analysis. It is recommended that the northbound right-turn movement at the Tower Road/ 1-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.
3. It is recommended that all driveways, sidewalks, and curb ramps to access the site, constructed with the project should comply with the current ADA guidelines.

Staff supports the recommendations of the TIA. ODOT and DKS Associates provided comments on the TIA provided (see attached TIA review). The primary concerns were addressed by the applicant, and after additional coordination with ODOT and DKS, staff is not recommending the applicant pay a proportionate share to install a northbound right turn lane on Tower Road at the I-84 eastbound on-ramp, although it meets warrants based on the information provided in the TIA.

Applicant provided street sections for the in-progress road improvements at the airport. It is unclear whether the East Access Road is intended to be dedicated as a public street, and what the intended street classification is. If through-access is provided via "East Access Road" applicant shall coordinate with County to ensure the street and future planned connections are consistent with the Morrow County Transportation System Plan.

MCZO Section 3.092 Airport Safety and Compatibility Zone, ASC.

D. Notice of Land Use and Permit Applications within Overlay Zone Area. Except as otherwise provided, written notice of applications for land use or limited land use decisions in the area within this overlay zone, including comprehensive plan or zoning amendments, shall be provided to the airport sponsor and the Department of Aviation in the same manner as notice is provided to property owners entitled by law to written notice of land use or limited land use applications.

1. Notice shall be provided to the airport sponsor and the Department of Aviation when the property or a portion thereof that is subject to the land use or limited land use application is within 5,000 feet of the sides or ends of the runway.

Notice and an opportunity to comment were provided to the Oregon Department of Aviation and the Port of Morrow, who is the Airport Sponsor.

2. Notices required by this section need not be provided to the airport sponsor or the Department of Aviation where the land use or limited land use application:

- a. would only allow structures less than 35 feet in height, measured from grade;
- b. involves property located entirely outside the approach surface;
- c. does not involve uses that emit smoke dust, or steam; sanitary landfills or water impoundments; or radiotelephone, television or similar transmission facilities or electrical transmission lines; and
- d. does not involve wetland mitigation, creation, enhancement or restoration.

The applicant has provided evidence of coordination with ODAV staff, as well as the outcome of the FAA Notice Criteria Tool for buildings A, E, and F, verifying that the proposed structures do not exceed the FAA notice criteria. Buildings B, C, and D will also be required to provide evidence of conformance with the policies and procedures of ODAV and the FAA as applicable prior to final Zoning Permit approval.

E. Height Limitations on Allowed Used in Underlying Zone. All uses permitted by the underlying zone shall comply with the height limitations in the Section unless standards of the underlying zone are more restrictive.

1. Except as provided in paragraph 2, no structure or tree or other object of natural growth shall be allowed to penetrate an airport imaginary surface.

2. For areas within airport imaginary surfaces but outside of the approach and transition surfaces, where terrain is at higher elevations than the airport runway surfaces where existing structures and permitted development penetrate the airport imaginary surfaces, a local government may authorize structures up to 35 feet in height.

The application does not include structures or vegetation that will impact the Airport Imaginary Surfaces. These criteria are met.

F. Procedures. An application for a land use or limited land use approval on property within this overlay zone shall provide the following information in addition to any other required information:

1. A map or drawing showing the location of the property in relation to the airport imaginary surfaces.

2. Elevation profiles and a site plan, drawn to scale, including the location and height of all existing and proposed structures, measured from existing grade.

The applicant provided site elevation and structure height data in the FAA notice criteria tool. Airport Imaginary Surfaces were not identified, however notice and an opportunity to comment was provided to ODAV and FAA, and any concerns raised by the agencies shall be addressed prior to final zoning permit approval.

- G. Land Use Compatibility Requirements. Any land use allowed in the underlying zone may be permitted in the overlay zone, subject to the following standards:**
- 1. The user shall comply with the height standards in Section (E) of this Chapter.**
The height standards of this chapter are addressed, above. This standard is met.
 - 2. The use shall not include a place of public assembly.**
The application does not include a place of public assembly. This standard is met.
 - 3. The uses shall not create a bird attractant. If the airport sensor determines that there is a potential for attracting birds, the applicant shall include a study demonstrating that any hazard to use of the airport is mitigated.**
Applicant shall confirm with ODAV that the proposed Industrial Wastewater and Stormwater facilities won't create a bird attractant.
 - 4. The use shall not cause light or glare that projects lighting directly onto a runway or taxiway, or imitates airport lighting.**
The applicant did not include a photometric lighting plan with the application, however this decision includes a condition of approval requiring ongoing compliance with this standard.
 - 5. The use shall not be a source of smoke, dust, or steam.**
The planned facility is not anticipated to create smoke, dust, or steam. Notice and an opportunity to comment has been provided to the ODAV and FAA accordingly.
 - 6. The use shall not cause electrical interference with the airport operations, or in the case of proposed or expanded communications or transmission facilities, the Department of Aviation and the FAA shall approve the facility.**
The planned facility is not anticipated to cause electrical interference with the airport operations. Notice and an opportunity to comment has been provided to the ODAV and FAA accordingly.
 - 7. The use shall not create a new or expanded water impoundment within 5,000 feet of the edge or end of a runway larger than one-quarter acre in size unless necessary for airport operations or approved in writing by the airport sponsor, the Department of Aviation, and the FAA.**
The proposed stormwater pond will be ±12 acres in size, and the industrial wastewater pond will be ±5 acres in size, however, the location of these water impoundment facilities will not fall within 5,000 feet of the edge of the airport runway, therefore approval by the airport sponsor, ODAV, and FAA is not required.
- H. Prohibited Uses. Notwithstanding the underlying zoning, the following uses are prohibited in the Airport Safety and Compatibility Overlay Zone:**
- 1. New residential development.**
 - 2. New Public Assembly Facilities.**
The application does not include new residential development of a new public assembly facility. This provision is met.
- I. Nonconforming Uses.**
- 1. The regulations prescribed by this Zone shall not be construed to require the removal, lowering, or other changes or alterations of any structure or tree not conforming to the regulations as of the effective date of this Section, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure that was approved under the requirements of the previous Airport Approach or Airport Hazard zones, including those approvals that expired or that became void. Such approvals are**

hereby validated as consistent with this Airport Safety and Compatibility Overlay and no further approval is required under the terms of the zoning ordinance.

2. **Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing non-conforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Morrow County Court, to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated and maintained at the expense of the owner of the public use airport.**

The subject site does not contain any existing nonconforming uses, structures, or vegetation that were lawfully approved. Any unlawful structures or vegetation identified by the applicant or outside agencies shall be brought into conformance with current ASC standards.

MCZO Article 4—Supplementary Provisions

Section 4.010—Access

- 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.**

The subject site will have 1,987.10 feet of street frontage along Boardman Airport Lane and 2,209.03 feet of street frontage along East access road. This criterion is met.

- 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.**

An improved roadway extending from the existing Boardman Airport Lane is necessary to provide access to the primary site entrance and to the new access road to the east providing secondary access. The Port of Morrow is constructing the street in accordance with the attached construction drawings. This criterion is met.

- 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 Boardman Airport Lane includes a ±15,000-foot access road ending in a cul-de-sac. Notice and an opportunity to comment has been provided to the Fire Marshall as well as the Boardman Fire Protection District.

- D. **Easements and Legal Access. All lots must have access onto a public right of way. This may be provided via direct frontage onto an existing public road, a private roadway, or an easement. Minimum easement requirements to provide legal access shall be as follows:**
 1. **1000' or less, a minimum easement width of 20'**
 2. **More than 1000', a minimum easement width of 40'**
 3. **Parcels where 3 or more lots share an access (current or potential), a minimum easement of 60'.**

This application does not include the creation of new lots requiring public access.

However, the Boardman Airport Road drawings identify a 100-foot Right-of-Way and a

32-foot paved width, in compliance with the minimum TSP standards for the anticipated traffic volume.

Section 4.040—Off-Street Vehicle Parking

Minimum Parking Requirements- Table 4.040-1

Use- Industrial- Storage warehouse, manufacturing establishment, rail or trucking freight terminal (F.1): One space per employee on the largest shift.

Each Data Center building (buildings A, B, and C) is anticipated to require a maximum of 50 employees during the largest shift. The security building (Building E) requires a maximum of 20 employees during the largest shift. The Industrial Wastewater Building does not require full-time employees. Enough parking spaces is provided adjacent to the applicable buildings to fulfill this minimum requirement.

Section 4.045 Bicycle Parking Requirement

This chapter also provides standards for bicycle parking, because children as well as adults need safe and adequate spaces to park their bicycles throughout the community. All uses subject to Design Review that are located within an Urban Growth Boundary shall provide bicycle parking in conformance with the following guidelines. Uses outside an Urban Growth Boundary are encouraged to provide bicycle parking based on these guidelines.

- A. Number of Parking Spaces. A minimum of two bicycle parking spaces is recommended for each use with greater than 10 vehicle parking spaces. The following additional standards apply to uses within an Urban Growth Boundary, and are recommended for other areas of the County:**

The applicant did not identify bicycle parking spaces on the proposed site plan. However, because the subject site is not within an Urban Growth Boundary, bicycle parking is not required, therefore these provisions do not apply.

Section 4.050 Off-Street Parking and Loading. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to handle adequately the needs of the particular use. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:

- A. The provisions and maintenance of off-street parking and loading space is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking and loading requirements, it shall be a violation of this Ordinance to begin or maintain such altered use until such time as the increased off-street parking or loading requirements are complied with.**

The site plan identifies parking sufficient to accommodate the number of employees expected during the largest shift adjacent to each of the proposed buildings. Final Zoning Permit approval for each of the future buildings will require compliance with the standards of this chapter.

- B. Requirements for types of buildings and uses not specifically listed in this Ordinance shall be determined by the Planning Commission based upon the requirements for comparable use listed.**

- Staff concur with the applicant's analysis that the proposed use is most similar to "industrial: storage warehouse, manufacturing establishment, rail or trucking freight terminal." Unless otherwise determined by the Planning Commission, the applicant shall provide a minimum of one parking space per employee during the largest shift.
- C. In the event multiple uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of each use computed separately.**
 - D. Owners of two or more uses, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the County in the form of deeds, leases, or contracts to establish the joint use.**
 - E. Off-street parking spaces for dwellings shall be located on the same parcel with the dwelling. Other required parking spaces for residential uses shall be located not farther than 500 feet from the building or use they are required to serve, measured in a straight line from the building.**
 - F. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.** This application does not include multiple uses or propose joint use of the proposed parking spaces. Residential uses are not included in the application. Vehicle or material storage is not a permitted use of the proposed parking spaces. These criteria are met.
 - G. Parking designated exclusively for people with disabilities shall be provided in conformance with the Americans with Disabilities Act.**
The applicant's narrative states that three parking spaces for people with disabilities will be provided adjacent to Building A, and two will be provided adjacent to building E; however, it is not clear based on the applicant's site plan where the ADA parking spaces are planned adjacent to Building A or the future data center buildings. Prior to zoning permit approval, the applicant shall submit a site plan for each of the proposed buildings verifying that this criterion has been met.

Section 4.060. Design And Improvement Standards- Parking Lots

- A. Except for single-family and duplex dwellings, areas used for parking for more than two vehicles shall have durable and dustless surfaces adequately maintained.**
The proposed parking areas will be paved. This criterion is met.
- B. Except for parking in connection with single-family and duplex dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight obscuring fence or planted screen of not less than six (6) feet in height except where vision clearance is required.**
The subject site is not within a residential zone or adjacent to a dwelling. This criterion is not applicable.
- C. Parking spaces along the outer boundaries of a parking lot shall maintain a minimum setback from the property line of five feet, unless a greater setback is specified for a structure in the zoning district and shall be contained by a bumper rail or by a curb which is at least four inches high.**

- The proposed parking areas are not located within five feet of the property line, or within the designated setbacks within the ALI zone. This criterion is met.
- D. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.**
The subject site is not located adjacent to a residential zone or lawfully established dwelling. This criterion is not applicable.
- E. Access aisles shall be a minimum of 24 feet wide for two-way traffic. The minimum aisle width for emergency vehicle access (with one-way traffic) is 20 feet.**
According to the applicant's narrative, the proposed development includes 30-foot-wide access aisles for two-way traffic and 24-foot-wide access aisles for one-way traffic. This criterion is met.
- F. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.**
The proposed parking areas do not require vehicle maneuvering within a street right-of-way. This criterion is met.
- G. Service drives to off-street parking areas shall be a minimum of 24 feet wide for two-way traffic flow, and 20 feet wide for one-way traffic flow. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.**
The site layout accommodates vehicular circulation throughout the development. These service drives are approximately 30-feet in width. Staff does not consider the number or location of service drives to be excessive for the proposed use. This criterion is met.
- H. Driveways shall maintain minimum sight distance per the standards of Section 4.020 of this Ordinance.**
The applicant's TIA finds that the proposed access intersection sight distances will meet AASHTO intersection requirements and are not a concern. This criterion is met.
- I. The standards set forth in the table below shall be the minimum for parking lots approved under this Ordinance (all figures are in feet except as noted). The letters in the first row of the table correspond to the letters in the following diagram.**
Table 4.060-1 Off-Street Parking Design Standards-
90-degree parking angle design standards: 8.5 ft. stall width, 19 ft. stall-to-curb, 24-ft. aisle width, 8.5 ft. curb length
The proposed development incorporates 90-degree parking at all locations. Stall sizes comply with these standards, as identified in the applicant's narrative as follows:
8'6" stall width (standard), 9'0" width (ADA)
19' stall-to-curb (both standard and ADA)
24' minimum aisle width
8'6" curb length (standard) 9' curb length (ADA)

- III. Agencies Notified:** Dawn Hert, Eastern Oregon Region Representative, Oregon Department of Land Conservation & Development; Mike Hughes, Boardman FPD; Marty Broadbent, Fire Marshall; Mike Gorman, Morrow County Assessor; Glen McIntire, County Building Official; Eric Imes, Morrow County Public Works Director; Bill Goss, Oregon Health Authority; Greg Silbernagel, Oregon Water Resources Department; Patty Isaak and Sean Rochette, Oregon Department of Environmental Quality; Lisa Mittelsdorf, Port of Morrow, Brandon Pike, Oregon Department of Aviation; Nick Pate, Federal Aviation Administration; David Boyd, Oregon Department of Transportation; Brandon Hammond, City of Boardman

IV. Property Owners Notified: August 7, 2024

Public Comments: Applicant provided a letter from the Confederated Tribes of the Umatilla Indian Reservation, included in the attachments, indicating that impacts to historic property of religious and cultural significance have been mitigated and they have no further concerns related to the project.

V. DECISION: The Morrow County Planning Commission *approves* Land Use Decision LUD-N-68-24 subject to the following CONDITIONS OF APPROVAL:

1. **Precedent Conditions.** Prior to building permit approval, a Rural Address and final Zoning Permit is required for each building. The ministerial Zoning Permit may be granted if the following conditions of approval are met:
 - a. Final site layout and features are consistent with the site plan approved herein.
 - b. Prior to final Zoning Permit Approval for buildings B, C, and D, applicant shall provide evidence that the proposed structures comply with ODAV and FAA policies and procedures. (Note: Buildings A, E and F are shown to be outside the ODAV notice area)
 - c. Applicant shall provide evidence that the planned industrial wastewater and stormwater ponds will not create a bird attractant. If ODAV determines that there is a potential for attracting birds, the applicant shall provide a study demonstrating that any hazard to use of the airport is mitigated.
 - d. A Road Use Agreement, approved by the Morrow County Public Works Director must be completed to address impacts to the transportation system anticipated during project construction.
 - e. Final site plans shall include parking for each building consistent with the American Disabilities Act.
 - f. Applicant shall submit a photometric lighting plan and glare analysis to County and ODAV for approval.
 - g. Applicant shall provide evidence that all applicable state agency permits have been granted for the planned onsite water, wastewater, and septic facilities.
Note, as an alternative to language above, Planning Commission could include a condition that would allow the applicant to defer specific permit approvals to be submitted after the Zoning Permit but prior to the Certificate of Occupancy, provided applicant submitted written evidence from the applicable agency indicating that the permits are in process and 1) expected to be approved, or 2) are likely to be delayed for 6 months or longer.
State agency permits included in this condition include:
 - i. DEQ Permit for stormwater and industrial wastewater
 - ii. NPDES for large onsite sewer system
 - iii. OWRD water right verification
2. **Subsequent Conditions.** Prior to the final Certificate of Occupancy, the following conditions of approval must be met:
 - a. Boardman Airport Road and East Access Road shall be constructed and surfaced in accordance with the applicable road standards provided in the Morrow County Transportation System Plan.

- b. Facilities for potable, industrial, and emergency suppression water have been constructed and are operational.
 - c. Electric service is operational and is serving the approved use.
3. **Ongoing Conditions.** The following conditions of approval are ongoing, and must be adhered to for the duration of facility operations:
 - a. The facility shall at no point during construction or operation cause light or glare that project lighting directly onto the airport runway or taxiway or imitates airport lighting.

Stacie Eckstrom, Chair

Date

Attachments:

Vicinity Map

Property Owner List

Site Plan

Transportation Impact Analysis (TIA)

TIA Review Comments and Response

CTUIR Comment Letter

Vicinity Map



Subject Parcel

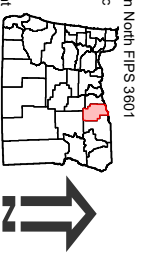
Subject Parcel

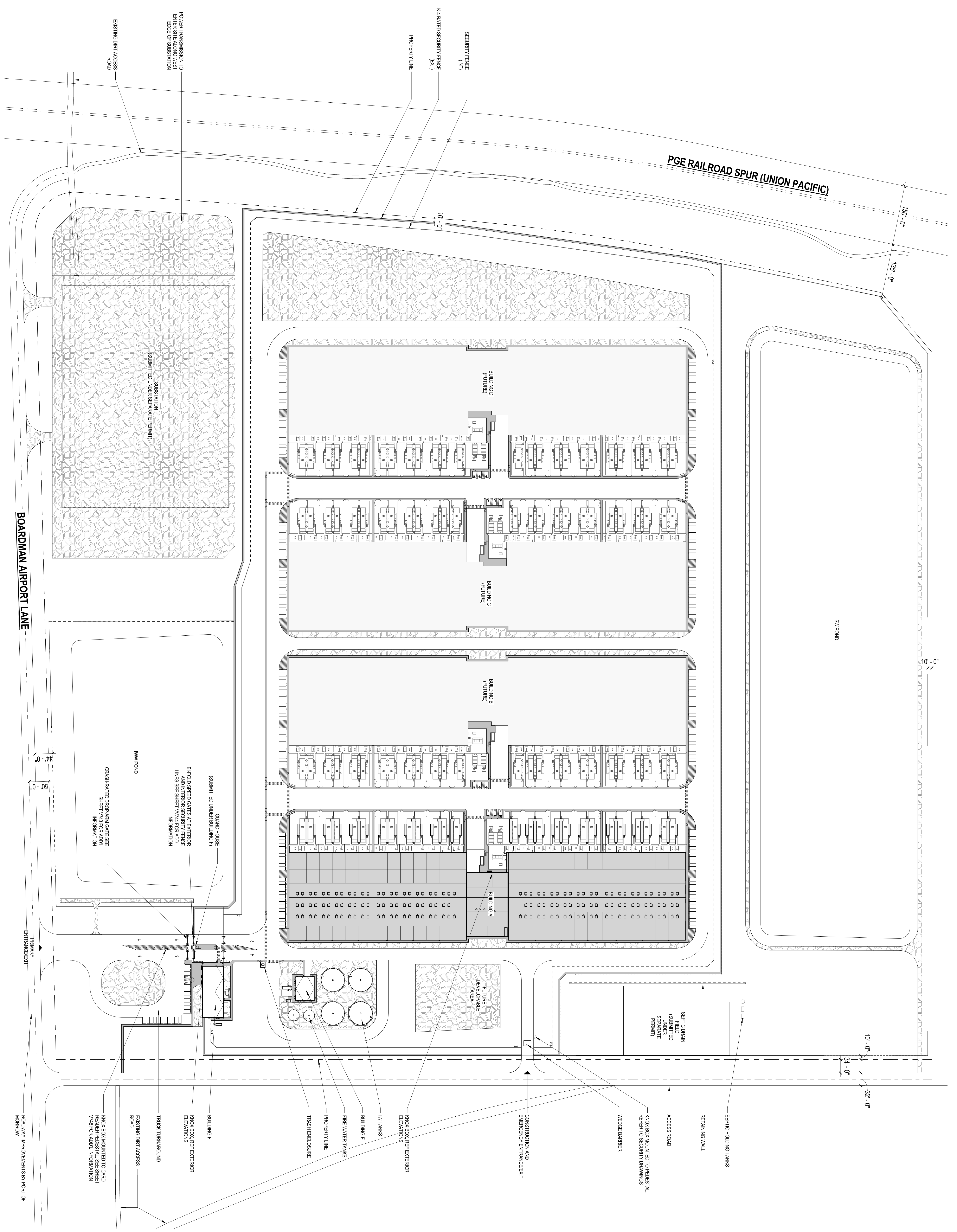


LUD-N-068-24
Amazon Data Services Inc.
4N24E TL138

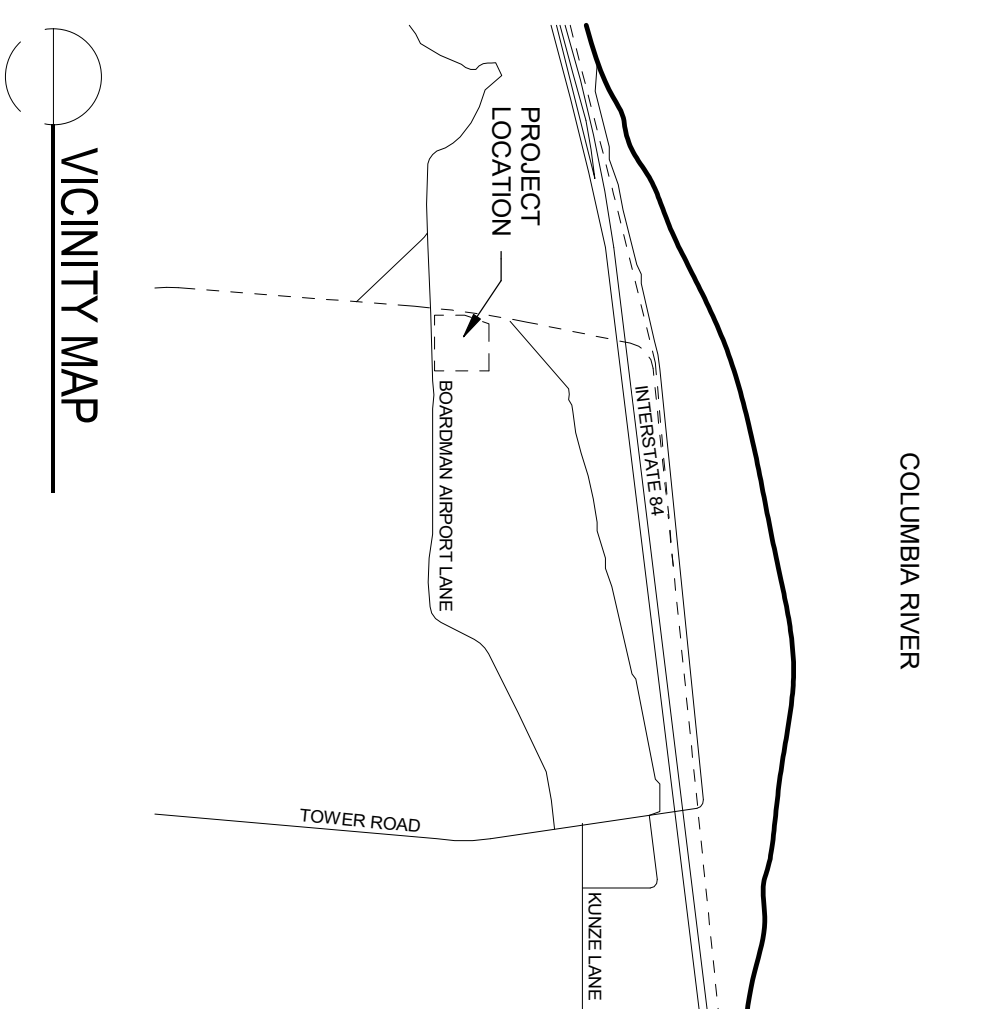
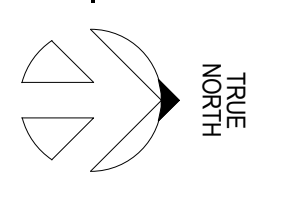
- Morrow County Tax Lot
- Morrow County Boundary
- Subject Parcel

Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601
Projection: Lambert Conformal Conic
Datum: North American 1983 HARN
Cartography By: Stephen Wreosics
Friday, May 31, 2024
Morrow County Planning Department





1 BOARDMAN AIRPORT ROAD CAMPUS ZONING PLAN (02.12.24)
 Z010 1" = 100'-0"



SITE PLAN LEGEND

- ▲ SITE ACCESS ENTRANCE / EXIT
- DESCRIPTION
- PROPERTY LINE
- LINE OF CONSTRUCTION
- ROAD CENTERLINE
- RAILROAD
- GRADED SECURITY FENCE
- SECURITY FENCINGS
- 96" TOPOGRAPHIC ELEVATION
- PAVEMENT MARKING
- TRANSVERSE SHOULDER BARS
- RAISED CONCRETE SIDEWALK
- SITE LIGHTING
- SECURITY POLE

GENERATOR COUNTS:

- BUILDING A 27 GENERATORS*
- BUILDING B (FUTURE) 27 GENERATORS*
- BUILDING C (FUTURE) 27 GENERATORS*
- BUILDING D (FUTURE) 27 GENERATORS*
- BUILDING E 1 GENERATOR
- BUILDING F 1 GENERATOR

TOTAL GENERATORS: 110 GENERATORS

* Includes (26) Data Hall Generators plus (1) House Generator

PARKING STALL COUNTS:

Building	Accessories	Total
BUILDING A	ACCESSIBLE PARKING STALL 2	2
BUILDING B (FUTURE)	ACCESSIBLE PARKING STALL 4	4
BUILDING C (FUTURE)	ACCESSIBLE PARKING STALL 4	4
BUILDING D (FUTURE)	ACCESSIBLE PARKING STALL 4	4
BUILDING E	ACCESSIBLE VAN PARKING STALL 49	49
BUILDING F	ACCESSIBLE VAN PARKING STALL 49	49
TOTAL		116
BUILDING A (FUTURE)	ACCESSIBLE PARKING STALL 2	2
BUILDING B (FUTURE)	ACCESSIBLE VAN PARKING STALL 4	4
BUILDING C (FUTURE)	ACCESSIBLE VAN PARKING STALL 4	4
BUILDING D (FUTURE)	ACCESSIBLE PARKING STALL 2	2
BUILDING E	ACCESSIBLE VAN PARKING STALL 49	49
BUILDING F	ACCESSIBLE VAN PARKING STALL 49	49
TOTAL		116

PRELIMINARY
 THIS DOCUMENT IS PRELIMINARY AND NOT FOR REGULATORY APPROVAL. PERMIT OR CONTRACTING REQUIRED.

CONFIDENTIAL

PROJECT ADDRESS: BOARDMAN AIRPORT LANE, BOARDMAN, OR

PROJECT DELIVERY PACKAGE

SEAL SIGNATURE

PROJECT: BOARDMAN AIRPORT LANE SITE PLAN

DRAWING: Z010

E1 SCALE: As Shown

REV: /

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ISSUE DATE: 05/04/2024 PROJECT NO: 22577/0

DESIGNED BY: JTB ARCHITECT: TB

MARK	DATE	DESCRIPTION

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Boardman Data Center Traffic Impact Analysis

Morrow County Tax Lot 110
Morrow County, Oregon

Prepared for:
Integrus Architecture
707 SW Washington Street
Suite 1200
Portland, Oregon 97205



RENEWS: DECEMBER 31, 2024

February 27, 2024
PBS Project 78132.000



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- Appendix F:** Left-Turn and Right-Turn Lane Criteria
- Appendix G:** Collision Rate Calculations and Data

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Executive Summary

Purpose and Scope

The applicant proposes to develop the Boardman Data Center Project (Project) located along Boardman Airport Lane in Morrow County, Oregon. Tax Lot 110 will be developed as a data center land use, comprising approximately 871,226 square feet of building space. The estimated completion date of the project is 2026.

This report analyzes the traffic impacts generated by the completed project as required by Morrow County (County).

The following intersections were identified for this traffic impact analysis (TIA):

1. Tower Road / Interstate 84 (I-84) westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

Findings

The findings of this TIA are detailed below.

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

All studied intersections in the Existing scenario currently operate at an acceptable volume-to-capacity (v/c) ratio and level of service (LOS) during the PM peak hour.

All studied intersections in the Without Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

All studied intersections in the With Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

Queueing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An Oregon Department of Transportation (ODOT) interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the *Analysis Procedure Manual (APM)*. Other analyzed turning movements do not meet minimum turn-lane criteria.

PBS Engineering and Environmental Inc. (PBS) reviewed the January 2018 to December 2022 collision history at the study intersections. The collision rate is greater than the critical collision rate at the intersection of Tower Road and I-84 westbound ramp. However, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / I-84 eastbound ramps and Tower Road / Boardman Airport Lane intersections and they are not a safety concern from a collision perspective.

There are currently no sidewalks, bike lanes, or curb ramps providing access to the site. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

The proposed access intersection sight distances will meet American Association of State Highway and Transportation Officials (AASHTO) intersection requirements and are not a concern.

The proposed 56 parking spaces, including 3 accessible parking spaces, are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

Recommendations

This traffic impact analysis supports the following recommendations.

If extended length detours occur due to the ODOT Tower Road project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

It is recommended that all driveways, sidewalks, and curb ramps to access the site constructed with the Project should comply with the current Americans with Disabilities Act (ADA) guidelines.

1 INTRODUCTION

The purpose of this study is to determine the impact of the traffic generated by the Boardman Data Center project (Project) on the surrounding roadway infrastructure. The project site is shown on the vicinity map (Figure 1). This study will determine if mitigation is required to keep the roadways operating safely and at capacity levels acceptable under the current level of service (LOS) standards. This report documents the findings and conclusions of a traffic impact analysis (TIA) conducted for the proposed site plan (Figure 2) application for property located in Morrow County, Oregon.

1.1 Scope of Study

This study documents the existing and proposed conditions, traffic data, safety analysis, and intersection operations in accordance with the requirements of the Morrow County (County) TIA guidelines or other agencies, such as the Oregon Department of Transportation (ODOT), when applicable.

The following intersections were identified for analysis:

1. Tower Road / Interstate 84 (I-84) westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

This TIA includes analysis of future background conditions growth based on an assumed 2% annual growth rate, a conservative estimate based on engineering judgment, and the addition of traffic from in-process projects.

This TIA is prepared for submission to the County. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2026) conditions without and with the project
- Capacity analysis of the existing and future conditions for the weekday PM peak hour
- Collision evaluation of studied intersections
- Study of the background conditions including
 - Planned projects from the County's 20-year capital improvement program within the vicinity of the project
 - In-process projects within the vicinity of the project
- Recommendations for mitigation of traffic impacts and conclusions
- Trip distribution and assignment of studied intersections
- Roadway, pedestrian, bicycle, transit, and other existing conditions in the vicinity (in-process projects)
- Queuing analysis for the study intersections
- Identification of any mitigation measures

1.2 Existing Site Conditions

The existing site is located south of I-84, west of Boardman Airport, and east of the Portland General Electric (PGE) railroad. The site is bounded to the east by Boardman Airport, by the PGE railroad to the west, and undeveloped land to the north and south. The site is currently zoned space age industrial (SAI).

1.3 Existing Infrastructure

The existing infrastructure and operational traffic conditions in the study area were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner.

1.3.1 Land Uses

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

Table 1. Land Uses Around the Site

North of Site		S I T E	East of Site	
Zoning	SAI		Zoning	ALI
Description	Space Age Industrial		Description	Airport Light Industrial Zone
Existing Use	Undeveloped		Existing Use	Boardman Airport
West of Site		South of Site		
Zoning	RRI	Zoning	RRI	
Description	Resource Related Industrial Zone	Description	Resource Related Industrial Zone	
Existing Use	Undeveloped	Existing Use	Undeveloped	

1.3.2 Existing Roadways

The existing collector/local roadways providing access to the site are Tower Road and Boardman Airport Lane. Data was gathered on this and other roadways in the study area to inform operations analysis of the existing roadway system. The pertinent information regarding the study area roadways is tabulated in Table 2.

Table 2. Existing Roadway Information

Roadway Name	Classification	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
I-84	Interstate	65–70	4	No	No	No
Tower Road	Major and Minor Collector	45	2–3	No	No	Yes

Roadway Name	Classification	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
Boardman Airport Lane	Local	45 ¹	1-2 ²	No	No	No

mph = miles per hour; TWLTL = two-way-left-turn lane

¹Speed Limit assumed.

²A portion of Boardman Airport Lane is gravel and one lane wide.

1.3.3 Major Intersections and Traffic Control

Figure 3 shows existing lane assignments and intersections controls for each studied intersection.

1.4 Traffic Volumes

1.4.1 Baseline Traffic Volumes

Turning movement counts conducted at the proposed study intersections by Parametrix in October 2022 were used to estimate the traffic volumes for 2023 existing conditions at the following list of studied intersections:

1. Tower Road / I-84 westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

Weekday AM peak hour volumes were omitted from analysis due to in-process projects identifying the PM peak hour as the overall weekday peak hour and using it as the basis for analysis. The PM peak hour volumes of this report are in turn utilized for the analysis for consistency of approach.

Figure 4 shows current existing volumes based on these counts. Copies of the count data used are provided in Appendix A.

1.4.2 Background Growth

Background growth is a linear increase in traffic volumes that is not attributable to specific developments. A linear background growth of 2% per year was applied, a conservative estimate based on engineering judgment, to all 2023 existing peak hour movement volumes at the studied intersections.

1.4.3 In-Process Projects

No in-process projects were identified for inclusion in this TIA.

1.4.4 Future Volumes

The baseline volumes for 2026 intersection operations analysis, termed 2026 Without Project, represent the sum of 2023 existing traffic, any in-process trips, and background growth. Figure 5 presents the 2026 Without Project volumes for the weekday PM peak hours. These volumes were input to the intersection operations analyses addressed later in this TIA.

2 PROPOSED CONDITIONS

The proposed development will add traffic to the roadway system. The project location, size, and completion date are all important elements that need to be considered to determine the development’s impacts on safety and capacity. It is also important to examine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and predict where traffic generated by the site will be distributed. Furthermore, this section will address any funded infrastructure changes planned by other agencies or developers. All these elements are important in assessing the traffic impacts of this project.

2.1 Project Description

The applicant proposes the Project that will develop County Tax Lot 110 with approximately 871,226 square feet of data center infrastructure.

2.2 Access and Circulation

The proposed full development proposes one access along Boardman Airport Lane near the southern end of the site. One more access point along the access road on the east side of the site is proposed but is restricted for construction and emergency vehicle purposes only and not studied as part of this analysis. Please see Figure 2 for more information.

2.3 Trip Generation and Distribution

The following sections rely on data provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual* (see References section). Detailed trip generation calculations are provided in Appendix B.

2.3.1 Proposed Trip Generation

The data center will be treated as “Data Center,” ITE land use code 160. The trip generation results are summarized in Table 3. The site trips are presented for the average weekday and the PM peak hour. All entering and exiting trips generated by the project are assumed to go through the study intersections.

Table 3. ITE Trip Generation for Boardman Data Center

Land Use (ITE Code)	Data Center (160)	
Independent Variable	1,000 sf GFA	
Size	871.2	
Peak Hour Trips	Weekday	PM Peak Hour
In	431	24
Out	431	55
Total Trips	862	79

sf = square feet
GFA = Gross Floor Area

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

2.3.2 Proposed Trip Distribution

The trip distribution is based on the population surrounding the proposed project. The project is assumed to draw most of its traffic from I-84. The trip distribution pattern was submitted to the County and ODOT for review and comments.

Trip distribution and trip generation were used together to assign trips to access points and the studied intersections. The distribution of site-generated trips was estimated as follows:

- 25% to and from westbound I-84, west of Tower Road
- 75% to and from eastbound I-84, east of Tower Road

The site-generated trips distributed to the studied intersections are assigned to specific turning movements both approaching and departing from the site. This is referred to as trip assignment. Please see Figure 6 for the project's trip distribution and assignment for the PM peak hours.

2.3.3 Future Volumes with Project

Figure 7 presents the 2026 With Project volumes, or the sum of Without Project volumes and the site-generated trips, for the weekday PM peak hour.

2.4 Capital Improvement Projects

The ODOT Active 2021–2024 Statewide Transportation Improvement Program (STIP; see References), approved in January 2023 and shown in Appendix D, outlines the following improvement project impacting studied intersections or access intersections of the Project:

- Tower Road Interchange bridge over I-84: Design for a future construction project that includes replacing the bridge driving surface, new approach slabs, repair backwalls, paving of Tower Road (within the ODOT right-of-way), and rebuilding roadway approaches.

Through email correspondence with ODOT, also shown in Appendix D, the related project is expected to be constructed in either 2026 or 2027. This has the potential to coincide with the construction efforts of the Project and is discussed further in section 5 of this report.

3 INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

3.1 Operations Description

Traffic operations are assessed in terms of LOS, a concept developed by transportation engineers to qualify the level of operation of intersections and roadways (*Highway Capacity Manual* [HCM], see References). LOS measures are classified in grades "A" through "F," indicating a range of operation, with LOS "A" signifying the best level of operation and LOS "F" representing the worst level.

LOS at unsignalized intersections is quantified in terms of average delay per vehicle. LOS "A" reflects full freedom of operation for a driver, while LOS "F" represents operational failure.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of zero (0.00) reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of one (1.00) reflects that all the capacity is consumed and represents operational failure. The v/c ratio can be calculated for an intersection approach lane or for a signalized intersection as a whole, with the latter calculation aggregating the v/c ratios of the critical movements.

3.2 Operation Standards

The Tower Road / I-84 westbound ramps and Tower Road / I-84 eastbound ramps intersection operation standards fall under ODOT requirements. The Morrow County Transportation System Plan (TSP) references ODOT's minimum requirements, which have LOS E for unsignalized two-way-stop-controlled (TWSC) conditions. The LOS is based on the highest v/c ratio movement.

ODOT has a mobility standard of a v/c ratio 0.70 or less for interstate highways for locations outside an urban growth boundary (UGB) and on rural lands. This is applicable to the I-84 interchange in this report.

The Tower Road / Boardman Airport Lane intersection falls under the County's operation standard requirements. The County requires signalized and unsignalized intersections to operate at a LOS "D" or better as per the County's TSP.

3.3 Analysis Methodology

The project's traffic impacts were estimated to determine the changes in traffic conditions. To make these determinations, the following were employed:

- The individual peak hour volumes were analyzed for 2022 existing and 2026 future conditions.
- The traffic counts conducted at the proposed study intersections by Parametrix in October 2022 were used to estimate the traffic volumes for 2023 existing conditions.
- For study intersection #1 (Tower Road / I-84 westbound ramps), the traffic counts for PM peak hour (3:15 to 4:15 pm) were used for the analysis and the peak hour was calculated based on the traffic counts during this period.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for the 2023 baseline analysis scenario and the future 2026 conditions.
- A minimum heavy vehicle percentage (HV%) of 2% was assumed for each movement for all analysis scenarios. Generally, a minimum HV% of 2% is assumed because it acknowledges the possibility of some large vehicles (e.g., delivery trucks, school buses, waste hauling trucks, etc.) traveling on the roadways even if traffic counts taken for the TIA don't show heavy vehicles for the day they were collected. The HV% calculated from the count data was applied if it was greater than 2%.

- Baseline traffic volumes on the surrounding street system were determined prior to adding the traffic impacts of the proposed project. This was done to establish a baseline for measuring the project impacts at the time of its development. Baseline traffic volume estimates were prepared for 2023 and 2026 Without Project conditions.
- As noted previously, trip generation estimates for the project were prepared for the weekday PM peak hour on the surrounding street system.
- Cumulative traffic impacts of the proposed project were determined by adding the project-generated traffic to the background weekday PM peak traffic at all studied intersections. This is termed the 2026 With Project condition.
- The LOS analysis for all intersections was calculated with Trafficware's Synchro software, Version 11, based on method in the HCM, 6th Edition.
- The intersection results report the critical approach LOS, delay, and critical lane v/c ratio.

3.4 Level of Service Analyses

LOS calculation reports for the study area intersections are provided in Appendix C. The key analysis findings are listed in tables 5, 6, and 7 in the following sections.

Lane group abbreviations for tables 5, 6, and 7 are defined and patterned as follows:

- WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound

3.4.1 2023 Existing Conditions

Table 5 describes the LOS for each intersection within the study area for the 2022 baseline volumes during the PM peak hour.

Table 5. Estimated 2022 LOS for Existing Conditions at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	10.7	0.154 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	A	9.8	0.093 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	A	9.9	0.004 (EB)

sec/veh: seconds per vehicle

TWSC: Two-Way Stop Control

As shown in Table 5, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the Existing scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.4.2 2026 Future Without Project Conditions

Table 6 describes the LOS for each intersection within the study area for the 2026 growth volumes without the inclusion of project trips.

Table 6. Estimated 2026 LOS for the Without Project Condition at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	11	0.177 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	A	9.9	0.108 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	B	10.1	0.004 (EB)

sec/veh: seconds per vehicle

TWSC: Two-Way Stop Control

As shown in Table 6, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the Without Project scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.4.3 2026 Future With Project Conditions

Table 7 describes the LOS for each intersection within the study area for the 2024 growth volumes with the inclusion of project trips.

Table 7. Estimated 2026 LOS for the With Project Condition at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	11.5	0.211 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	B	10	0.116 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	B	10.8	0.110 (EB)

sec/veh: seconds per vehicle

TWSC: Two-Way Stop Control

As shown in Table 7, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the With Project scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.5 Queuing Analysis

Queuing analysis was performed to evaluate queue storage adequacy at the studied intersections. The 95th percentile queues were estimated using simulation models in Trafficware's SimTraffic software (Version 11). Queue demand was rounded up to the nearest 25 feet, the average length of a queued vehicle. Available storage was measured from aerial photography and was rounded to the nearest 5 feet.

Lane group abbreviations for the following tables are defined and patterned as follows:

- WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound
- WBT = Westbound Through
- WBR = Westbound Right
- WBL = Westbound Left
- WBTR = Westbound Through-Right
- WBLT = Westbound Left-Through
- WBLR = Westbound Left-Right

Table 8 summarizes queuing analysis results for the PM peak hour. Queues that exceed the available storage are shown in bold text. Data output sheets from all queuing calculations are included in Appendix E.

Table 8. PM Peak Hour Intersection Queuing Analysis

Intersection	Approach and Movement		Available Storage (Feet)	95th Percentile Queue (Feet)	
				2026 Without Project	2026 With Project
Tower Road / I-84 westbound ramps	WB	LTR	500+	100	100
	NB	LTR	500+	25	25
Tower Road / I-84 eastbound ramps	EB	LTR	500+	100	100
	SB	LTR	500+	25	25
Tower Road / Boardman Airport Lane	EB	LR	500+	25	50

As shown in Table 8, queuing doesn't exceed the available storage at any locations during the PM peak hour.

Findings: Queuing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

4 INTERSECTION MITIGATION

4.1 Proportionate Share

The following section details the calculation of proportionate share percentages for each non-access study intersection. These proportionate shares show the percent of trip contribution the Project brings to an intersection compared to the overall increase of traffic volume between the existing volume conditions and the With Project conditions. Please see Table 8 below for calculations.

Table 8. Proportionate Share of Study Intersections

Intersection	Project Trips Through Intersection (A)	With Project Volumes Through Intersection (B)	Existing Volumes Through Intersection (C)	Proportionate Share (D)
Tower Road / I-84 westbound ramps	59	241	162	24.5%
Tower Road / I-84 eastbound ramps	20	449	381	15.6%
Tower Road / Boardman Airport Lane	79	293	191	27.0%

D = A/B expressed in percentage

The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%. This means that 24.5% of all volumes added through that intersection from the existing volumes to the projected With Project volumes are attributed to the trips generated from the Project. All other trips will be generated by other in-process projects and linear background growth assumptions.

The Project's proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%.

The Project's proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

Findings: The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%, the proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%, and the proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

5 CONSTRUCTION MITIGATION

Construction vehicle traffic will require a paved roadway to access the project site. Currently, the paved roadway ends approximately 4,100 feet west of the Tower Road / Boardman Airport Lane intersection. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect. The most heavily travelled roadways during construction will be Tower Road and Boardman Airport Lane. Remediation/repair may be needed if roadway deterioration is significant.

The interchange improvement project "Tower Road Interchange bridge over I-84," as mentioned in Section 2.4, may coincide with the construction efforts of the Project. If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site. This possibility will require further communication between the client, ODOT, and affected governing agencies as the ODOT project progresses in design and starts construction.

Findings: The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An ODOT interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

Recommendations: If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

6 SAFETY ANALYSIS

6.1 Left-Turn Lane Analysis

The left-turn lane criterion is based on Exhibit 12-1 from the *Analysis Procedure Manual* (APM, see References). None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections. Left-turn lane charts with plot points can be found in Appendix F.

Findings: None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

6.2 Right-Turn Lane Analysis

The right-turn lane criterion is based on Exhibit 12-2 from the APM. The northbound right-turn movement of the Tower Road/I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria. Right-turn lane charts with plot points can be found in Appendix F.

Turn-lane studies triggered by the APM are not caused solely by trips generated from the Project. These conditions are also triggered when using Without Project volumes. As such, further study should be conducted by ODOT.

Findings: The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria.

Recommendations: It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

6.3 Collision Analysis

Collision data from the study area were obtained from ODOT for the five-year period spanning from January 2018 through December 2022. A collision rate of less than 1.0 collision per million entering vehicles (MEV) is considered acceptable and would not require further analysis. Collision rates at or above critical collision rates warrant further investigation. The detailed collision data can be found in Appendix G. Table 9 presents the results of the collision analysis.

Table 9. Collision Analysis for Study Area Intersections (January 2018 through December 2022)

Intersection	Collision Type			Collision Severity			Total Collisions	Critical Collision Rate	Collis on Rate
	Rear-end	Fixed Object	All Others	PDO	Injury	Fatality			
Tower Road / I-84 westbound ramps	-	-	1	1	-	-	1	1.08	0.34
Tower Road / I-84 eastbound ramps	1	2	-	2	1	-	3	1.08	0.43
Tower Road / Boardman Airport Lane	-	-	-	-	-	-	-	-	-

PDO = Property Damage Only

To estimate the average daily trips (ADT), the PM peak hour total entering volumes from the existing traffic counts were multiplied by 10.

As shown in Table 10, the collision rate is less than the critical collision rate at the intersection of Tower Road and I-84 ramps. Additionally, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at all other studied intersections.

Findings: The January 2018 to December 2022 collision history at the study intersections was reviewed. The collision rate is less than the critical collision rate at the intersection of Tower Road and I-84 ramps. Additionally, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / Boardman Airport Lane intersection and is not a safety concern from a collision perspective.

6.4 Transit, Pedestrian, and Bicycle Facilities

There are currently no sidewalks along Tower Road.

No bicycle facilities currently exist in the study area.

There is no transit service nearby.

Pedestrian and Bicycle master plans do not exist in the study area.

The Morrow County Coordinated Transportation Plan addresses the possible expansion of the Kayak Public Transit service to Boardman in the future but has no additional details or action plan (see References).

Findings: There are currently no sidewalks, bike lanes, or curb ramps providing access to the site. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

6.5 Intersection Sight Distance

Currently, there is minimal vegetation over 3 feet in height, minimal vision obstructions (only utility poles), and minimal road grades by the proposed access intersection with Boardman Airport Lane. The proposed access intersection will meet American Association of State Highway and Transportation Officials' *Policy on Geometric Design of Highways and Streets* (AASHTO, see References) requirements for intersection sight distance.

Findings: The proposed access intersection sight distances will meet AASHTO intersection requirements and are not a concern.

6.6 On-Site Parking

The proposed site plan (see Figure 2) shows 246 parking spaces including 9 accessible parking stalls, 5 accessible van parking stall, 16 electric vehicle parking stalls, and 218 regular parking stalls. The number of parking stalls complies with the Morrow County Zoning Code of Ordinances (Code; see References) Section 4.040, which requires off-street parking equivalent to the number of employees during the largest shift at

peak season. 4.050.G of the Code states that parking designated exclusively for people with disabilities shall be provided in conformance with the Americans with Disabilities Act (ADA).

Findings: The proposed 246 parking spaces, including 9 accessible parking stalls, 5 accessible van parking stalls, and 16 electric vehicle parking stalls are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

7 STUDY FINDINGS

The findings of this TIA are detailed below.

7.1 Trip Generation

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

7.2 Level of Service

All studied intersections in the Existing scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

All studied intersections in the Without Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

All studied intersections in the With Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

7.3 Queuing Analysis

Queueing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

7.4 Proportionate Share

The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%, the proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%, and the proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

7.5 Construction Mitigation

The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An ODOT interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

7.6 Left-Turn Lane Analysis

None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

7.7 Right-Turn Lane Analysis

The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria.

7.8 Collision Analysis

The January 2018 to December 2022 collision history at the study intersections was reviewed. The collision rate is greater than the critical collision rate at the intersection of Tower Road and I-84 westbound ramp.

However, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / I-84 eastbound ramps and Tower Road / Boardman Airport Lane intersections and they are not a safety concern from a collision perspective.

7.9 Transit, Pedestrian, and Bicycle Facilities

There are no sidewalks, bike lanes, or curb ramps providing access to the site currently. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

7.10 Intersection Sight Distance

The proposed access intersection sight distances will meet AASHTO intersection requirements and are not a concern.

7.11 On-Site Parking

The proposed 56 parking spaces, including 3 accessible parking spaces, are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

8 RECOMMENDATIONS

The traffic impact analysis supports the following recommendations.

8.1 Construction Mitigation

If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

8.2 Right-Turn Lane Analysis

It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

8.3 Transit, Pedestrian, and Bicycle Facilities

It is recommended that all driveways, sidewalks, and curb ramps to access the site, constructed with the project should comply with the current ADA guidelines.

9 REFERENCES

AASHTO (American Association of State Highway and Transportation Officials). (2018). *A Policy on the Geometric Design of Highways and Streets*, 7th Edition.

ITE (Institute of Transportation Engineers). (2021). *Trip Generation Manual*, 11th Edition.

Morrow County. (2022, August). *Coordinated Human Services Transportation Plan*.

Morrow County. (2022, April). *2012 Transportation System Plan*.

Morrow County. (2022, February 1). *Zoning Ordinances, Article 4*.

ODOT (Oregon Department of Transportation). (2023, April). *Analysis Procedures Manual*, Version 2.

ODOT (Oregon Department of Transportation). *Active 2021–2024 Statewide Transportation Improvement Program*.

Transportation Research Board, National Research Council. (2016). *Highway Capacity Manual*, 6th Edition.

Figures

Figure 1. Vicinity Map

Figure 2. Site Plan

Figure 3. Existing Lane Configurations and Traffic Control

Figure 4. 2023 Existing Volumes

Figure 5. 2026 Without Project Volumes

Figure 6. Trip Distribution and Assignment

Figure 7. 2026 With Project Volumes

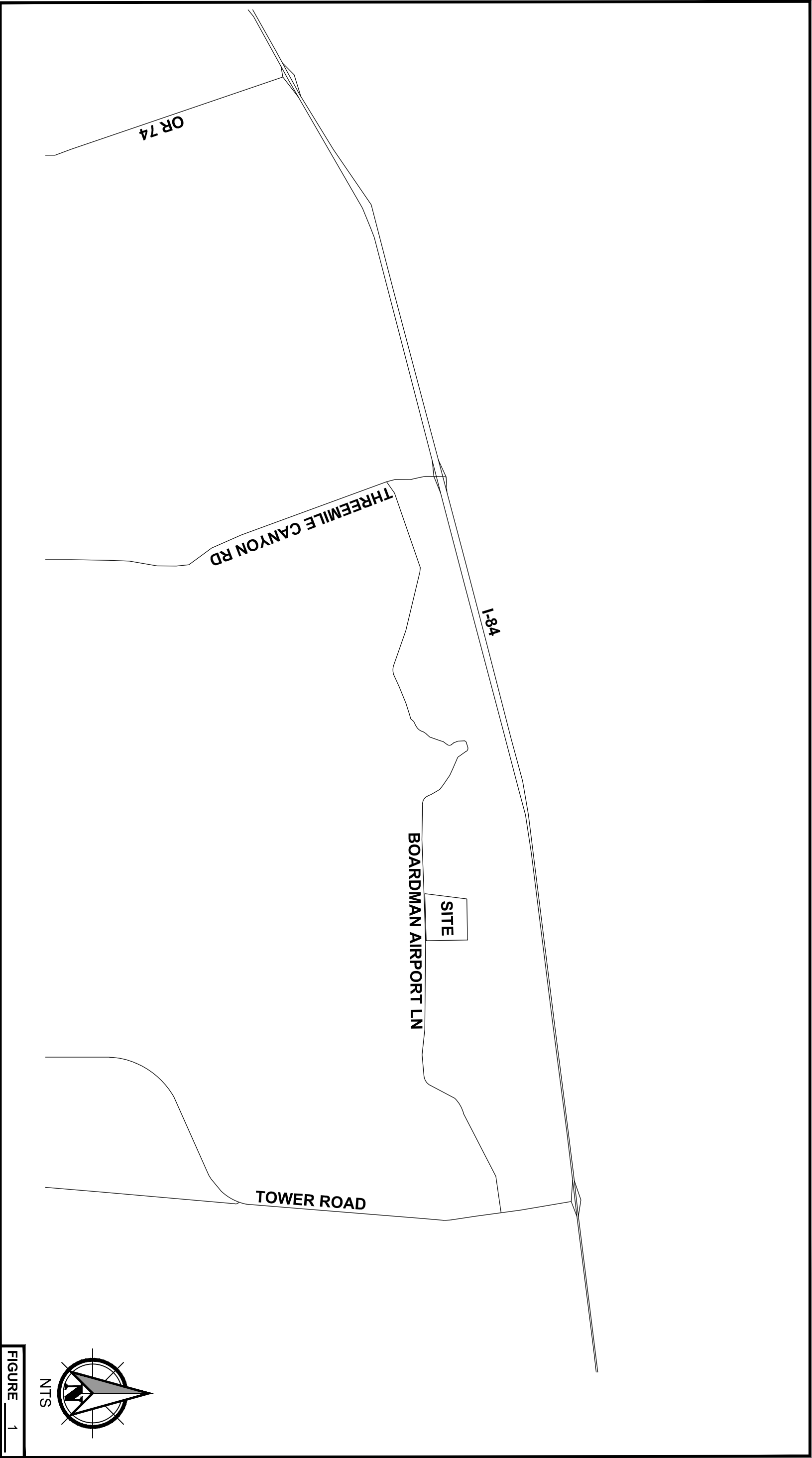
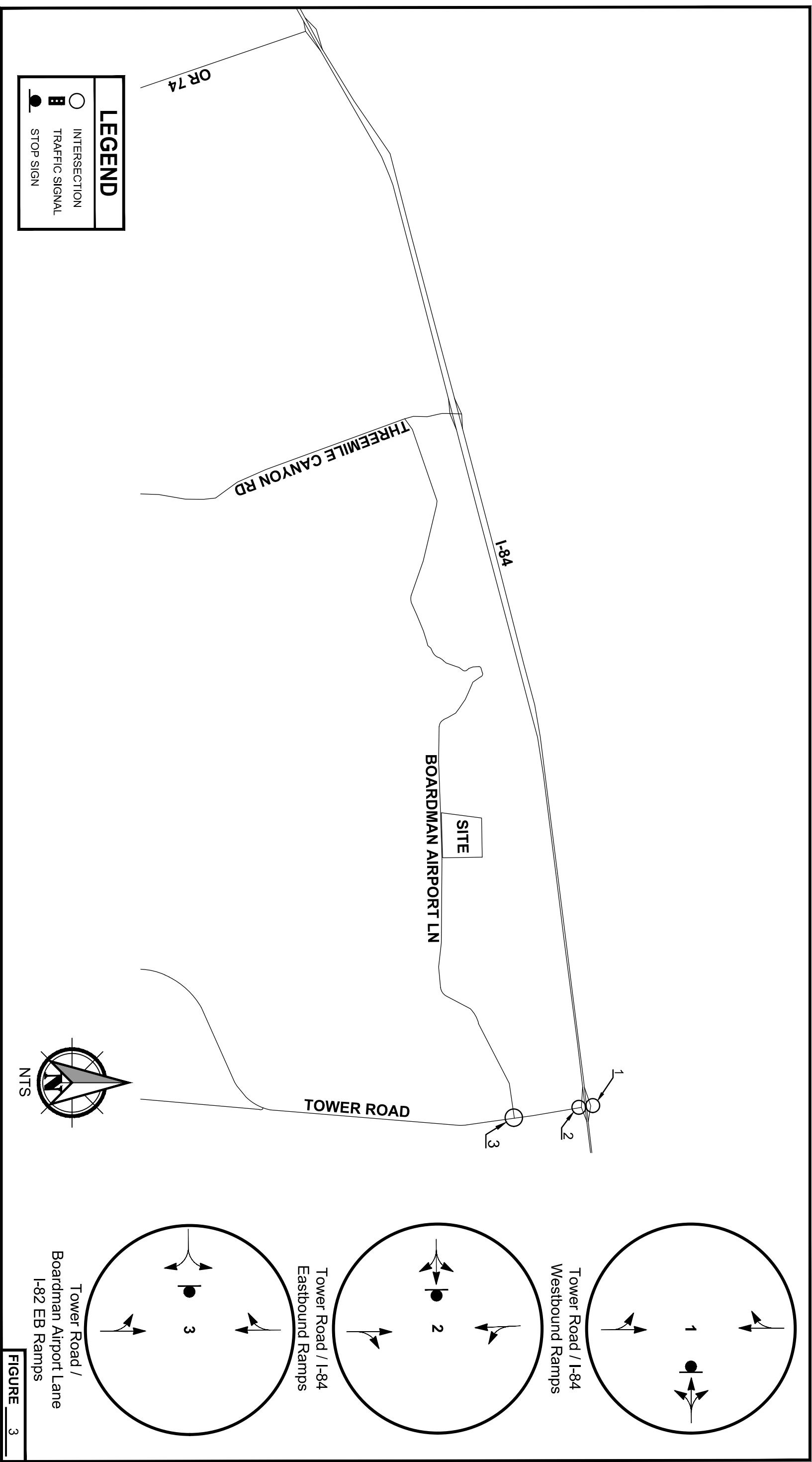


FIGURE 1

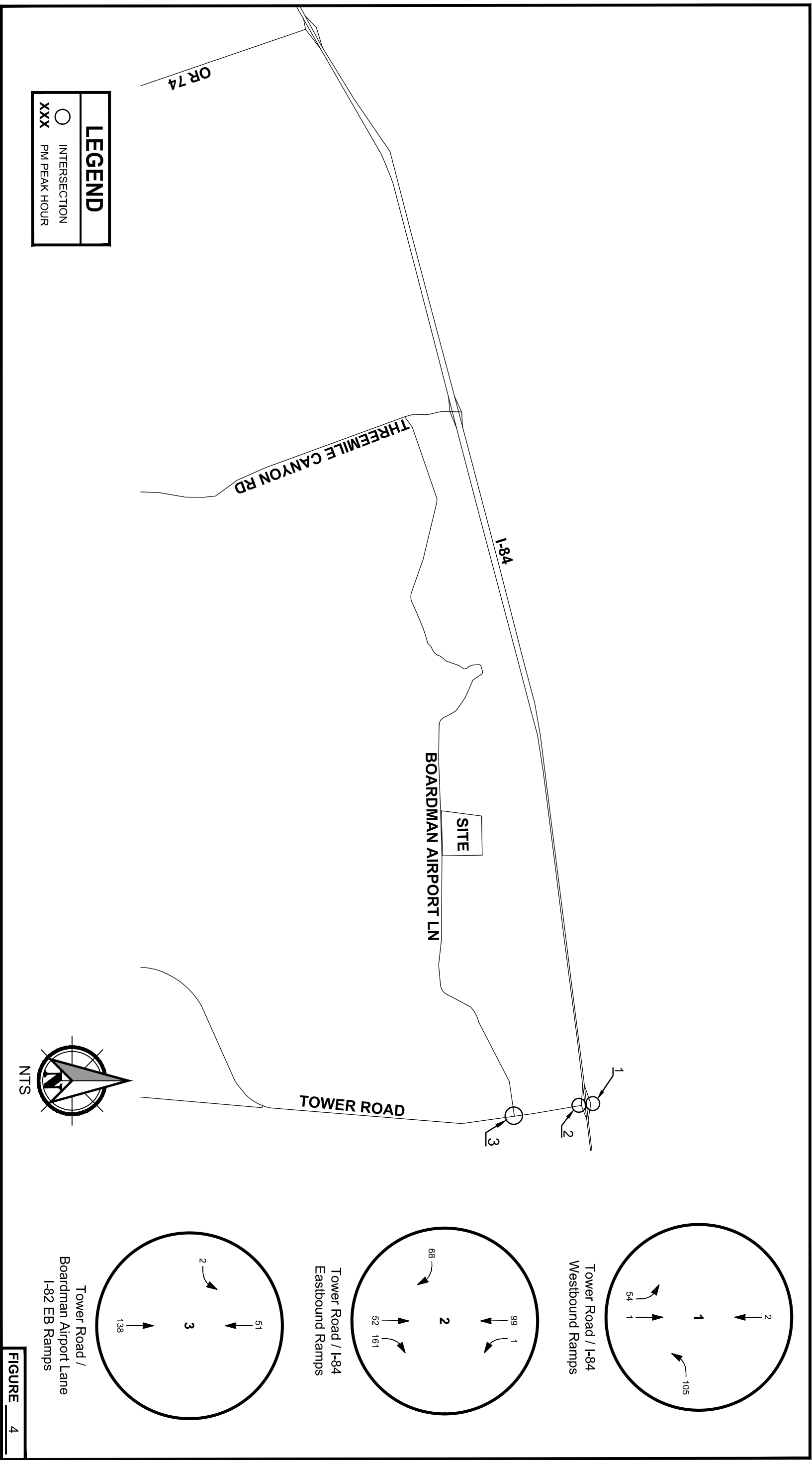
Vicinity Map

Boardman Data Center





Existing Lane Configuration and Traffic Control
Boardman Data Center



2022 Existing Volumes
Boardman Data Center

FIGURE 4

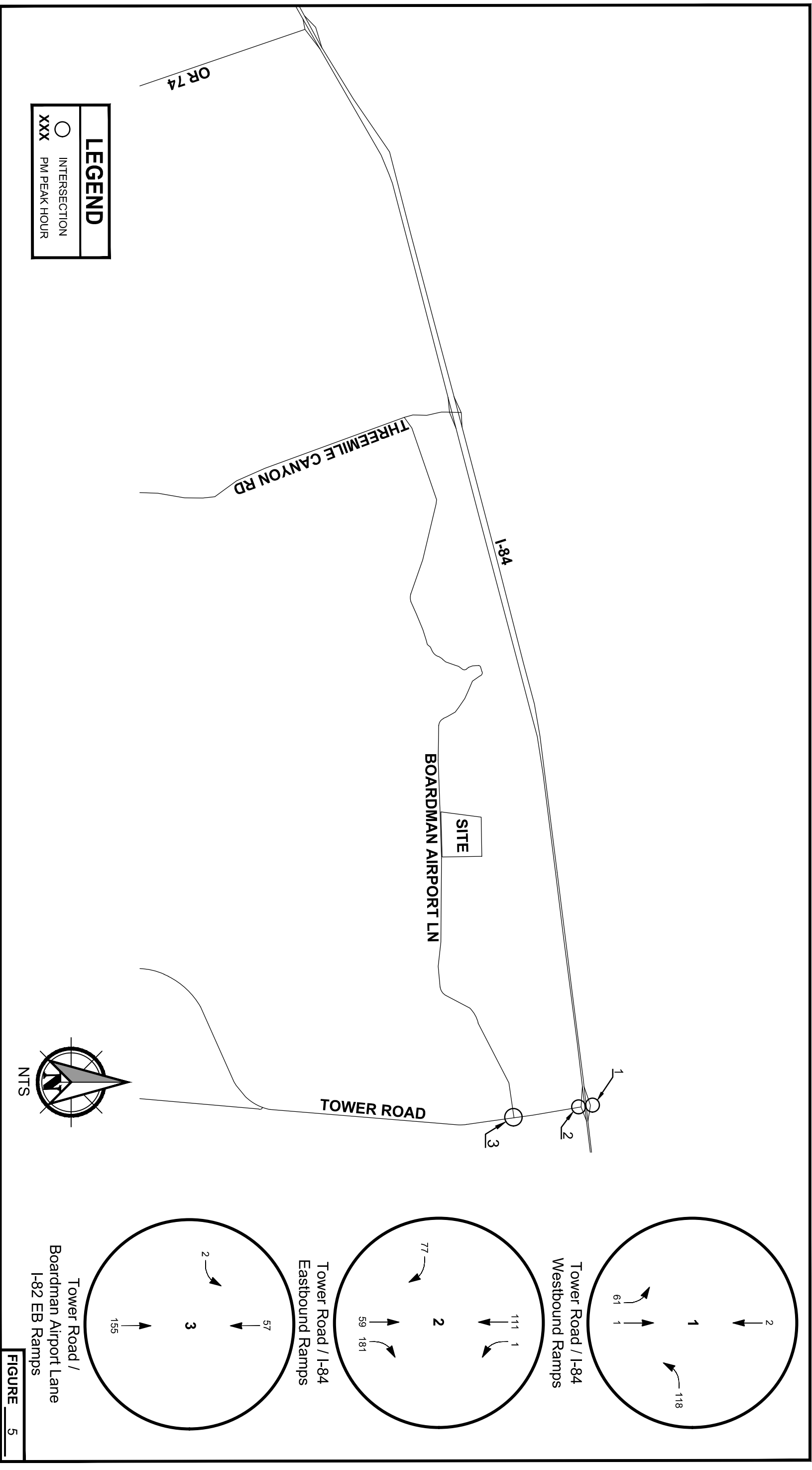
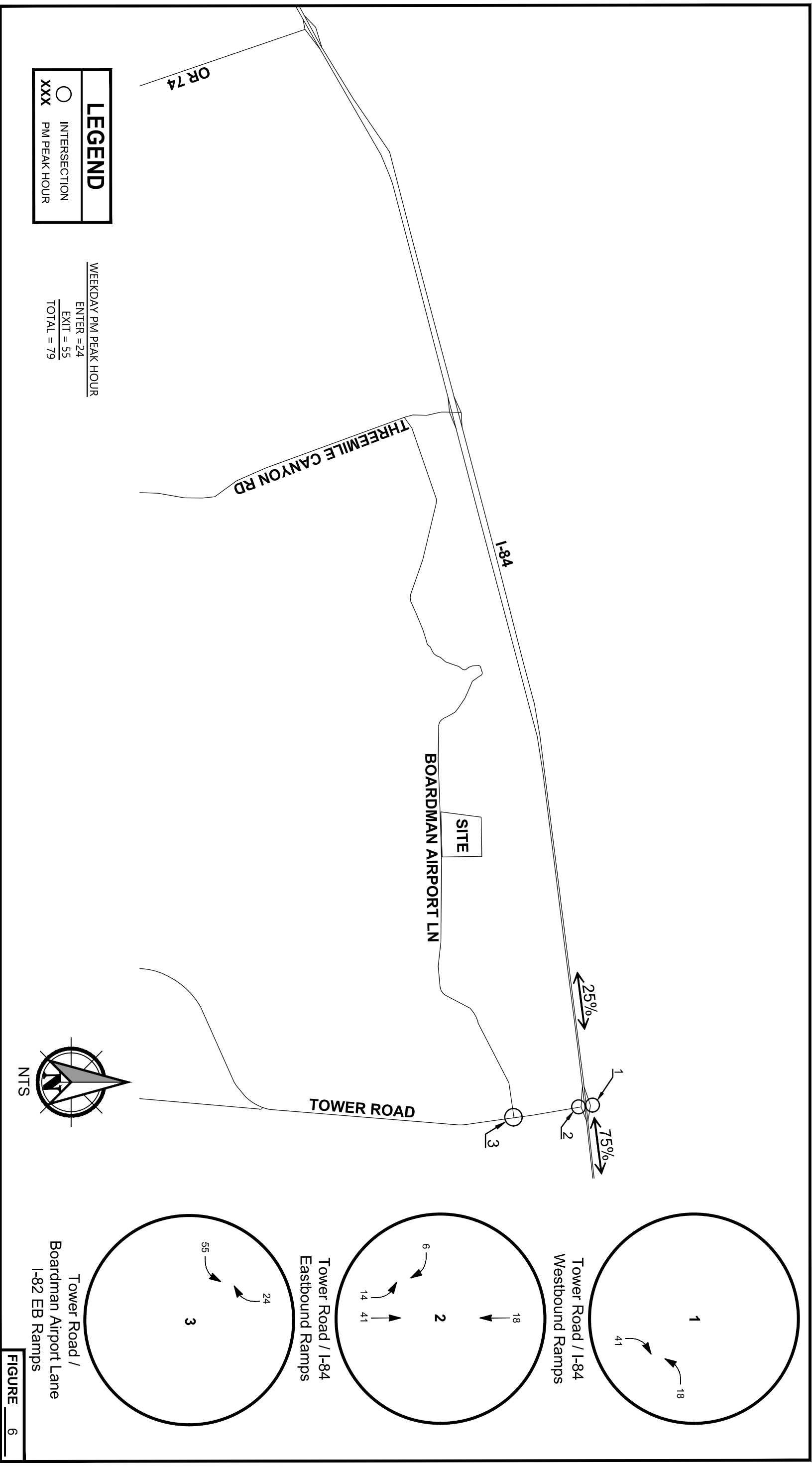


FIGURE 5

2026 Without Project Volumes

Boardman Data Center



Trip Distribution and Assignment

Boardman Data Center

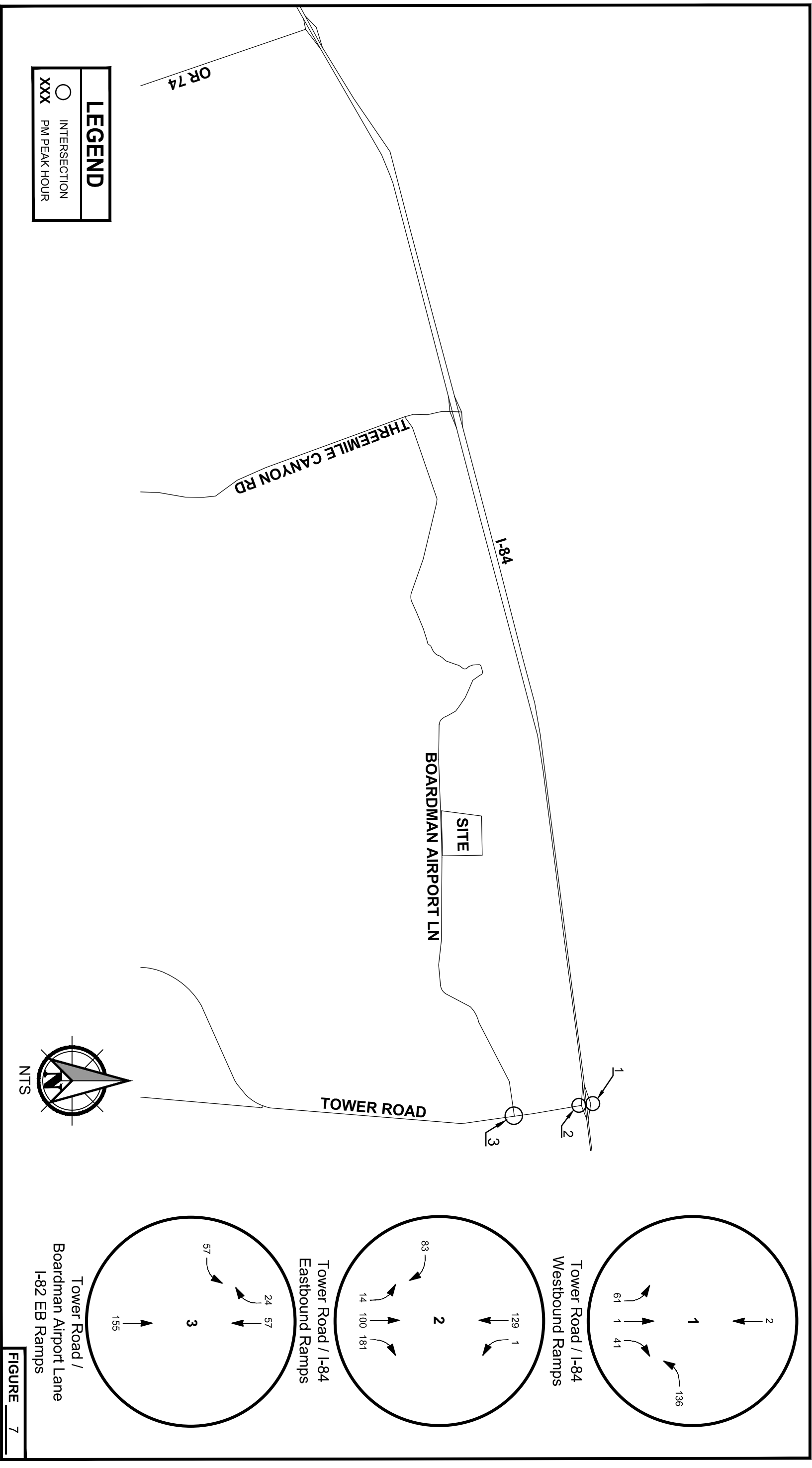


FIGURE 7

2024 Without Project Volumes
Boardman Data Center

Appendix A

Traffic Counts



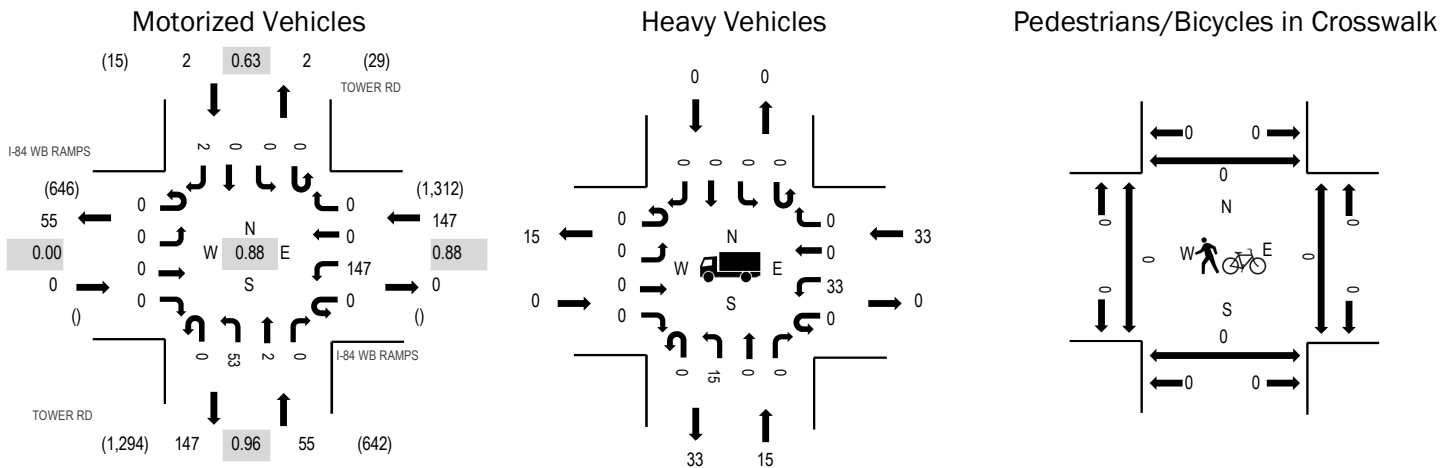
Location: 1 TOWER RD & I-84 WB RAMPS AM

Date: Tuesday, October 25, 2022

Peak Hour: 06:00 AM - 07:00 AM

Peak 15-Minutes: 06:15 AM - 06:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	22.4%	0.88
NB	27.3%	0.96
SB	0.0%	0.63
All	23.5%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	I-84 WB RAMPS Eastbound				I-84 WB RAMPS Westbound				TOWER RD Northbound			TOWER RD Southbound			Total	Rolling Hour			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	
6:00 AM	0	0	0	0	0	25	0	0	0	16	2	0	0	0	0	0	2	45	204
6:15 AM	0	0	0	0	0	42	0	0	0	16	0	0	0	0	0	0	0	58	197
6:30 AM	0	0	0	0	0	38	0	0	0	10	0	0	0	0	0	0	0	48	182
6:45 AM	0	0	0	0	0	42	0	0	0	11	0	0	0	0	0	0	0	53	177
7:00 AM	0	0	0	0	0	24	0	0	0	14	0	0	0	0	0	0	0	38	162
7:15 AM	0	0	0	0	0	33	0	0	0	8	1	0	0	0	1	0	0	43	154
7:30 AM	0	0	0	0	0	25	0	0	0	18	0	0	0	0	0	0	0	43	136
7:45 AM	0	0	0	0	0	23	0	0	0	15	0	0	0	0	0	0	0	38	138
8:00 AM	0	0	0	0	0	24	0	0	0	6	0	0	0	0	0	0	0	30	136
8:15 AM	0	0	0	0	0	22	0	0	0	3	0	0	0	0	0	0	0	25	133
8:30 AM	0	0	0	0	0	29	0	1	0	15	0	0	0	0	0	0	0	45	148
8:45 AM	0	0	0	0	0	21	0	0	0	15	0	0	0	0	0	0	0	36	135
9:00 AM	0	0	0	0	0	19	0	0	0	8	0	0	0	0	0	0	0	27	138
9:15 AM	0	0	0	0	0	23	2	0	0	14	0	0	0	0	0	1	0	40	142
9:30 AM	0	0	0	0	0	22	0	0	1	9	0	0	0	0	0	0	0	32	137
9:45 AM	0	0	0	0	0	24	0	0	0	15	0	0	0	0	0	0	0	39	138
10:00 AM	0	0	0	0	0	20	0	2	0	9	0	0	0	0	0	0	0	31	125
10:15 AM	0	0	0	0	0	23	1	0	0	11	0	0	0	0	0	0	0	35	123
10:30 AM	0	0	0	0	0	17	0	0	0	16	0	0	0	0	0	0	0	33	127
10:45 AM	0	0	0	0	0	18	0	0	0	7	1	0	0	0	0	0	0	26	127
11:00 AM	0	0	0	0	0	19	0	0	0	10	0	0	0	0	0	0	0	29	132
11:15 AM	0	0	0	0	0	25	1	2	0	9	1	0	0	0	0	1	0	39	128
11:30 AM	0	0	0	0	0	22	0	0	0	7	2	0	0	0	2	0	0	33	123
11:45 AM	0	0	0	0	0	18	0	1	0	10	0	0	0	0	2	0	0	31	122
12:00 PM	0	0	0	0	0	16	0	0	0	9	0	0	0	0	0	0	0	25	120
12:15 PM	0	0	0	0	0	23	0	0	0	11	0	0	0	0	0	0	0	34	129
12:30 PM	0	0	0	0	0	20	0	0	0	12	0	0	0	0	0	0	0	32	132

12:45 PM	0	0	0	0	0	21	1	0	0	7	0	0	0	0	0	0	29	151
1:00 PM	0	0	0	0	0	19	0	1	0	14	0	0	0	0	0	0	34	170
1:15 PM	0	0	0	0	0	24	0	1	0	11	0	0	0	0	1	37	178	
1:30 PM	0	0	0	0	0	36	0	0	0	14	0	0	0	0	1	51	182	
1:45 PM	0	0	0	0	0	31	0	0	0	16	1	0	0	0	0	48	163	
2:00 PM	0	0	0	0	0	24	0	0	0	15	2	0	0	1	0	42	146	
2:15 PM	0	0	0	0	0	25	0	2	0	14	0	0	0	0	0	41	144	
2:30 PM	0	0	0	0	0	15	0	0	0	16	1	0	0	0	0	32	132	
2:45 PM	0	0	0	0	0	23	0	0	0	6	1	0	0	1	0	31	139	
3:00 PM	0	0	0	0	0	31	0	1	0	8	0	0	0	0	0	40	146	
3:15 PM	0	0	0	0	0	19	1	0	0	9	0	0	0	0	0	29	151	
3:30 PM	0	0	0	0	0	32	0	0	0	6	0	0	0	1	0	39	165	
3:45 PM	0	0	0	0	0	23	0	0	0	15	0	0	0	0	0	38	161	
4:00 PM	0	0	0	0	0	23	3	0	0	18	1	0	0	0	0	45	154	
4:15 PM	0	0	0	0	0	27	0	0	0	15	0	0	0	1	0	43	138	
4:30 PM	0	0	0	0	0	27	0	1	0	7	0	0	0	0	0	35	125	
4:45 PM	0	0	0	0	0	20	0	0	0	11	0	0	0	0	0	31	116	
5:00 PM	0	0	0	0	0	14	3	0	0	11	1	0	0	0	0	29	109	
5:15 PM	0	0	0	0	0	21	0	0	0	9	0	0	0	0	0	30	99	
5:30 PM	0	0	0	0	0	15	0	0	0	11	0	0	0	0	0	26	92	
5:45 PM	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	24	83	
6:00 PM	0	0	0	0	0	10	2	0	0	7	0	0	0	0	0	19	75	
6:15 PM	0	0	0	0	0	17	0	0	0	5	1	0	0	0	0	23	71	
6:30 PM	0	0	0	0	0	11	0	0	0	6	0	0	0	0	0	17	62	
6:45 PM	0	0	0	0	0	9	0	0	0	7	0	0	0	0	0	16	64	
7:00 PM	0	0	0	0	0	11	0	0	0	4	0	0	0	0	0	15	61	
7:15 PM	0	0	0	0	0	8	0	0	0	5	1	0	0	0	0	14	60	
7:30 PM	0	0	0	0	0	15	0	0	0	4	0	0	0	0	0	19	57	
7:45 PM	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	13	44	
8:00 PM	0	0	0	0	0	8	1	0	0	5	0	0	0	0	0	14	49	
8:15 PM	0	0	0	0	0	5	1	0	0	5	0	0	0	0	0	11	47	
8:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	49	
8:45 PM	0	0	0	0	0	14	0	0	0	4	0	0	0	0	0	18	51	
9:00 PM	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	12	42	
9:15 PM	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	13		
9:30 PM	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	8		
9:45 PM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	9		
Count Total	0	0	0	0	0	1,284	16	12	1	624	17	0	0	0	9	6	1,969	
Peak Hour	0	0	0	0	0	147	0	0	0	53	2	0	0	0	0	2	204	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	3	3	0	6	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	5	4	0	9	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	1	9	0	10	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	6	17	0	23	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	0	10	14	0	24	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	8	16	0	24	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	6	14	0	20	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	7	9	0	16	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	6	11	0	17	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	1	9	0	10	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	13	0	14	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	6	14	0	20	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	7	13	0	20	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	11	9	0	20	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	2	12	0	14	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	8	12	0	20	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	0	3	15	0	18	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	7	9	0	16	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	0	8	12	0	20	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	0	3	6	0	9	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0	0
11:00 AM	0	5	7	0	12	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	4	15	0	19	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0	0
11:30 AM	0	3	13	0	16	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	7	7	0	14	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	4	7	0	11	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	6	12	0	18	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	2	9	0	11	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	1	9	0	10	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	6	9	0	15	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	2	8	0	10	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	0	1	19	0	20	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	8	14	0	22	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
2:00 PM	0	4	17	0	21	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	0	9	12	0	21	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	0	10	9	0	19	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	2	13	0	15	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	4	20	0	24	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	6	10	0	16	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	4	13	0	17	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	6	12	0	18	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	10	17	0	27	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	7	10	0	17	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	3	7	0	10	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	4	7	0	11	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	3	8	0	11	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	4	13	0	17	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	6	5	0	11	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	4	6	0	10	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	0	4	9	0	13	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	0	4	8	0	12	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0	0
6:30 PM	0	1	6	0	7	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	0	4	5	0	9	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
7:00 PM	0	2	7	0	9	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0	0
7:15 PM	0	2	6	0	8	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0	0
7:30 PM	0	4	7	0	11	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0	0
7:45 PM	0	2	8	0	10	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0	0
8:00 PM	0	3	5	0	8	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0	0
8:15 PM	0	4	2	0	6	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0	0
8:30 PM	0	1	1	0	2	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0	0
8:45 PM	0	2	9	0	11	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0	0
9:00 PM	0	4	4	0	8	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0	0
9:15 PM	0	4	3	0	7	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0	0
9:30 PM	0	0	2	0	2	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0	0
9:45 PM	0	2	2	0	4	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0	0
Count Total	0	287	613	0	900	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	15	33	0	48	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



ALL TRAFFIC DATA SERVICES

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Location: 2 TOWER RD & I-84 EB RAMPS AM

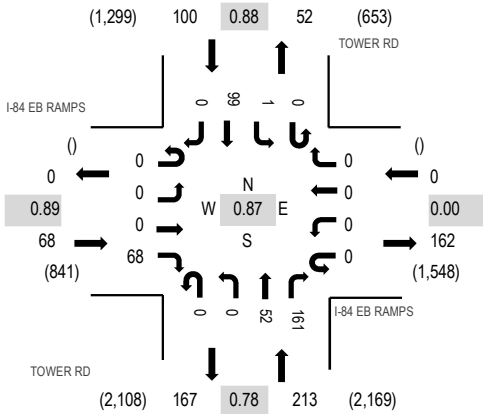
Date: Tuesday, October 25, 2022

Peak Hour: 04:00 PM - 05:00 PM

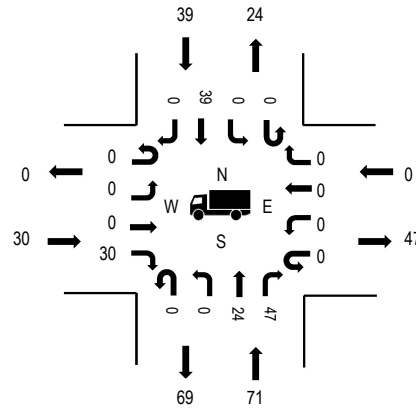
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

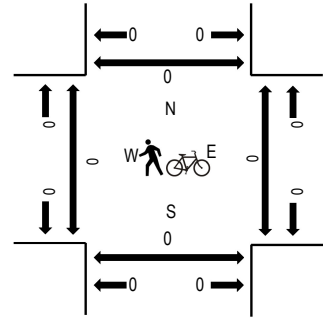
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	44.1%	0.89
WB	0.0%	0.00
NB	33.3%	0.78
SB	39.0%	0.88
All	36.7%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	I-84 EB RAMPS Eastbound				I-84 EB RAMPS Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	5	0	0	0	0	0	0	18	12	0	0	25	0	60	275
6:15 AM	0	0	0	6	0	0	0	0	0	0	16	15	0	0	39	0	76	280
6:30 AM	0	0	0	5	0	0	0	0	0	0	10	15	0	1	40	0	71	288
6:45 AM	0	0	0	4	0	0	0	0	0	0	11	11	0	0	42	0	68	293
7:00 AM	0	0	0	11	0	0	0	0	0	0	14	16	0	0	24	0	65	298
7:15 AM	0	0	0	16	0	0	0	0	0	0	11	24	0	0	33	0	84	295
7:30 AM	0	0	0	8	0	0	0	0	0	0	16	27	0	0	25	0	76	270
7:45 AM	0	1	1	15	0	0	0	0	0	0	14	18	0	0	24	0	73	274
8:00 AM	0	0	0	12	0	0	0	0	0	0	6	21	0	1	22	0	62	271
8:15 AM	0	0	0	9	0	0	0	0	0	0	10	17	0	0	23	0	59	268
8:30 AM	0	0	1	9	0	0	0	0	0	0	19	24	0	0	27	0	80	287
8:45 AM	0	0	0	14	0	0	0	0	0	0	15	19	0	0	22	0	70	269
9:00 AM	0	0	0	14	0	0	0	0	0	0	9	16	0	0	20	0	59	275
9:15 AM	0	0	0	11	0	0	0	0	0	0	13	33	0	0	21	0	78	278
9:30 AM	0	0	0	14	0	0	0	0	0	0	11	13	0	1	23	0	62	282
9:45 AM	0	0	1	12	0	0	0	0	0	0	15	24	0	0	24	0	76	281
10:00 AM	0	0	0	10	0	0	0	0	0	0	9	24	0	0	19	0	62	269
10:15 AM	0	0	1	17	0	0	0	0	0	0	12	28	0	0	24	0	82	287
10:30 AM	0	0	0	13	0	0	0	0	0	0	15	17	0	0	16	0	61	285
10:45 AM	0	0	0	13	0	0	0	0	0	0	12	20	0	0	19	0	64	320
11:00 AM	0	0	0	23	0	0	0	0	0	0	6	32	0	1	18	0	80	352
11:15 AM	0	0	0	22	0	0	0	0	0	0	10	24	0	1	23	0	80	339
11:30 AM	0	0	0	27	0	0	0	0	0	0	9	35	0	3	22	0	96	332
11:45 AM	0	0	1	27	0	0	0	0	0	0	10	38	0	1	19	0	96	298
12:00 PM	0	0	0	11	0	0	0	0	0	0	9	31	0	0	16	0	67	255
12:15 PM	0	0	0	9	0	0	0	0	0	0	11	29	0	0	24	0	73	256
12:30 PM	0	0	0	9	0	0	0	0	0	0	12	23	0	0	18	0	62	271

12:45 PM	0	0	0	10	0	0	0	0	0	0	7	14	0	0	22	0	53	296
1:00 PM	0	0	0	17	0	0	0	0	0	0	13	21	0	0	17	0	68	337
1:15 PM	0	0	0	20	0	0	0	0	0	0	11	31	0	0	26	0	88	353
1:30 PM	0	0	0	15	0	0	0	0	0	0	15	21	0	2	34	0	87	352
1:45 PM	0	0	0	16	0	0	0	0	0	0	16	29	0	1	32	0	94	332
2:00 PM	0	0	0	25	0	0	0	0	0	0	17	19	0	1	22	0	84	315
2:15 PM	0	0	0	16	0	0	0	0	0	0	16	28	0	1	26	0	87	315
2:30 PM	0	0	0	10	0	0	0	0	0	0	16	24	0	1	16	0	67	303
2:45 PM	0	0	1	15	0	0	0	0	0	0	6	32	0	1	22	0	77	312
3:00 PM	0	0	0	14	0	0	0	0	0	0	8	30	0	1	31	0	84	310
3:15 PM	0	0	1	13	0	0	0	0	0	0	9	33	0	1	18	0	75	315
3:30 PM	0	0	0	20	0	0	0	0	0	0	6	18	0	0	32	0	76	349
3:45 PM	0	0	0	12	0	0	0	0	0	0	15	24	0	1	23	0	75	373
4:00 PM	0	0	0	13	0	0	0	0	0	0	19	32	0	0	25	0	89	381
4:15 PM	0	0	0	17	0	0	0	0	0	0	15	49	0	0	28	0	109	364
4:30 PM	0	0	0	20	0	0	0	0	0	0	8	45	0	0	27	0	100	347
4:45 PM	0	0	0	18	0	0	0	0	0	0	10	35	0	1	19	0	83	352
5:00 PM	0	0	0	14	0	0	0	0	0	0	13	31	0	0	14	0	72	352
5:15 PM	0	0	0	21	0	0	0	0	0	0	8	42	0	1	20	0	92	362
5:30 PM	0	0	0	19	0	0	0	0	0	0	10	61	0	0	15	0	105	339
5:45 PM	0	0	0	22	0	0	0	0	0	0	12	37	0	1	11	0	83	284
6:00 PM	0	0	0	22	0	0	0	0	0	0	7	44	0	0	9	0	82	252
6:15 PM	0	0	0	12	0	0	0	0	0	0	6	34	0	0	17	0	69	219
6:30 PM	0	0	0	13	0	0	0	0	0	0	6	20	0	0	11	0	50	180
6:45 PM	0	0	0	11	0	0	0	0	0	0	7	24	0	0	9	0	51	167
7:00 PM	0	0	0	12	0	0	0	0	0	0	4	22	0	0	11	0	49	149
7:15 PM	0	0	0	6	0	0	0	0	0	0	7	8	0	0	9	0	30	131
7:30 PM	0	0	0	6	0	0	0	0	0	0	3	14	0	0	14	0	37	124
7:45 PM	0	0	0	8	0	0	0	0	0	0	2	12	0	0	11	0	33	113
8:00 PM	0	0	0	8	0	0	0	0	0	0	5	9	0	0	9	0	31	115
8:15 PM	0	0	0	7	0	0	0	0	0	0	5	6	0	1	4	0	23	108
8:30 PM	0	0	0	4	0	0	0	0	0	0	3	16	0	0	3	0	26	118
8:45 PM	0	0	0	7	0	0	0	0	0	0	4	11	0	1	12	0	35	119
9:00 PM	0	0	0	4	0	0	0	0	0	0	5	8	0	0	7	0	24	103
9:15 PM	0	0	0	11	0	0	0	0	0	0	6	8	0	0	8	0	33	
9:30 PM	0	0	0	3	0	0	0	0	0	0	4	15	0	0	5	0	27	
9:45 PM	0	0	0	6	0	0	0	0	0	0	5	4	0	0	4	0	19	
Count Total	0	1	7	833	0	0	0	0	0	0	652	1,517	0	24	1,275	0	4,309	
Peak Hour	0	0	0	68	0	0	0	0	0	0	52	161	0	1	99	0	381	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	2	8	0	3	13	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	3	11	0	3	17	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	1	9	0	10	20	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	3	15	0	17	35	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	6	19	0	14	39	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	3	23	0	17	43	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	5	15	0	13	33	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	6	14	0	10	30	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	5	15	0	10	30	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	17	0	10	29	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	4	16	0	12	32	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	2	12	0	12	26	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	4	14	0	14	32	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	2	26	0	9	37	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	6	8	0	12	26	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	5	15	0	11	31	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	5	15	0	14	34	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	5	22	0	10	37	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	4	17	0	11	32	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	4	13	0	7	24	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0	0
11:00 AM	10	15	0	6	31	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	10	13	0	14	37	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0	0
11:30 AM	8	17	0	13	38	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	8	19	0	8	35	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	5	19	0	6	30	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	2	20	0	13	35	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	5	12	0	8	25	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	1	6	0	10	17	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	6	11	0	8	25	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	11	16	0	10	37	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	6	9	0	18	33	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	6	22	0	16	44	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
2:00 PM	12	13	0	14	39	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	7	21	0	14	42	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	4	21	0	9	34	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	5	20	0	12	37	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	7	18	0	19	44	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	6	21	0	9	36	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	4	9	0	11	24	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	7	17	0	12	36	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	3	21	0	15	39	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	10	21	0	10	41	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	9	16	0	7	32	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	8	13	0	7	28	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	4	15	0	7	26	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	6	10	0	13	29	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	10	13	0	5	28	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	4	19	0	6	29	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	4	15	0	7	26	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	6	14	0	7	27	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0	0
6:30 PM	8	6	0	6	20	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	5	9	0	4	18	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
7:00 PM	2	9	0	7	18	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0	0
7:15 PM	3	7	0	6	16	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0	0
7:30 PM	2	8	0	6	16	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0	0
7:45 PM	6	9	0	7	22	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0	0
8:00 PM	6	8	0	6	20	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0	0
8:15 PM	1	6	0	3	10	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0	0
8:30 PM	3	12	0	1	16	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0	0
8:45 PM	2	7	0	8	17	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0	0
9:00 PM	2	8	0	4	14	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0	0
9:15 PM	3	8	0	4	15	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0	0
9:30 PM	3	7	0	1	11	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0	0
9:45 PM	1	5	0	2	8	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0	0
Count Total	318	889	0	598	1,805	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	30	71	0	39	140	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



Location: 3 TOWER RD & ED KUNZE RD AM

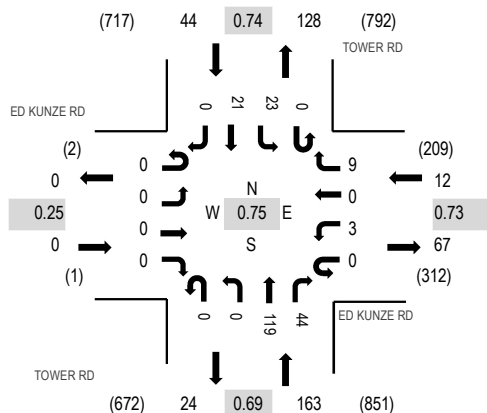
Date: Tuesday, October 25, 2022

Peak Hour: 05:15 PM - 06:15 PM

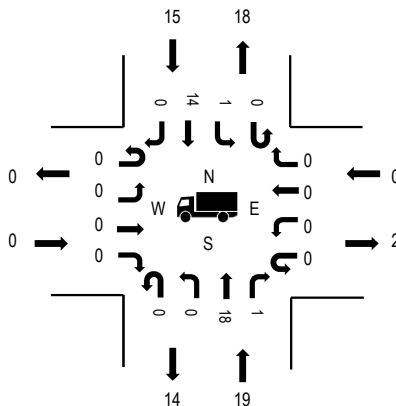
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour

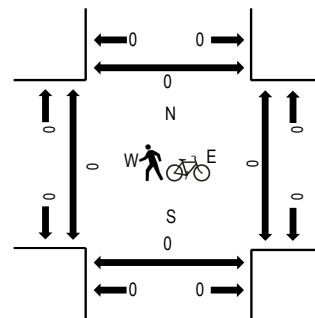
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.25
WB	0.0%	0.73
NB	11.7%	0.69
SB	34.1%	0.74
All	15.5%	0.75

Traffic Counts - Motorized Vehicles

Interval Start Time	ED KUNZE RD Eastbound				ED KUNZE RD Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	1	0	8	0	0	4	1	0	0	14	0	28	165
6:15 AM	0	0	0	0	0	3	0	8	0	0	3	0	0	2	25	0	41	174
6:30 AM	0	0	0	0	0	10	0	5	0	0	5	0	0	3	34	0	57	161
6:45 AM	0	0	0	0	0	4	0	5	0	0	4	1	0	1	24	0	39	132
7:00 AM	0	0	0	0	0	6	0	2	0	0	7	1	0	1	20	0	37	118
7:15 AM	0	0	0	0	0	3	0	3	0	0	5	0	0	1	16	0	28	111
7:30 AM	0	0	0	0	0	1	0	5	0	0	5	1	0	1	15	0	28	111
7:45 AM	0	0	0	0	0	3	0	3	0	0	4	2	0	0	13	0	25	118
8:00 AM	0	0	0	0	0	5	0	2	0	0	7	1	0	0	15	0	30	112
8:15 AM	0	0	0	0	0	2	0	1	0	0	11	0	0	1	12	1	28	95
8:30 AM	0	0	0	0	0	4	0	0	0	0	11	3	0	1	16	0	35	96
8:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	2	11	0	19	78
9:00 AM	0	0	0	0	0	0	0	3	0	0	5	0	0	0	5	0	13	84
9:15 AM	0	0	0	0	0	3	0	0	0	0	11	1	0	3	11	0	29	88
9:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	10	0	17	87
9:45 AM	0	1	0	0	0	1	0	2	0	0	8	0	0	0	13	0	25	95
10:00 AM	0	0	0	0	0	0	0	0	0	0	9	1	0	1	6	0	17	84
10:15 AM	0	0	0	0	0	1	0	1	0	0	13	2	0	2	9	0	28	92
10:30 AM	0	0	0	0	0	1	0	1	0	0	9	1	0	3	10	0	25	97
10:45 AM	0	0	0	0	0	1	0	1	0	0	7	1	0	1	3	0	14	104
11:00 AM	0	0	0	0	0	2	0	2	0	0	8	1	0	2	10	0	25	118
11:15 AM	0	0	0	0	0	1	0	2	0	0	15	1	0	0	14	0	33	127
11:30 AM	0	0	0	0	0	0	0	3	0	0	12	1	0	2	14	0	32	132
11:45 AM	0	0	0	0	0	1	0	0	0	0	11	2	0	1	13	0	28	127
12:00 PM	0	0	0	0	0	0	0	1	0	0	19	4	0	1	9	0	34	121
12:15 PM	0	0	0	0	0	2	0	0	0	0	16	4	0	1	15	0	38	112
12:30 PM	0	0	0	0	0	1	0	4	0	0	9	0	0	0	13	0	27	96

12:45 PM	0	0	0	0	0	6	0	0	0	0	7	0	0	4	5	0	22	104
1:00 PM	0	0	0	0	0	2	0	3	0	0	6	4	0	4	6	0	25	107
1:15 PM	0	0	0	0	0	1	0	0	0	0	14	1	0	1	5	0	22	117
1:30 PM	0	0	0	0	0	1	1	1	0	0	13	4	0	1	14	0	35	119
1:45 PM	0	0	0	0	0	0	0	1	0	0	11	0	0	2	11	0	25	106
2:00 PM	0	0	0	0	0	3	0	4	0	0	13	1	0	2	12	0	35	106
2:15 PM	0	0	0	0	0	2	0	1	0	0	7	1	0	6	7	0	24	108
2:30 PM	0	0	0	0	0	0	0	1	0	0	8	1	0	4	8	0	22	111
2:45 PM	0	0	0	0	0	0	0	3	0	0	8	3	0	1	10	0	25	122
3:00 PM	0	0	0	0	0	2	0	1	0	0	12	4	0	3	15	0	37	110
3:15 PM	0	0	0	0	0	0	0	1	0	0	19	1	0	0	6	0	27	121
3:30 PM	0	0	0	0	0	3	0	0	0	0	10	1	0	7	12	0	33	163
3:45 PM	0	0	0	0	0	1	0	0	0	0	7	2	0	1	2	0	13	194
4:00 PM	0	0	0	0	0	3	0	5	0	0	16	8	0	3	13	0	48	210
4:15 PM	0	0	0	0	0	4	0	2	0	0	32	16	0	4	11	0	69	185
4:30 PM	0	0	0	0	0	4	0	2	0	0	28	13	0	6	11	0	64	180
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	4	0	0	3	0	29	189
5:00 PM	0	0	0	0	0	1	0	0	0	0	12	6	0	2	2	0	23	188
5:15 PM	0	0	0	0	0	1	0	1	0	0	32	15	0	7	8	0	64	219
5:30 PM	0	0	0	0	0	1	0	4	0	0	43	16	0	5	4	0	73	188
5:45 PM	0	0	0	0	0	0	0	1	0	0	15	3	0	4	5	0	28	147
6:00 PM	0	0	0	0	0	1	0	3	0	0	29	10	0	7	4	0	54	140
6:15 PM	0	0	0	0	0	0	0	3	0	0	11	6	0	7	6	0	33	114
6:30 PM	0	0	0	0	0	1	0	3	0	0	15	5	0	3	5	0	32	89
6:45 PM	0	0	0	0	0	0	0	0	0	0	14	4	0	2	1	0	21	66
7:00 PM	0	0	0	0	0	0	0	0	0	0	11	10	0	6	1	0	28	58
7:15 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	1	0	8	43
7:30 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	1	3	0	9	43
7:45 PM	0	0	0	0	0	0	0	1	0	0	6	1	0	2	3	0	13	39
8:00 PM	0	0	0	0	0	0	0	2	0	0	4	2	0	2	3	0	13	30
8:15 PM	0	0	0	0	0	0	0	1	0	0	2	2	0	2	1	0	8	25
8:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	23
8:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	26
9:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	3	0	8	27
9:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	6	
9:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	4	1	0	8	
9:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	2	0	5	
Count Total	0	1	0	0	0	93	1	115	0	0	676	175	0	137	579	1	1,778	
Peak Hour	0	0	0	0	0	3	0	9	0	0	119	44	0	23	21	0	219	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	1	0	1	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	1	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	2	0	4	6	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	4	0	5	9	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	0	2	0	12	14	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	10	13	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	5	1	4	10	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	4	6	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	4	8	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	7	0	5	12	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	9	0	8	17	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	3	0	5	8	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	4	1	5	10	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	9	2	5	16	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	3	0	6	9	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	5	0	10	15	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	0	7	0	5	12	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	11	0	6	17	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	0	7	0	9	16	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	3	1	1	5	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	5	0	5	10	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0
11:15 AM	0	9	1	11	21	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	6	1	7	14	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0
11:45 AM	0	7	0	6	13	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0
12:00 PM	0	11	0	4	15	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0
12:15 PM	0	10	1	10	21	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0
12:30 PM	0	4	1	7	12	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0
12:45 PM	0	4	0	4	8	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0
1:00 PM	0	4	0	4	8	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0
1:15 PM	0	8	0	3	11	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0
1:30 PM	0	8	0	8	16	1:30 PM	0	0	1	0	1	1:30 PM	0	0	0	0
1:45 PM	0	8	0	7	15	1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0
2:00 PM	0	7	2	8	17	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0
2:15 PM	0	4	0	3	7	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0
2:30 PM	0	6	0	6	12	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0
2:45 PM	0	4	0	7	11	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0
3:00 PM	0	10	0	10	20	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0
3:15 PM	0	7	0	5	12	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0
3:30 PM	0	4	1	4	9	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0
3:45 PM	0	5	1	1	7	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0
4:00 PM	0	7	1	11	19	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0
4:15 PM	0	12	0	5	17	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	1
4:30 PM	0	6	0	3	9	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	0	6	0	1	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	5	0	6	11	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	4	0	3	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0
5:45 PM	0	4	0	2	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0
6:00 PM	0	6	0	4	10	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0
6:15 PM	0	3	0	3	6	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	1	0	5	6	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0
6:45 PM	0	3	0	0	3	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0
7:00 PM	0	3	0	1	4	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0
7:15 PM	0	1	0	1	2	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0
7:30 PM	0	2	0	3	5	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0
7:45 PM	0	3	0	2	5	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	2	0	3	5	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0
8:15 PM	0	1	0	1	2	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0
8:30 PM	0	2	0	1	3	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0
8:45 PM	0	1	0	1	2	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	1	0	1	2	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0
9:15 PM	0	2	0	1	3	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0
9:30 PM	0	2	0	1	3	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	2	2	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0
Count Total	0	302	14	293	609	Count Total	0	0	1	1	2	Count Total	1	0	0	1
Peak Hour	0	19	0	15	34	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0



Location: 4 TOWER RD & BOARDMAN AIRPORT LN AM

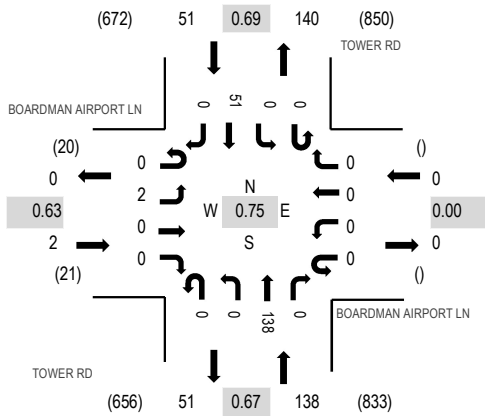
Date: Tuesday, October 25, 2022

Peak Hour: 04:00 PM - 05:00 PM

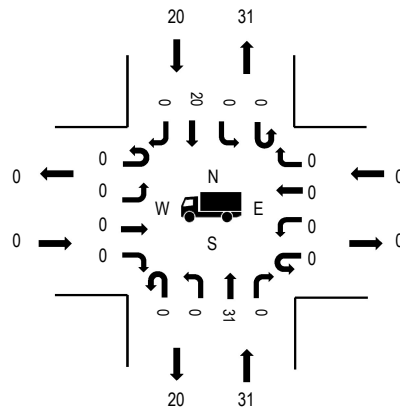
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

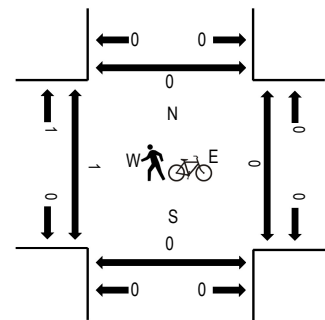
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.00
NB	22.5%	0.67
SB	39.2%	0.69
All	26.7%	0.75

Traffic Counts - Motorized Vehicles

Interval Start Time	BOARDMAN AIRPORT LN Eastbound				BOARDMAN AIRPORT LN Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	17	0	22	138
6:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	26	0	33	150
6:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	45	0	50	141
6:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	28	0	33	114
7:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	23	3	34	100
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	18	1	24	94
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	15	2	23	93
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	15	0	19	103
8:00 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	18	1	28	100
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0	23	84
8:30 AM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	19	0	33	84
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0	16	69
9:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	71
9:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	23	76
9:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18	78
9:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18	81
10:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	17	76
10:15 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	10	0	25	80
10:30 AM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	11	0	21	86
10:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	92
11:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	1	21	106
11:15 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	31	116
11:30 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27	121
11:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	1	27	119
12:00 PM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	8	1	31	109
12:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	16	0	36	98
12:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	15	0	25	83

12:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	17	91
1:00 PM	0	2	0	0	0	0	0	0	0	1	9	0	0	0	8	20	95
1:15 PM	0	1	0	0	0	0	0	0	0	1	14	0	0	5	21	104	
1:30 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	13	33	99	
1:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	11	21	84	
2:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	15	29	85	
2:15 PM	0	2	0	0	0	0	0	0	0	0	6	0	0	8	16	88	
2:30 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	8	18	97	
2:45 PM	0	1	0	0	0	0	0	0	0	0	11	0	0	10	22	108	
3:00 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	17	32	97	
3:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	5	25	106	
3:30 PM	0	0	0	0	0	0	0	0	0	1	11	0	0	17	29	145	
3:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	2	11	174	
4:00 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	17	41	191	
4:15 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	16	64	171	
4:30 PM	0	1	0	0	0	0	0	0	0	0	42	0	0	15	58	164	
4:45 PM	0	1	0	0	0	0	0	0	0	0	24	0	0	3	28	171	
5:00 PM	0	2	0	0	0	0	0	0	0	0	16	0	0	3	21	165	
5:15 PM	0	0	0	0	0	0	0	0	1	47	0	0	0	9	57	187	
5:30 PM	0	0	0	0	0	0	0	0	0	0	60	0	0	5	65	153	
5:45 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	4	22	114	
6:00 PM	0	1	0	0	0	0	0	0	0	0	37	0	0	5	43	111	
6:15 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	6	23	91	
6:30 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	6	26	73	
6:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	1	19	55	
7:00 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	1	23	46	
7:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	32	
7:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	3	8	32	
7:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	3	10	28	
8:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	3	9	21	
8:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	17	
8:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	16	
8:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	15	
9:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	3	5	15	
9:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	4	
9:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3	
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	3	
Count Total	0	21	0	0	0	0	0	0	0	4	829	0	0	0	656	16	1,526
Peak Hour	0	2	0	0	0	0	0	0	0	0	138	0	0	0	51	0	191

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	1	0	1	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	4	0	1	5	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	2	0	2	4	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	4	0	5	9	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	0	2	0	12	14	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	9	12	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	5	0	5	10	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	4	6	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	4	8	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	7	0	4	11	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	9	0	6	15	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	3	0	5	8	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	5	0	5	10	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	7	0	6	13	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	3	0	7	10	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	4	0	7	11	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	0	7	0	7	14	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	11	0	6	17	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	0	7	0	9	16	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	3	0	2	5	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	5	0	4	9	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0
11:15 AM	0	9	0	12	21	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	6	0	7	13	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0
11:45 AM	0	7	0	6	13	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0
12:00 PM	0	11	0	4	15	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0
12:15 PM	0	10	0	10	20	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0
12:30 PM	0	4	0	9	13	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0
12:45 PM	0	4	0	4	8	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0
1:00 PM	0	5	0	4	9	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0
1:15 PM	0	8	0	3	11	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0
1:30 PM	0	7	0	8	15	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0
1:45 PM	0	8	0	7	15	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0
2:00 PM	0	7	0	10	17	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0
2:15 PM	0	4	0	3	7	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0
2:30 PM	0	6	0	6	12	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0
2:45 PM	0	5	0	7	12	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0
3:00 PM	0	9	0	10	19	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0
3:15 PM	0	7	0	4	11	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0
3:30 PM	0	4	0	7	11	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0
3:45 PM	0	5	0	1	6	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0
4:00 PM	0	7	0	12	19	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0
4:15 PM	0	12	0	4	16	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	1
4:30 PM	0	6	0	3	9	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	0	6	0	1	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	5	0	6	11	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	4	0	3	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0
5:45 PM	0	4	0	2	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0
6:00 PM	0	6	0	3	9	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0
6:15 PM	0	3	0	3	6	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	1	0	5	6	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0
6:45 PM	0	2	0	0	2	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0
7:00 PM	0	4	0	1	5	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0
7:15 PM	0	0	0	1	1	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0
7:30 PM	0	2	0	3	5	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0
7:45 PM	0	3	0	2	5	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	2	0	3	5	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0
8:15 PM	0	1	0	1	2	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0
8:30 PM	0	2	0	1	3	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0
8:45 PM	0	1	0	1	2	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	1	0	1	2	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0
9:15 PM	0	2	0	1	3	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0
9:30 PM	0	2	0	1	3	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	2	2	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0
Count Total	0	303	0	295	598	Count Total	0	0	0	0	0	Count Total	1	0	0	1
Peak Hour	0	31	0	20	51	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	1

Appendix B

Trip Generation Calculations

Project Name: Broadman Data Center
 Project No:
 Country:
 Analyst Name: Namu Tmilisina
 Date: 9/18/2023
 State/Province:
 Analysis Region:

PROJECT DETAILS
 Type of Project:
 City:
 Built-up Area(Sq.ft):
 Clients Name:
 ZIP/Postal Code:
 No. of Scenarios: 2

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Weekday Average Daily Trips	1	1	0		431	431	862
Scenario - 2	Weekday PM Peak Hour	1	1	0		24	55	79

Scenario - 1

Scenario Name: **Weekday Average Daily Trips** User Group:
 Dev. phase: 1 No. of Years to Project 0
 Traffic: 0

Analyst Note:
 Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation		Entry Split%		Exit Split%		Total
					Average	0.99	431	50%	431	50%	
160 - Data Center	General Urban/Suburban	1000 Sq. Ft. GFA	871.2	Weekday							862
Data Source: Trip Generation Manual, 11th Ed											

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
160 - Data Center	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
160 - Data Center	431	431	0	0	431	431
					862	862

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
160 - Data Center	Others

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

160 - Data Center	Internal Person Trips From	Internal Person Trips To	Entry	Exit	Total
			0	0	0
					0

INTERNAL VEHICLE TRIPS AND CAPTURE:

160 - Data Center	Total Internal Person Trips	Vehicle Mode Share	Vehicle Occupancy	Total Vehicle Internal Trips	Total External Vehicle Trips	Internal Vehicle Trip Capture
	0	100%	1.00	0	431	0%
					0	0%
					431	0%
					862	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	[External - (Pass-by + Diverted)] Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
160 - Data Center	431	431	862

RESULTS

Site Totals		Entry	Exit	Total
Vehicle Trips Before Reduction		431	431	862
Vehicle Trips After Multi-modal Adjustment		431	431	862
Internal Vehicle Trips		0	0	0
External Vehicle Trips		431	431	862
Internal Vehicle Trip Capture		0%	0%	0%
Pass-by Vehicle Trips		0	0	0
Diverted Vehicle Trips		0	0	0
Extra Reduced Vehicle Trips		0	0	0
New Vehicle Trips		431	431	862

Scenario - 2

Scenario Name: **Weekday PM Peak Hour**

User Group:

Dev. phase: 1

No. of Years to Project: 0
Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Split%			
160 - Data Center	General Urban/Suburban	1000 Sq. Ft. GFA	871.2	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	0.09	24	55	79
Data Source: Trip Generation Manual, 11th Ed							30%	70%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
160 - Data Center	100	100	1	1	30	70

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
160 - Data Center	24	55	0	0	24	55
					79	79

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
160 - Data Center	Others

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

160 - Data Center	Entry	Exit	Total
Internal Person Trips From			
Total Internal Person Trips	0	0	0

INTERNAL VEHICLE TRIPS AND CAPTURE:

160 - Data Center	Entry	Exit	Total
Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	24	55	79
Internal Vehicle Trip Capture	0%	0%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
160 - Data Center	Entry	Exit	Total
	24	55	79

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	24	55	79
Vehicle Trips After Multi-modal Adjustment	24	55	79
Internal Vehicle Trips	0	0	0
External Vehicle Trips	24	55	79
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	24	55	79

Appendix C

Level of Service Calculations

HCM 6th TWSC
1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	105	0	0	54	1	0	0	2	0
Future Vol, veh/h	0	0	0	105	0	0	54	1	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	114	0	0	59	1	0	0	2	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	121	121	1	2	0	-	0
Stage 1	119	119	-	-	-	-	-
Stage 2	2	2	-	-	-	-	-
Critical Hdwy	6.88	6.83	6.22	4.58	-	-	-
Critical Hdwy Stg 1	5.88	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.88	5.83	-	-	-	-	-
Follow-up Hdwy	3.932	4.297	3.318	2.632	-	-	-
Pot Cap-1 Maneuver	776	715	1084	1365	-	0	0
Stage 1	804	741	-	-	-	0	0
Stage 2	914	836	-	-	-	0	0
Platoon blocked, %	-						
Mov Cap-1 Maneuver	743	0	1084	1365	-	-	-
Mov Cap-2 Maneuver	743	0	-	-	-	-	-
Stage 1	769	0	-	-	-	-	-
Stage 2	914	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	7.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1365	-	743	-
HCM Lane V/C Ratio	0.043	-	0.154	-
HCM Control Delay (s)	7.8	0	10.7	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-

HCM 6th TWSC
2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	0	68	0	0	0	0	52	161	1	99	0
Future Vol, veh/h	0	0	68	0	0	0	0	52	161	1	99	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	78	0	0	0	0	60	185	1	114	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	269	361	114	-	0	0	245	0	0
Stage 1	116	116	-	-	-	-	-	-	-
Stage 2	153	245	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	566	836	0	-	-	1321	-	0
Stage 1	909	800	-	0	-	-	-	-	0
Stage 2	875	703	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	719	0	836	-	-	-	1321	-	-
Mov Cap-2 Maneuver	719	0	-	-	-	-	-	-	-
Stage 1	909	0	-	-	-	-	-	-	-
Stage 2	874	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1321	-
HCM Lane V/C Ratio	-	-	0.093	0.001	-
HCM Control Delay (s)	-	-	9.8	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 6th TWSC 3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	138	51	0
Future Vol, veh/h	2	0	0	138	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	3	0	0	184	68	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	252	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	995	1533	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	995	1533	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1533	-	737	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	136	0	0	61	1	41	0	2	0
Future Vol, veh/h	0	0	0	136	0	0	61	1	41	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	148	0	0	66	1	45	0	2	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	158	158	24	2	0	0	0
Stage 1	156	156	-	-	-	-	-
Stage 2	2	2	-	-	-	-	-
Critical Hdwy	6.88	6.83	6.22	4.58	-	-	-
Critical Hdwy Stg 1	5.88	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.88	5.83	-	-	-	-	-
Follow-up Hdwy	3.932	4.297	3.318	2.632	-	-	-
Pot Cap-1 Maneuver	737	681	1052	1365	-	-	0
Stage 1	772	713	-	-	-	-	0
Stage 2	914	836	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	700	0	1052	1365	-	-	-
Mov Cap-2 Maneuver	700	0	-	-	-	-	-
Stage 1	733	0	-	-	-	-	-
Stage 2	914	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	4.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBT	SBR
Capacity (veh/h)	1365	-	-	700	-
HCM Lane V/C Ratio	0.049	-	-	0.211	-
HCM Control Delay (s)	7.8	0	-	11.5	-
HCM Lane LOS	A	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-

HCM 6th TWSC
2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↔			↕	
Traffic Vol, veh/h	0	0	83	0	0	0	14	59	181	1	111	0
Future Vol, veh/h	0	0	83	0	0	0	14	59	181	1	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	95	0	0	0	16	68	208	1	128	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	334	438	128				128	0	0	276	0	0
Stage 1	130	130	-				-	-	-	-	-	-
Stage 2	204	308	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	661	512	821				1458	-	-	1287	-	0
Stage 1	896	789	-				-	-	-	-	-	0
Stage 2	830	660	-				-	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	652	0	821				1458	-	-	1287	-	-
Mov Cap-2 Maneuver	652	0	-				-	-	-	-	-	-
Stage 1	884	0	-				-	-	-	-	-	-
Stage 2	829	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.4	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	1458	-	-	821	1287	-
HCM Lane V/C Ratio	0.011	-	-	0.116	0.001	-
HCM Control Delay (s)	7.5	-	-	10	7.8	0
HCM Lane LOS	A	-	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0	-

HCM 6th TWSC 3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	0	155	57	24
Future Vol, veh/h	57	0	0	155	57	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	76	0	0	207	76	32

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	299	92	108	0	0
Stage 1	92	-	-	-	-
Stage 2	207	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	692	965	1483	-	-
Stage 1	932	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	692	965	1483	-	-
Mov Cap-2 Maneuver	692	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	828	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	692	-	-
HCM Lane V/C Ratio	-	-	0.11	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 6th TWSC
1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	118	0	0	61	1	0	0	2	0
Future Vol, veh/h	0	0	0	118	0	0	61	1	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	128	0	0	66	1	0	0	2	0
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				135	135	1	2	0	-	-	-	0
Stage 1				133	133	-	-	-	-	-	-	-
Stage 2				2	2	-	-	-	-	-	-	-
Critical Hdwy				6.88	6.83	6.22	4.58	-	-	-	-	-
Critical Hdwy Stg 1				5.88	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.88	5.83	-	-	-	-	-	-	-
Follow-up Hdwy				3.932	4.297	3.318	2.632	-	-	-	-	-
Pot Cap-1 Maneuver				761	702	1084	1365	-	0	0	-	-
Stage 1				792	730	-	-	-	0	0	-	-
Stage 2				914	836	-	-	-	0	0	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver				724	0	1084	1365	-	-	-	-	-
Mov Cap-2 Maneuver				724	0	-	-	-	-	-	-	-
Stage 1				754	0	-	-	-	-	-	-	-
Stage 2				914	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				11		7.6		0				
HCM LOS				B								
Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR								
Capacity (veh/h)	1365	-	724	-								
HCM Lane V/C Ratio	0.049	-	0.177	-								
HCM Control Delay (s)	7.8	0	11	-								
HCM Lane LOS	A	A	B	-								
HCM 95th %tile Q(veh)	0.2	-	0.6	-								

HCM 6th TWSC
2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↔			↕	
Traffic Vol, veh/h	0	0	77	0	0	0	0	59	181	1	111	0
Future Vol, veh/h	0	0	77	0	0	0	0	59	181	1	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	89	0	0	0	0	68	208	1	128	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	302	406	128	-	0	0	276	0	0
Stage 1	130	130	-	-	-	-	-	-	-
Stage 2	172	276	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	690	534	821	0	-	-	1287	-	0
Stage 1	896	789	-	0	-	-	-	-	0
Stage 2	858	682	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	689	0	821	-	-	-	1287	-	-
Mov Cap-2 Maneuver	689	0	-	-	-	-	-	-	-
Stage 1	896	0	-	-	-	-	-	-	-
Stage 2	857	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	1287	-
HCM Lane V/C Ratio	-	-	0.108	0.001	-
HCM Control Delay (s)	-	-	9.9	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC 3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	155	57	0
Future Vol, veh/h	2	0	0	155	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	3	0	0	207	76	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	283	76	76	0	0	
Stage 1	76	-	-	-	-	
Stage 2	207	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	707	985	1523	-	-	
Stage 1	947	-	-	-	-	
Stage 2	828	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	707	985	1523	-	-	
Mov Cap-2 Maneuver	707	-	-	-	-	
Stage 1	947	-	-	-	-	
Stage 2	828	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1523	-	707	-	-	
HCM Lane V/C Ratio	-	-	0.004	-	-	
HCM Control Delay (s)	0	-	10.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Appendix D

2024–2027 Oregon Department of Transportation (ODOT): Statewide Transportation Improvement Plan

Name: I-84: from I-5 to the Idaho border

Key: 22740

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along I-84 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 5

MPO: Non-MPO, Portland Metro MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 42.08	42.08	US-30	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
42.08 to 67.72	25.64	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER
67.72 to 99.86	32.14	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	WASCO
99.86 to 114.59	14.73	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	SHERMAN
114.59 to 149.51	34.92	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	GILLIAM
149.51 to 177.36	27.85	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
177.36 to 243.99	66.63	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
243.99 to 286.19	42.20	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
286.19 to 352.00	65.81	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
352.00 to 378.00	26.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023	2024			2024		
Total	\$282,000.00	\$1,590,000.00			\$3,510,000.00		\$5,382,000.00
Fund 1	Y130 \$225,600.00	Y130 \$1,272,000.00			Y130 \$2,808,000.00		
Match	\$56,400.00	\$318,000.00			\$702,000.00		

Footnote:

Most Recent Approved Amendment

Amendment No: 21-24-2648 Approval Date: 1/24/2023

Requested Action: Add new project, using National Electric Vehicle Infrastructure (NEVI) program funds.

Name: Tower Road interchange bridge over I-84

Key: 22880

Description Design for a future construction project that includes replacing bridge driving surface, new approach slabs, repair backwalls, and paving of Tower Road (within ODOT ROW) and rebuild roadway approaches.

Region: 5

MPO: Non-MPO

Work Type: PRESRV, BRIDGE

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
159.18 to 159.50	0.32	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
159.30 to 159.30	0.00		COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023					
Total		\$452,000.00					\$452,000.00
Fund 1		Y001 \$402,683.27					
Match							
Fund 2		S070 \$35,165.59					
Match							
Fund 3		Z001 \$14,151.14					
Match							

Footnote:

Most Recent Approved Amendment

Amendment No: 21-24-3182 Approval Date: 4/10/2023

Requested Action: Add new project, moving the Preliminary Engineering phase from the 2024-2027 STIP for delivery in federal fiscal year 2023.

From: BOYD David W <David.W.BOYD@odot.oregon.gov>
Sent: Thursday, January 11, 2024 1:08 PM
To: PJ McKelvey
Cc: Tacchini, Jason; Jesse Walt; John A. Manix; LANI Richard; HOWLAND Paul L; LAPP Thomas; MOLES Vicki L
Subject: RE: Tower Road / I-84 Rehab Project Conflict with Morrow County Development Project

PJ,

Here is what I have found out about the Tower Road Interchange project, Key #22880, it is currently in design with funding for construction possibly in 2026 or 2027.

Jason's contact was forwarded to Vicki Moles, public relations for the ODOT project.

Your responsibility for traffic control will be based upon any mitigation you will be required to provide and not the ODOT project. Any traffic control or detours needed for the project will be handled by the project. So, the participation of an Amazon representative in the project public meeting is highly recommended.

I have included our District office in this email for their information.

I look forward to receiving your TIA for review and comment to the Morrow County.

David W. Boyd, P.E.
Region 5 Access Management Engineer
3012 Island Ave, La Grande, OR 97850
541-419-5977

From: PJ McKelvey <PJ.McKelvey@pbsusa.com>
Sent: Tuesday, January 9, 2024 2:32 PM
To: BOYD David W <David.W.BOYD@odot.oregon.gov>
Cc: Tacchini, Jason <jastacc@amazon.com>; Jesse Walt <jwalt@integrusarch.com>; John A. Manix <John.Manix@pbsusa.com>
Subject: Tower Road / I-84 Rehab Project Conflict with Morrow County Development Project

You don't often get email from pj.mckelvey@pbsusa.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good afternoon David,

I'm messaging you in reference to an ongoing TIA for an industrial development out in Morrow County near the Boardman Airport. The project will ultimately have construction and typical trips routed through the Tower Road and I-84 interchange frequently.

Part of the TIA is consideration of the bridge preservation of the Tower Road interchange project (Key # 22880, see attached 21-24 STIP excerpt) and how its potential construction period may overlap into the construction of the development project.

Looking at both the 21-24 and 24-27 STIPs, it appears that the Tower Rd project is funded for preliminary design, but is not scheduled for further progress on either STIP. The development project is estimated to finish by 2029.

If the Tower Rd project is not anticipated to be under construction at any time from now until 2029, we can forgo potential traffic control and detour measures.

If you could please provide an email stating that the Tower Rd project will not be under construction by or during 2029, that would be helpful for us in determining out level of effort on traffic control measures in the TIA.

Thank you,

Pierce-Jon McKelvey, PE, PTOE

Project Traffic Engineer

PBS | *Celebrating 40 Years*

Our office has relocated to:

1325 SE Tech Center Dr., Suite 140, Vancouver, WA 98683

office: 360.213.0418

PJ.McKelvey@pbsusa.com

pbsusa.com

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Appendix E

SimTraffic Queue Reports

Queuing and Blocking Report

Weekday PM Peak Hour - 2026 With Project Conditions

10/05/2023

Intersection: 1: Tower Rd & I-84 Westbound Ramp

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	108	3
Average Queue (ft)	54	0
95th Queue (ft)	88	3
Link Distance (ft)	784	466
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Tower Rd & I-84 Eastbound Ramp

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	94	30
Average Queue (ft)	42	2
95th Queue (ft)	76	15
Link Distance (ft)	960	862
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tower Road & Boardman Airport Ln

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	24
95th Queue (ft)	46
Link Distance (ft)	2099
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
 Weekday PM Peak Hour - 2026 Without Project Conditions

10/05/2023

Intersection: 1: Tower Rd & I-84 Westbound Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	114	16
Average Queue (ft)	55	1
95th Queue (ft)	88	18
Link Distance (ft)	785	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Tower Rd & I-84 Eastbound Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	100	3
Average Queue (ft)	45	0
95th Queue (ft)	82	3
Link Distance (ft)	961	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tower Road & Boardman Airport Ln

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	2099
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix F

Left-Turn and Right-Turn Lane Analysis

Left Turn Lane Evaluation Process

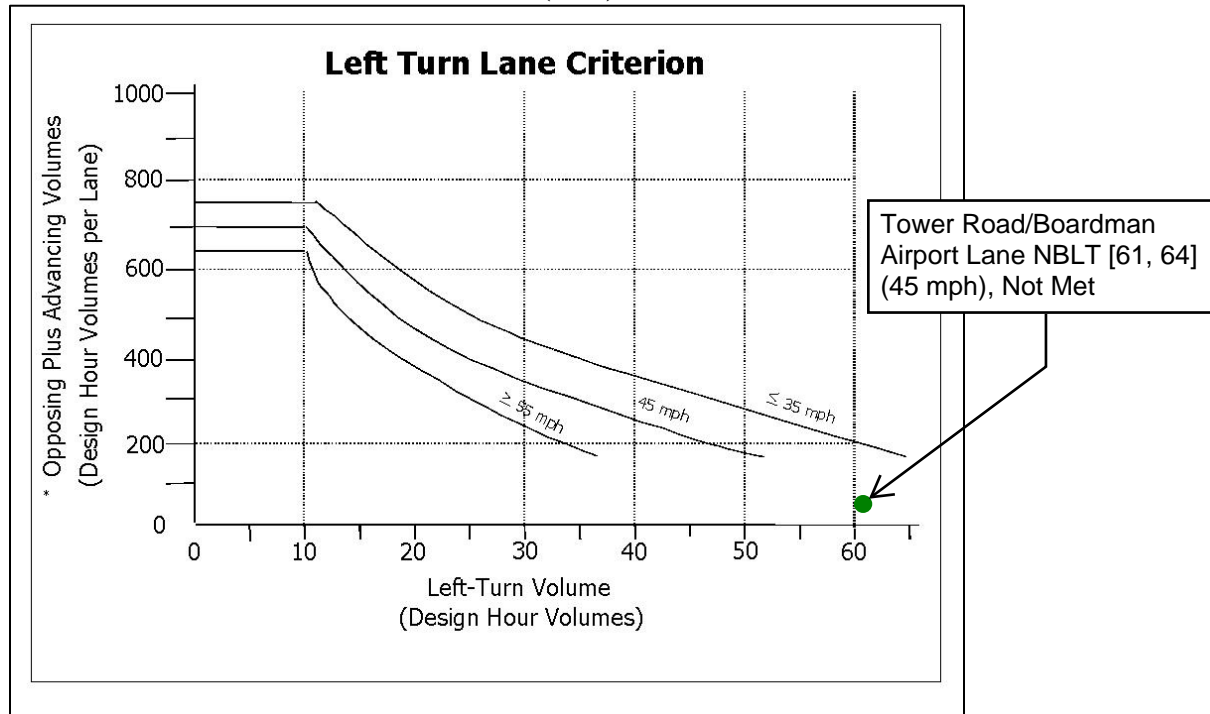
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

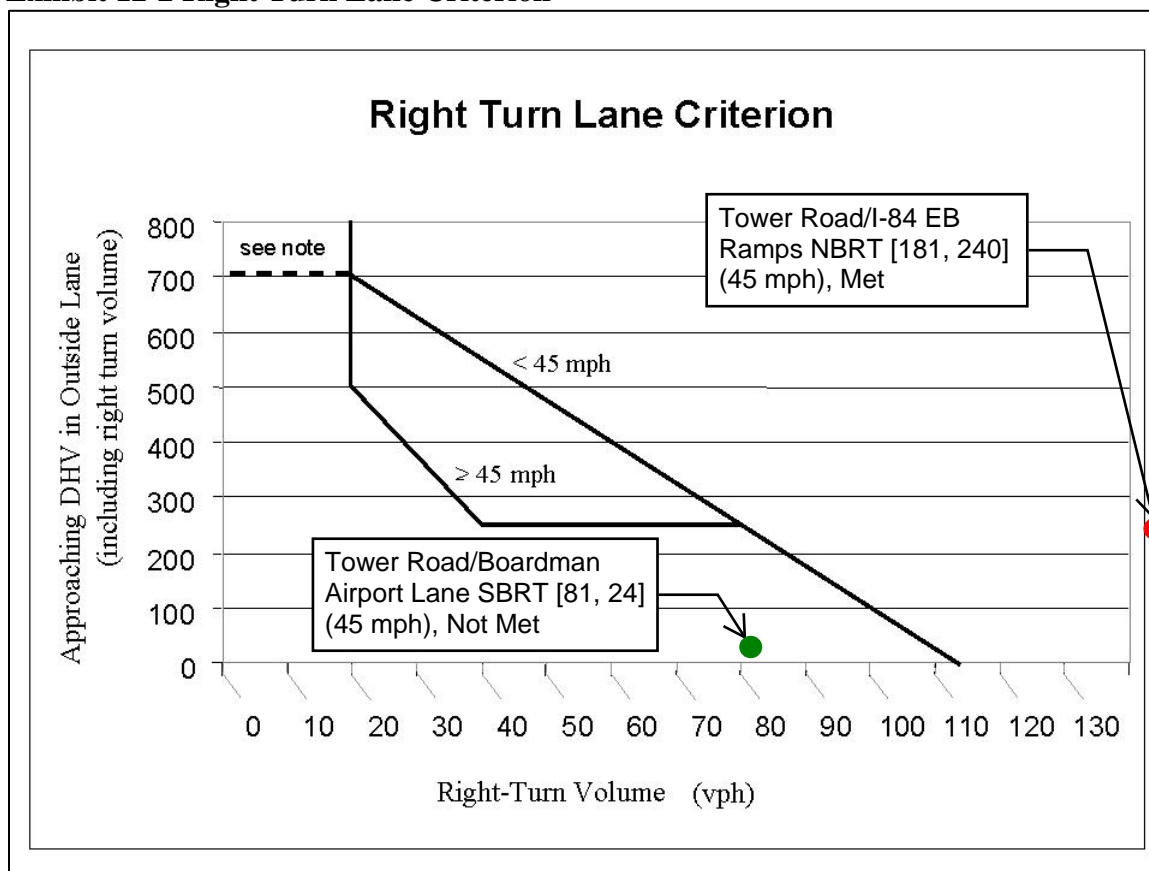
The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

Exhibit 12-1 Left Turn Lane Criterion (TTI)



* $(\text{Advancing Volume}/\text{Number of Advancing Through Lanes}) + (\text{Opposing Volume}/\text{Number of Opposing Through Lanes})$
Opposing left turns are not counted as opposing volumes

Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Criterion 2: Crash Experience

The crash experience criterion is satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; **and**
2. A history of crashes of the type susceptible to correction by a right turn lane; **and**
3. The safety benefits outweigh the associated improvements costs; **and**
4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

Criterion 3: Special Cases

1. **Railroad Crossings:** If a railroad is parallel to the roadway and adversely affects right turns, a worst case scenario should be used in determining the storage requirements for the right turn lane design. The right turn lane storage length depends on the amount of time the roadway is closed, the expected number of vehicle arrivals and the location of the crossing or other obstruction. The analysis should consider all of the variables influencing the design of the right turn lane and may allow a design for conditions other than the worst case storage requirements, providing safety is not

Appendix G

Collision Rate Calculations and Data

Intersection: 1. Tower Road / I-84 eastbound ramps Date 1/4/2024

Average daily traffic (ADT) passing through intersection

ADT	EB	680
	SB	1000
	WB	0
	NB	2130
M=	Millions of vehicles for a five-year period =	6.95325

Rc= Critical collision rate = 1.08

Collision Rate

Number of collisions =	3
Number of years =	5
Collision Rate =	0.43

ADT = 2023 PM Count x 10

PM Peak Hour = Approx. 10% of ADT

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.*

Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

Intersection: 2. Tower Road / I-84 westbound ramps Date 1/4/2024

Average daily traffic (ADT) passing through intersection

ADT	EB	0
	SB	20
	WB	1050
	NB	550
M=	Millions of vehicles for a five-year period =	2.9565

Rc= Critical collision rate = 1.08

Collision Rate

Number of collisions =	1
Number of years =	5
Collision Rate =	0.34

ADT = 2023 PM Count x 10

PM Peak Hour = Approx. 10% of ADT

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
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Source: *Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.*

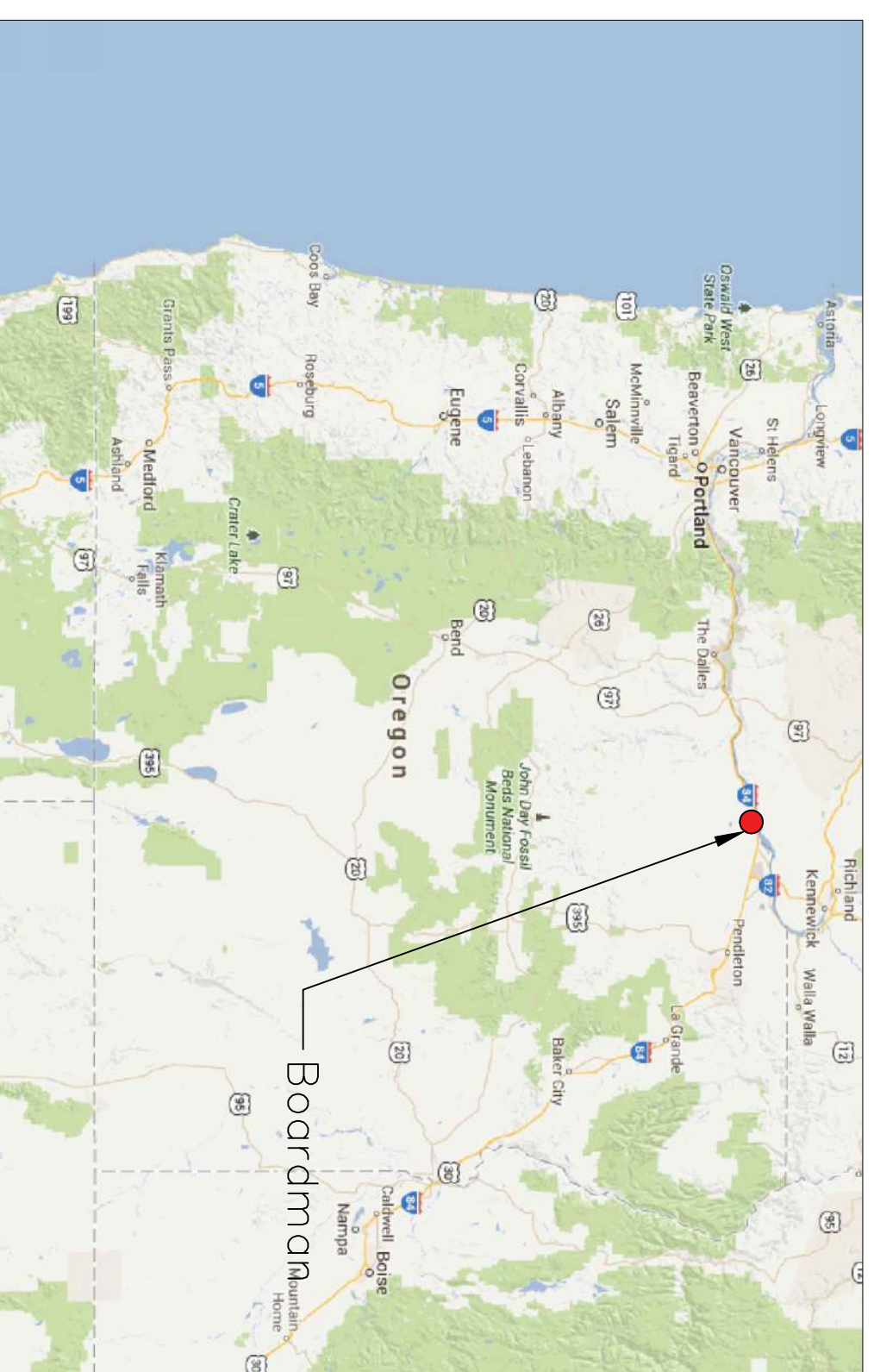
Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

Highway 002 ALL ROAD TYPES, MP 159 to 160, Both Add and Non-Add
mileage, 01/01/2018 to 12/31/2022

CRASH_ID	CRASH_ID Y_SHORT_D	INVTG_AG Y_SHORT_D	CRASH_DT	CNTY_NM	HWY_NO	HWY_MED_NM	MP_NO	ST_NM	WTHR_CON D_SHORT_D	RD_SURF_S HORT_DESC	LGT_COND SHORT_DESC	VHCL_CMPS S_DIR_FRO M_SHORT_D	VHCL_CMPS S_DIR_TO_S HORT_DESC	PARTIC_TYP SHORT_DE	INJ_SVRTY SHORT_DES	AGE_VAL	SEX_CD	DRVR_LIC_S TAT_SHORT DESC	DRVR_RES SHORT_DES
1837513	STATE	STATE	10/4/2019	Morrow	002	COLUMBIA RIVER	159.73	CLR	CLR	DRY	DARK	W	E	DRVR	INJB	23.2		OR-Y	OR-25
1837513	STATE	STATE	10/4/2019	Morrow	002	COLUMBIA RIVER	159.73	CLR	CLR	DRY	DARK	W	E	DRVR	NONE	29.1		OTH-Y	N-RES
1898053	STATE	STATE	6/22/2020	Morrow	002	COLUMBIA RIVER	159.94	CLR	CLR	DRY	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
1898053	STATE	STATE	6/22/2020	Morrow	002	COLUMBIA RIVER	159.94	CLR	CLR	DRY	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
1976271	STATE	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160	CLR	CLR	DRY	DAY	W	E	DRVR	INJB	34.2		OTH-Y	N-RES
1976271	STATE	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160	CLR	CLR	DRY	DAY	W	E	PSNG	INJB	12.1		OTH-Y	N-RES
1976271	STATE	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160	CLR	CLR	DRY	DAY	W	E	DRVR	NONE	78.2		OTH-Y	N-RES
1837442	COUNTY	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3	CLR	CLR	DRY	DAY	W	E	DRVR	NONE	36.1		OR-Y	OR-25
1837442	COUNTY	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3	CLR	CLR	DRY	DAY	W	E	DRVR	NONE	64.1		OTH-Y	N-RES
1837442	COUNTY	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3	CLR	CLR	DRY	DAY	W	E	PSNG	INJC	62.2		UNK	UNK
1978359	STATE	STATE	3/2/2022	Morrow	002	COLUMBIA RIVER	159.3	RAIN	RAIN	WET	DARK	W	E	DRVR	NONE	00.9		UNK	UNK
1978374	COUNTY	COUNTY	1/6/2022	Morrow	002	COLUMBIA RIVER	159.3	RAIN	RAIN	ICE	DARK	W	S	DRVR	NONE	00.9		UNK	UNK
1819438	STATE	STATE	10/29/2018	Morrow	002	COLUMBIA RIVER	159.4	CLR	CLR	DRY	DAY	S	N	DRVR	NONE	00.9		UNK	UNK
1948330	COUNTY	COUNTY	11/1/2021	Morrow	002	COLUMBIA RIVER	159.4	CLD	CLD	WET	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
1934239	NO RPT	NO RPT	11/30/2021	Morrow	002	COLUMBIA RIVER	159	CLR	CLR	DRY	DUSK	E	W	DRVR	NONE	00.2		OTH-Y	OR-25
1934239	NO RPT	NO RPT	11/30/2021	Morrow	002	COLUMBIA RIVER	159	CLR	CLR	DRY	DUSK	E	W	DRVR	INJC	32.1		OTH-Y	OR-25
1947945	COUNTY	COUNTY	12/31/2021	Morrow	002	COLUMBIA RIVER	158.77	SNOW	SNOW	ICE	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
1947945	COUNTY	COUNTY	12/31/2021	Morrow	002	COLUMBIA RIVER	158.77	SNOW	SNOW	ICE	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
1943578	STATE	STATE	12/31/2021	Morrow	002	COLUMBIA RIVER	159	CLD	CLD	ICE	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
1857184	STATE	STATE	2/5/2019	Morrow	002	COLUMBIA RIVER	159.23	SNOW	SNOW	ICE	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
1968532	COUNTY	COUNTY	5/4/2022	Morrow	002	COLUMBIA RIVER	159.31	CLR	CLR	DRY	DARK	E	W	DRVR	INJB	18.2		OR-Y	OR-25
1978339	COUNTY	COUNTY	7/30/2022	Morrow	002	COLUMBIA RIVER	159.38	CLR	CLR	DRY	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
1789026	STATE	STATE	10/25/2018	Morrow	002	COLUMBIA RIVER	159.83	CLD	CLD	DRY	DAY	E	W	DRVR	INJB	65.1		OTH-Y	N-RES
1898010	COUNTY	COUNTY	1/26/2020	Morrow	002	COLUMBIA RIVER	0.27	CLR	CLR	DRY	DARK	S	N	DRVR	INJC	22.1		OR-Y	OR-25
1898010	COUNTY	COUNTY	1/26/2020	Morrow	002	COLUMBIA RIVER	0.27	CLR	CLR	DRY	DARK	S	N	PSNG	INJC	53.1		UNK	UNK
1898010	COUNTY	COUNTY	1/26/2020	Morrow	002	COLUMBIA RIVER	0.27	CLR	CLR	DRY	DARK	S	S	DRVR	NONE	66.1		OR-Y	OR-25
1898078	NO RPT	NO RPT	5/25/2020	Morrow	002	COLUMBIA RIVER	0.29	CLR	CLR	DRY	DAY	S	N	DRVR	NONE	00.9		UNK	UNK
1898078	NO RPT	NO RPT	5/25/2020	Morrow	002	COLUMBIA RIVER	0.29	CLR	CLR	DRY	DAY	N	N	DRVR	NONE	00.9		UNK	UNK
1898078	NO RPT	NO RPT	5/25/2020	Morrow	002	COLUMBIA RIVER	0.29	CLR	CLR	DRY	DAY	N	N	DRVR	NONE	00.9		UNK	UNK
1982909	COUNTY	COUNTY	10/10/2022	Morrow	002	COLUMBIA RIVER	2.24	CLR	CLR	DRY	DARK	N	S	DRVR	INJB	26.1		OR-Y	OR-25
1937187	COUNTY	COUNTY	10/20/2021	Morrow	002	COLUMBIA RIVER	2.8	SNOW	SNOW	ICE	DARK	UN	UN	DRVR	NONE	44.1		OR-Y	OR-25
1937187	COUNTY	COUNTY	10/20/2021	Morrow	002	COLUMBIA RIVER	2.8	SNOW	SNOW	ICE	DARK	UN	UN	PSNG	INJC	31.1		UNK	UNK
1976283	COUNTY	COUNTY	9/13/2022	Morrow	002	COLUMBIA RIVER	3.39	CLR	CLR	DRY	DAY	E	W	DRVR	NONE	16.1		NONE	UNK
1976283	COUNTY	COUNTY	9/13/2022	Morrow	002	COLUMBIA RIVER	3.39	CLR	CLR	DRY	DAY	E	W	PSNG	INJB	14.2		UNK	UNK
1937707	COUNTY	COUNTY	7/25/2021	Morrow	002	COLUMBIA RIVER	5	CLR	CLR	DRY	DARK	N	S	DRVR	INJB	33.1		NONE	OR-25
1857361	COUNTY	COUNTY	2/25/2019	Morrow	002	COLUMBIA RIVER	6.44	SNOW	SNOW	ICE	DARK	S	N	DRVR	NONE	00.9		UNK	UNK
1857361	COUNTY	COUNTY	2/25/2019	Morrow	002	COLUMBIA RIVER	6.44	SNOW	SNOW	ICE	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
1857350	COUNTY	COUNTY	2/25/2019	Morrow	002	COLUMBIA RIVER	6.44	SNOW	SNOW	ICE	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
1959119	NO RPT	NO RPT	4/7/2021	Morrow	002	COLUMBIA RIVER	7.44	CLR	CLR	DRY	DAWN	S	N	DRVR	NONE	00.9		UNK	UNK
1959119	NO RPT	NO RPT	4/7/2021	Morrow	002	COLUMBIA RIVER	7.44	CLR	CLR	DRY	DAWN	N	S	DRVR	NONE	00.9		UNK	UNK
1959119	NO RPT	NO RPT	4/7/2021	Morrow	002	COLUMBIA RIVER	7.44	CLR	CLR	DRY	DAWN	N	S	DRVR	NONE	00.9		UNK	UNK
1867805	COUNTY	COUNTY	10/28/2019	Morrow	002	COLUMBIA RIVER	7.94	CLR	CLR	DRY	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
1935112	COUNTY	COUNTY	12/21/2021	Morrow	002	COLUMBIA RIVER	1.86	SNOW	SNOW	ICE	DAY	N	S	DRVR	INJC	52.1		OTH-Y	N-RES
1903980	NO RPT	NO RPT	10/10/2020	Morrow	002	COLUMBIA RIVER	999.99	UNK	UNK	UNK	DARK	UN	UN	DRVR	NONE	00.9		UNK	UNK
1857276	COUNTY	COUNTY	2/11/2019	Morrow	002	COLUMBIA RIVER	999.99	SNOW	SNOW	ICE	DLIT	S	N	DRVR	NONE	00.9		UNK	UNK
1857276	COUNTY	COUNTY	2/11/2019	Morrow	002	COLUMBIA RIVER	999.99	SNOW	SNOW	ICE	DLIT	S	N	DRVR	NONE	00.9		UNK	UNK

AIRPORT ROAD INFRASTRUCTURE PORT OF MORROW

STATE LOCATION MAP



OREGON STATE

LOCATION: OREGON, MORROW, BOARDMAN, PORT OF MORROW
 OWNER: PORT OF MORROW
 ENGINEER: JACOB K. CAIN PE, Port Engineer
 CONTACT: (541) 481 - 7678

PAGE NO.:

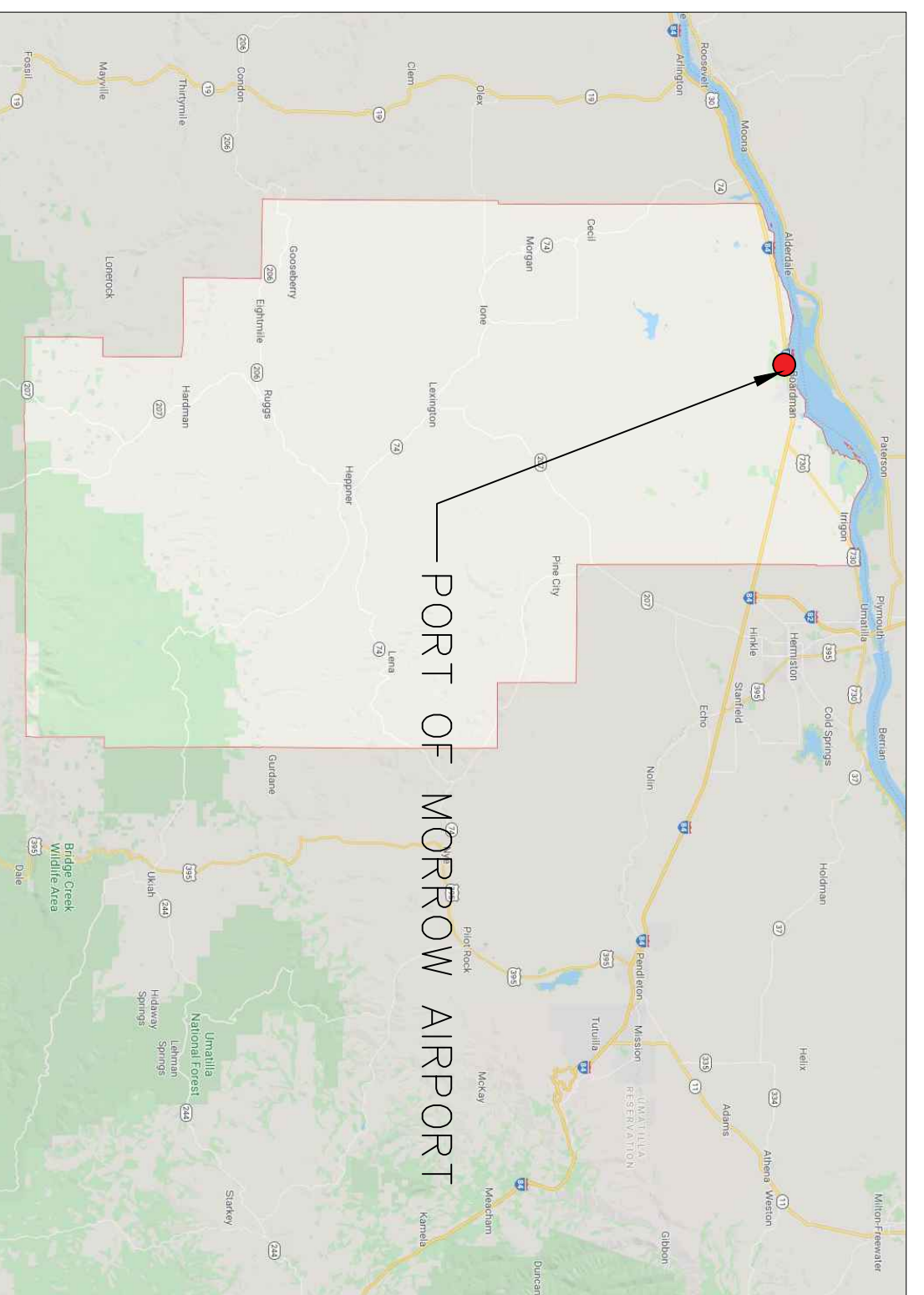
SHEET NO.:

DRAWING TITLE:

1)	G1.0	COVER SHEET
2)	G1.1	GENERAL NOTES
3)	G1.0	EXISTING AIRPORT ROAD UTILITY BLASTING
4)	G1.1	EXISTING AIRPORT ROAD UTILITY BLASTING
5)	G1.2	EXISTING AIRPORT ROAD UTILITY BLASTING
6)	G2.0	ROAD PLAN, AIRPORT ROAD A STA 0+00 - 15+00
7)	G2.1	ROAD PLAN, AIRPORT ROAD A STA 15+00 - 28+00
8)	G2.2	ROAD PLAN, AIRPORT ROAD A STA 28+00 - 45+00
9)	G2.3	ROAD PLAN, AIRPORT ROAD A STA 45+00 - 63+00
10)	G2.4	ROAD PLAN, AIRPORT ROAD A STA 63+00 - 79+00
11)	G2.5	ROAD PLAN, AIRPORT ROAD A STA 79+00 - 95+00
12)	G2.6	ROAD PLAN, AIRPORT ROAD A STA 95+00 - 111+00
13)	G2.7	ROAD PLAN, AIRPORT ROAD A STA 111+00 - 141+80
14)	G2.8	ROAD PLAN, AIRPORT ROAD C STA 0+00 - 5+00
15)	G2.9	ROAD PLAN, AIRPORT ROAD C STA 5+00 - 21+00
16)	G2.10	ROAD PROFILE, AIRPORT ROAD A STA 0+00 - 25+00
17)	G2.11	ROAD PROFILE, AIRPORT ROAD A STA 25+00 - 50+00
18)	G2.12	ROAD PROFILE, AIRPORT ROAD A STA 50+00 - 75+00
19)	G2.13	ROAD PROFILE, AIRPORT ROAD A STA 75+00 - 101+00
20)	G2.14	ROAD PROFILE, AIRPORT ROAD A STA 101+00 - 126+00
21)	G2.15	ROAD PROFILE, AIRPORT ROAD A STA 126+00 - 141+50
22)	G2.16	ROAD PROFILE, AIRPORT ROAD C STA 0+00 - 21+00
23)	G3.0	ROAD PLAN, AIRPORT ROAD B STA 0+00 - 18+00
24)	G3.1	ROAD PLAN, AIRPORT ROAD B STA 18+00 - 37+00
25)	G3.2	ROAD PLAN, AIRPORT ROAD B STA 37+00 - 54+00
26)	G3.3	ROAD PLAN, AIRPORT ROAD B STA 54+00 - 68+80
27)	G3.4	ROAD PROFILE, AIRPORT ROAD B STA 0+00 - 25+00
28)	G3.5	ROAD PROFILE, AIRPORT ROAD B STA 25+00 - 50+00
29)	G3.6	ROAD PROFILE, AIRPORT ROAD B STA 50+00 - 68+00

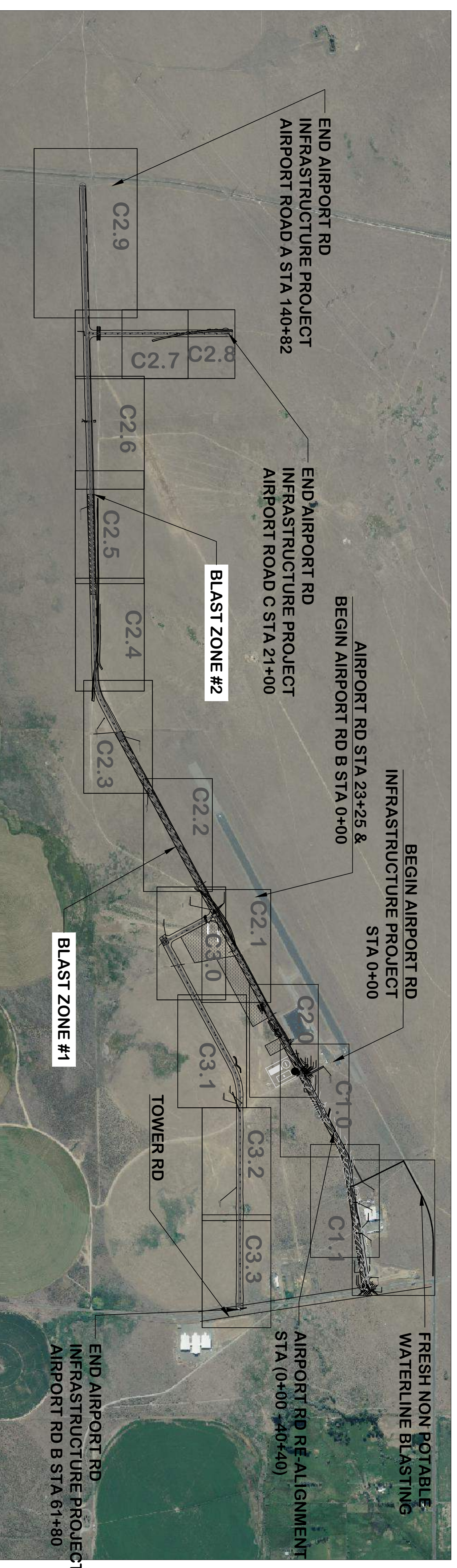
PROJECT DETAILS
 INTERSECTION GRADING DETAIL
 CUL-DE-SAC GRADING DETAIL

COUNTY LOCATION MAP



MORROW COUNTY

VICINITY MAP



NO.	DATE	REVISION DESCRIPTION	BY:	PROJECT NO.	STAMP
1	11-2-2023	RELEASED FOR BID	TC	P-0051-21	
2	11-21-2023	ADD BIDDING	TC	DATE:	
3	11-24-2023	ADDITIONAL BIDDING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		
SHEET SIZE: D					

**AIRPORT ROAD
INFRASTRUCTURE**



LOCATION: Airport Road
 BOARDMAN, OR 97818
 OWNER: PORT OF MORROW
 ENGINEER: JACOB K. CAIN, PE
 CONTACT: (541) 481 - 7678

SHEET. NO.
G1.0

GENERAL NOTES - APPLICABLE TO ALL CONSTRUCTION UNLESS OTHERWISE NOTED ON THE PLANS

A. GENERAL REQUIREMENTS

1. Furnish all labor, materials, and equipment necessary to complete the work shown or inferred by these drawings.
2. Where construction details are not shown or noted for any part of the work, such details shall be the same as for similar work shown on the drawings.
3. Notes and details on the drawings take precedence over the general notes and typical details in case of conflict.

4. Provide manufacturer's approved product evaluation reports (ECHO reports) and a list of all proposed substitutions to the Engineer for review and written approval before fabrication.

5. Locate and protect underground or concealed conduit. Water, sewer or other utilities where new work is being performed.

6. The contract drawings and specifications represent the finished product and do not indicate methods, procedures or sequence of construction. The contractor shall take necessary precautions to maintain and insure the integrity of the new and any existing structures during construction. Neither the owner nor Engineer will enforce safety measure regulations. Contractor shall design, construct and maintain all safety devices, including shoring and bracing for the new and any existing structures and shall be solely responsible for conforming to all local, state and federal safety and health standards, laws and regulations. Observation visits to the site by the engineer shall not include inspection of the above items.

7. Obtain prior written approval for any changes to the drawings.

8. The contractor shall review and compare the drawings with all other Construction Documents and specifications. Do not scale drawings. The contractor shall verify dimensions, elevations and all information. Report, in writing, any inconsistencies, errors, or omissions to the Engineer of record before proceeding with the work.

9. All existing constructions shown are schematic only. Contractor is responsible to verify actual conditions and allow for them in his bid. Notify the Engineer, in writing, in case of any discrepancy between actual conditions and what is shown on the civil drawings before proceeding with work.

10. Shop drawings:

- a. Shop drawings shall be submitted in the form of two copies.
- b. Prior to submittals, the general contractor shall review all submittals for conformance with the Construction Documents and shall stamp submittals as being "Reviewed for Conformance."
- c. Any detail on the shop drawing that deviates from the Construction Documents shall be marked with the note "This is a change."
- d. Shop drawings submittals processed by the Engineer are not Change Orders.
- e. Shop drawings shall be submitted to the Engineer prior to fabrication and construction regarding all structural items including:
 - Concrete reinforcement, drawings shall conform to ACI 315 and ACI 318

11. All communication shall be in writing (email is acceptable). No verbal communications, decisions, instructions or approvals shall be valid.

B. SUBMITTALS

The following items will need approval by the engineer:

- a. Traffic control plan
- b. Asphalt mix designs
- c. Base rock materials (3/4" & 1-1/2")
- d. Emulsified asphalt for tack coat
- e. Stripping
- f. Signs and pavement markings

C. TESTING:

The owner shall retain an independent testing laboratory to test the quality of:

- a. Materials and compaction (standard proctor - 95% compaction)
- b. Asphalt (92%min compaction) (meat specified temperatures)
- c. A copy of Test results shall be sent to the Engineer of Record.

D. INSPECTION:

The owner shall employ one or more qualified inspectors to provide inspections during construction.

Note: All discrepancies shall be brought to the immediate attention of the contractor and engineer for correction in writing.

E. ASPHALT PAVING

1.1. All asphalt sections will consist of a 3/4" Dense Graded HMA/C (PG-64-28). CONTRACTOR SUPPLY ALL TACK COAT AS PART OF THERE ASPHALT PRICE. TACK COAT WILL BE NEBDED ON ALL COLD JOINTS AS WELL AS BETWEEN LIFTS OF ASPHALT. Emulsified asphalt tack coat to be CSS-1, CSS-1b, CMS-2, CMS-2s, CMS-2h, CRS-1, CRS-2, HRS-2, or HEMS-2 as selected by contractor and approved by engineer. Apply emulsified asphalt at a .1gallon/syd +/- .02gallon/syd. Follow manufacturers application specifications.

1.2. It is the contractor's responsibility to sweep and remove any soil, sod or debris from the area of the roadway surface and to otherwise prepare the existing pavement for resurfacing.

1.3. See Project Specific Specifications.

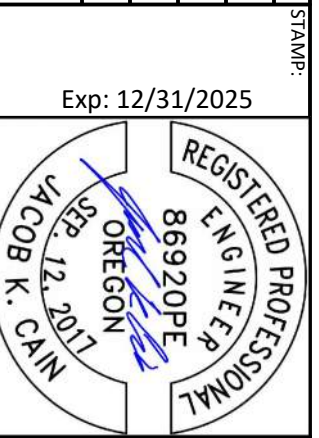
F. STRIPING

- 1.1. Use a longitudinal high performance pavement marking.
- 1.2. Layout will be provided by owner
- 1.3. See Project Specific Specifications.

H. SIGNS

- 1.1. Posts to be steel 2" x 2" x 1/2gauge
- 1.2. Oversized break away sleeves will be required

NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051-21
2	11-21-2023	ADDENDUM #4	TC	
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	DATE: 11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	
				SHEET SIZE: D



**AIRPORT ROAD
INFRASTRUCTURE**



LOCATION: Airport Road BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
G1.1

Airport Road A STA -09 + 00
Install Tee Intersection Sign & 35 MPH Sign

Airport Road A STA -8 + 50
Install New 25' Wide by 68.5' AC Driveway & 2 Stop Signs

Airport Road A STA -5+50
Install Tee Intersection Sign

Airport Road A STA 0+00
65 LF Sawcut and Demo 2500 SF AC Pavement

Airport Road A STA 0+00 - 140+82
Install New Road per detail CS,0

Airport Road A STA 0+00 - 54+00
Blast Zone 1 Utility corridor only

Airport Road A STA 3+00
Install 35 MPH Sign and Tee Intersection Sign

Airport Road A STA 4+00
Stockpiled Rock and Asphalt to be Crushed to ¾" minus

Airport Road A Sta 5+50
Demo Existing Fence and Install Fence H Brace

Airport Road A Sta 16+10
Demo Existing Fence and Install Fence H Brace

Airport Road A STA 20+30
Install Tee Intersection Sign & 35 MPH Sign

Airport Road A STA 23+25
Int-X Airport Road B STA 0+00, Install Stop Sign and Stop Bar

Airport Road A STA 26+25
Install Tee Intersection Sign & 35 MPH Sign

Airport Road A STA 54+00
Blast Zone 1 Utility corridor only

Airport Road A STA 55+30
Demo Existing Fence and Install Fence H Brace

Airport Road A STA 56+00
Install 35 MPH Signs

Airport Road A STA 81+00 - 93+00
Blast Zone 2 Utility corridor only

Airport Road A STA 86+00
Install 35 MPH Signs

Airport Road A STA 114+40
Install Tee Intersection Sign & 35 MPH Sign

Airport Road A STA 118+00
Int-X Airport Road C STA 0+00, Install Stop Sign and Stop Bar

Airport Road A STA 121+00
Install Tee Intersection Sign

Airport Road A STA 137+60
Install Turn Around Ahead Sign

Airport Road A STA 140+82
Install Cul-De-Sac

Airport Road B STA 0+00 - 61+80
Install New Road per detail CS,0

Airport Road B STA 0+50
Install Stop Sign and Stop Bar

Airport Road B STA 3+50
Install Stop Ahead Sign

Airport Road B STA 4+00 - 7+00
Install Stop Ahead Sign

Airport Road B STA 8+45
Install Stop Sign and Stop Bar

Airport Road B STA 9+00
Install Road Closure Barricade

Airport Road B STA 9+20
Install Stop Sign and Stop Bar

Airport Road B STA 12+50
Install Stop Ahead Sign & 35 MPH Sign

Airport Road B STA 13+09
Demo Existing Fence and Install Fence H Brace

Airport Road B STA 29+00
Install 35 MPH Signs

Airport Road B STA 65+80
Install Stop Ahead Sign and 35 MPH Sign

Airport Road B STA 67+80
Demo Existing Fence and Install Fence H Brace

Airport Road B STA 68+60
Install Stop Sign and Stop Bar

Airport Road B Sta 68+81
Sawcut (E) tower road and Tie Airport Rd B Into

Airport Road C STA 0+00 - 21+00
Install New Road per detail CS,0

Airport Road C STA 3+50
Install Stop Ahead Sign & 35 MPH Sign

Airport Road C STA 18+00
Install Turn Around Ahead Sign

Airport Road C STA 21+06
Install Cul-De-Sac



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21
2	11-21-2023	ADDITIONAL #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: REGISTERED PROFESSIONAL ENGINEER, PORT OF MORROW, OREGON, JACOB K. CAIN, No. 12, 1001, Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C1.0



NO.	DATE	REVISION DESCRIPTION	BY	PROJECT NO.
1	11-2-2023	RELEASED FOR PERMITS	TC	P-0091-21
2	11-21-2023	REVISIONS FOR PERMITS	TC	DATE: 11-2-2023
3	11-24-2023	ADDITIONAL BLASTING AREA	TC	
4	03-06-2024	CONSTRUCTION PLANS	TC	

Exp: 12/31/2025

**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



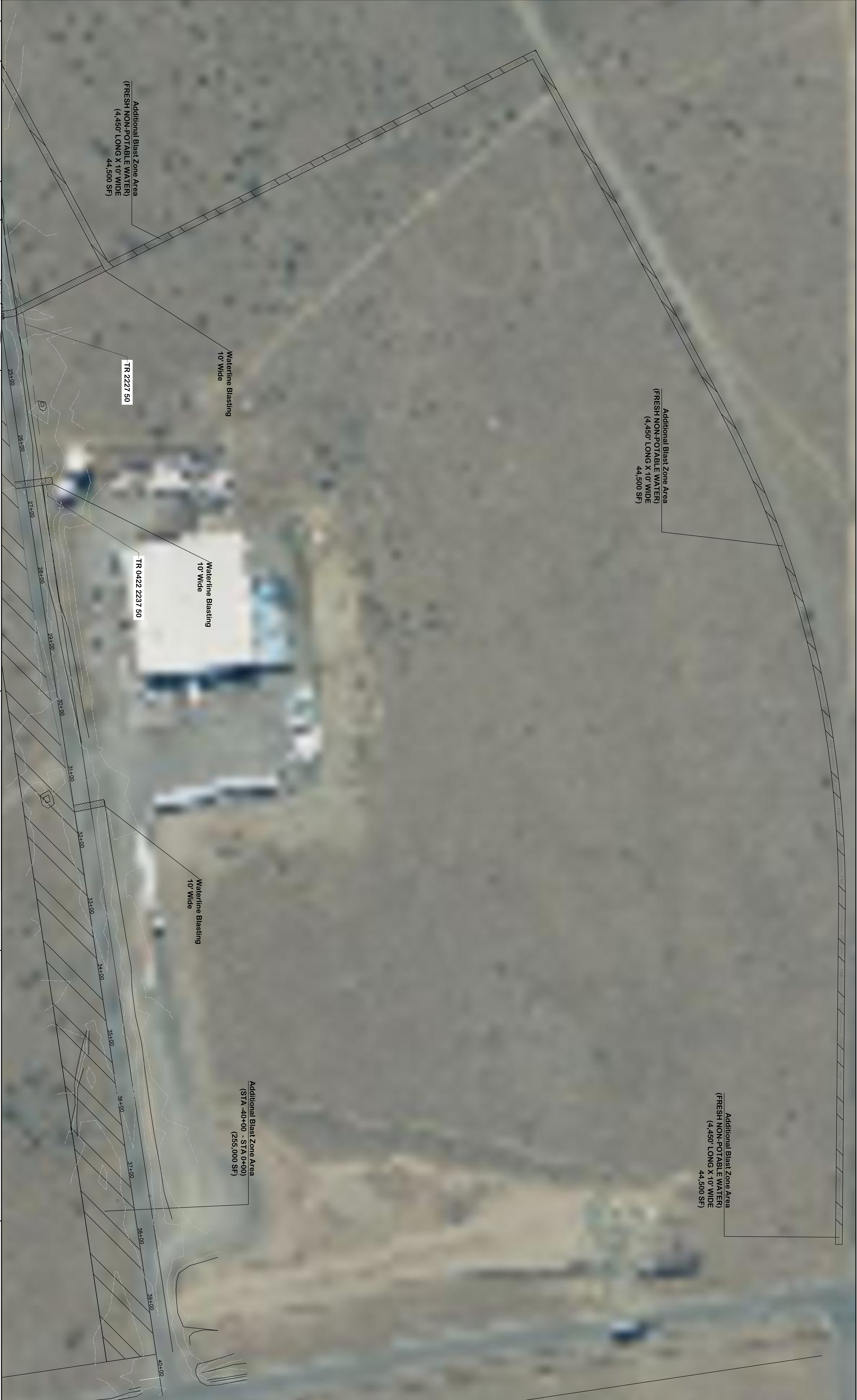
LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C1.1



NO.	DATE	REVISION DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051-21
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

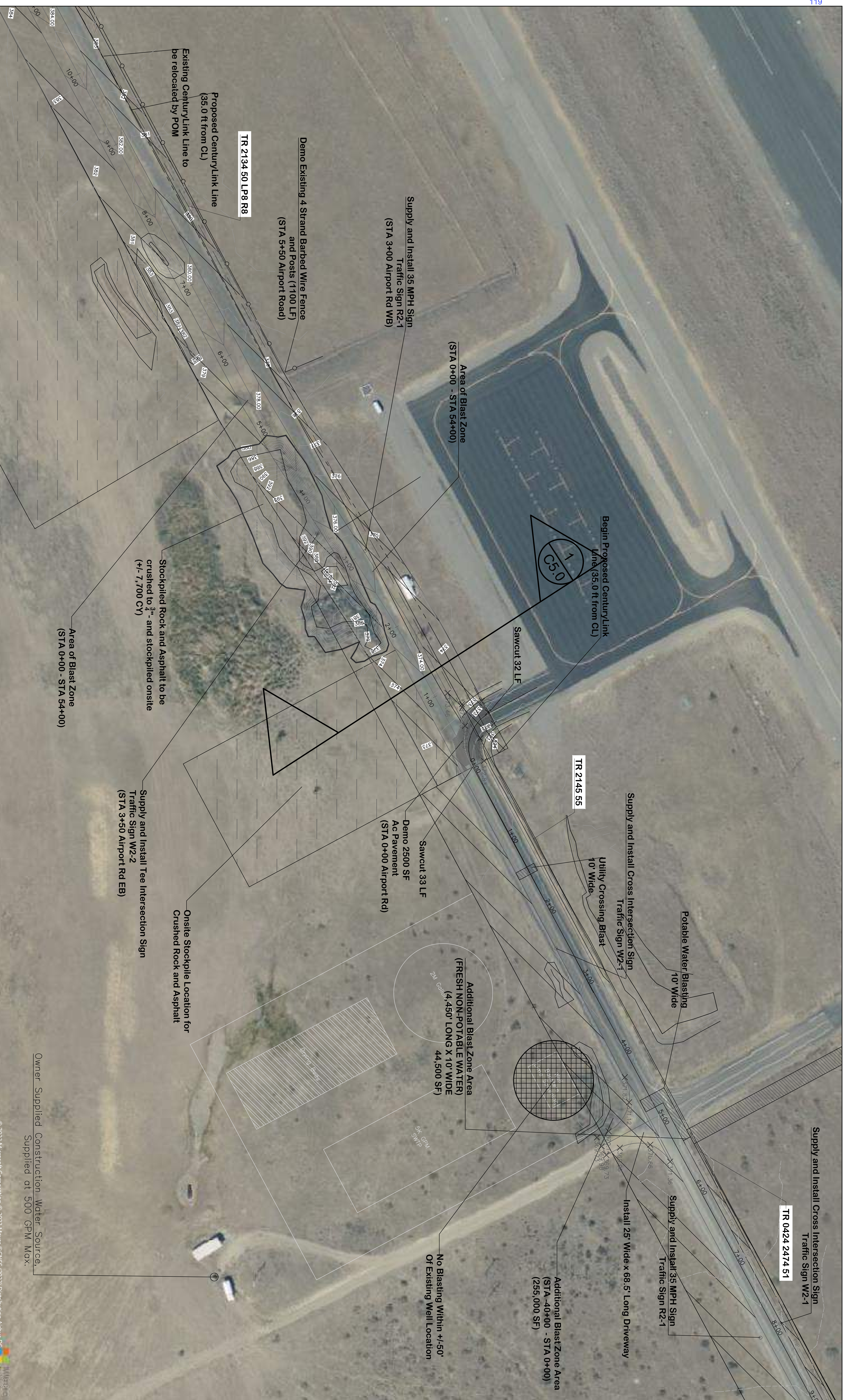
Exp: 12/31/2025

**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C1.2



NO.	DATE	REVISION DESCRIPTION	BY:	PROJECT NO.	STAMP
1	11-2-2023	RELEASED FOR BID	TC	P-005121	
2	11-21-2023	ADDITIONAL	TC	DATE:	
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	DATE:	
4	03-06-2024	CONSTRUCTION PLANS	TC	DATE:	

**AIRPORT ROAD
INFRASTRUCTURE**

SCALE 1 : 50

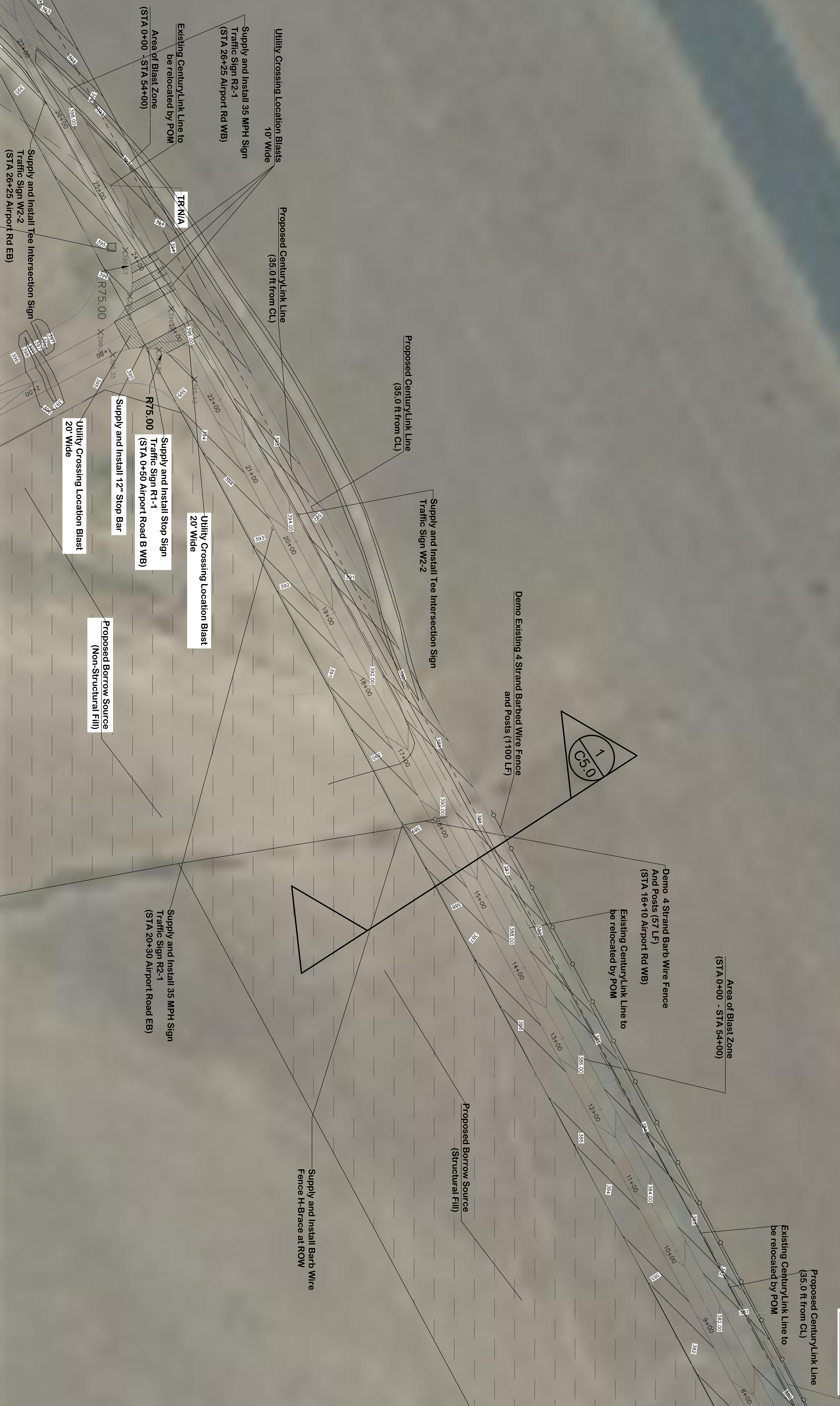


LOCATION:	Airport Road BOARDMAN, OR 97818
OWNER:	PORT OF MORROW
ENGINEER:	JACOB K. CAIN, PE
CONTACT:	(541) 481-7678

SHEET. NO.
C2.0

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Owner Supplied Construction Water Source,
Supplied at 500 GPM Max.



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.	STAMP
1	11-2-2023	RELEASED FOR BID	TC	P-005121	
2	11-21-2023	ADDENDUM #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	DATE:	
4	03-06-2024	CONSTRUCTION PLANS	TC	DATE:	

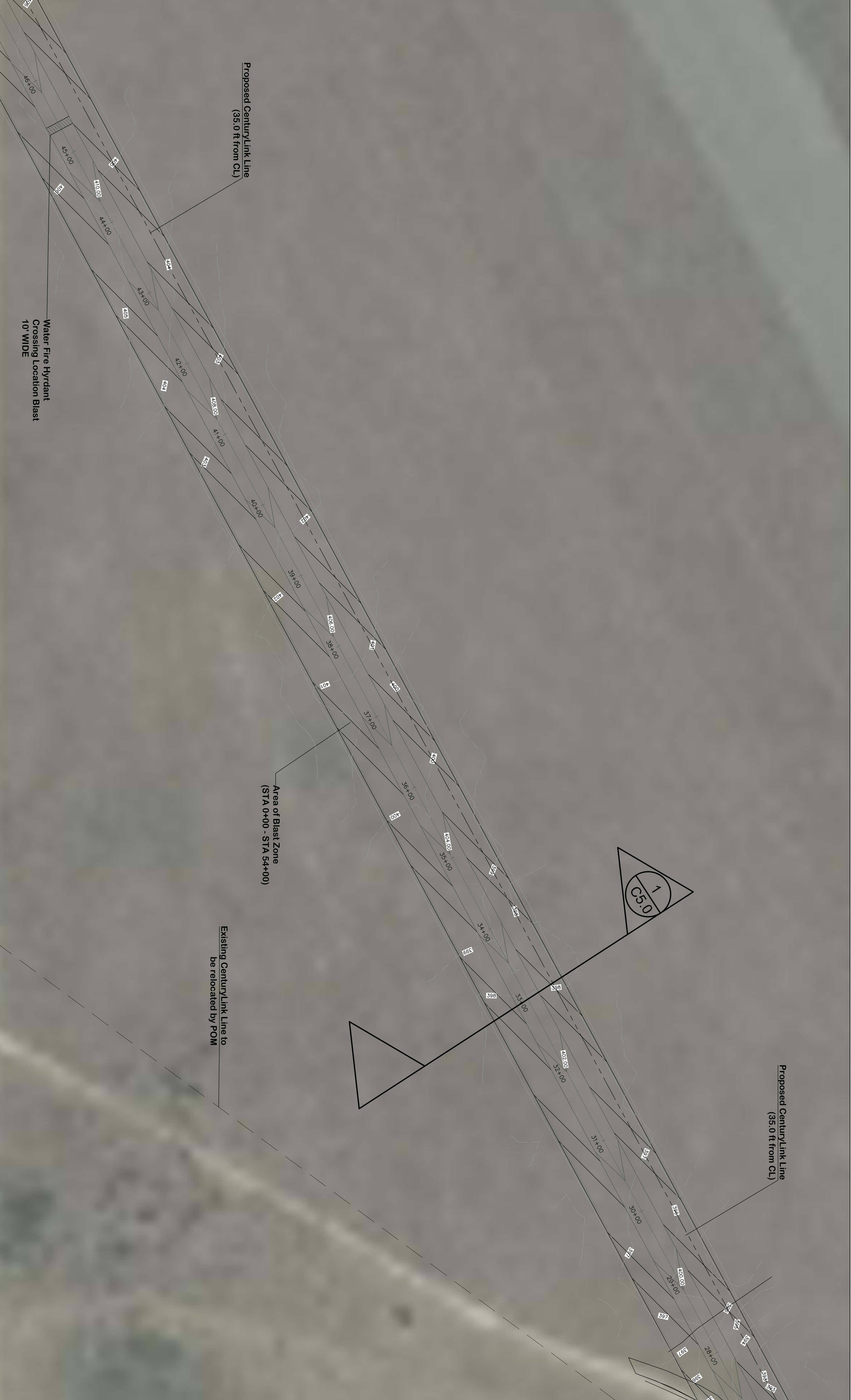
**AIRPORT ROAD
INFRASTRUCTURE**

SCALE 1 : 50



LOCATION: Airport Road BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.1



NO.	DATE	REVISION/DESCRIPTION	BY
1	11-2-2023	RELEASED FOR BID	TC
2	11-21-2023	ADDENDUM #4	TC
3	1-24-2024	ADDITIONAL BLASTING AREA	TC
4	03-06-2024	CONSTRUCTION PLANS	TC

PROJECT NO.	DATE
P-006121	11-2-2023

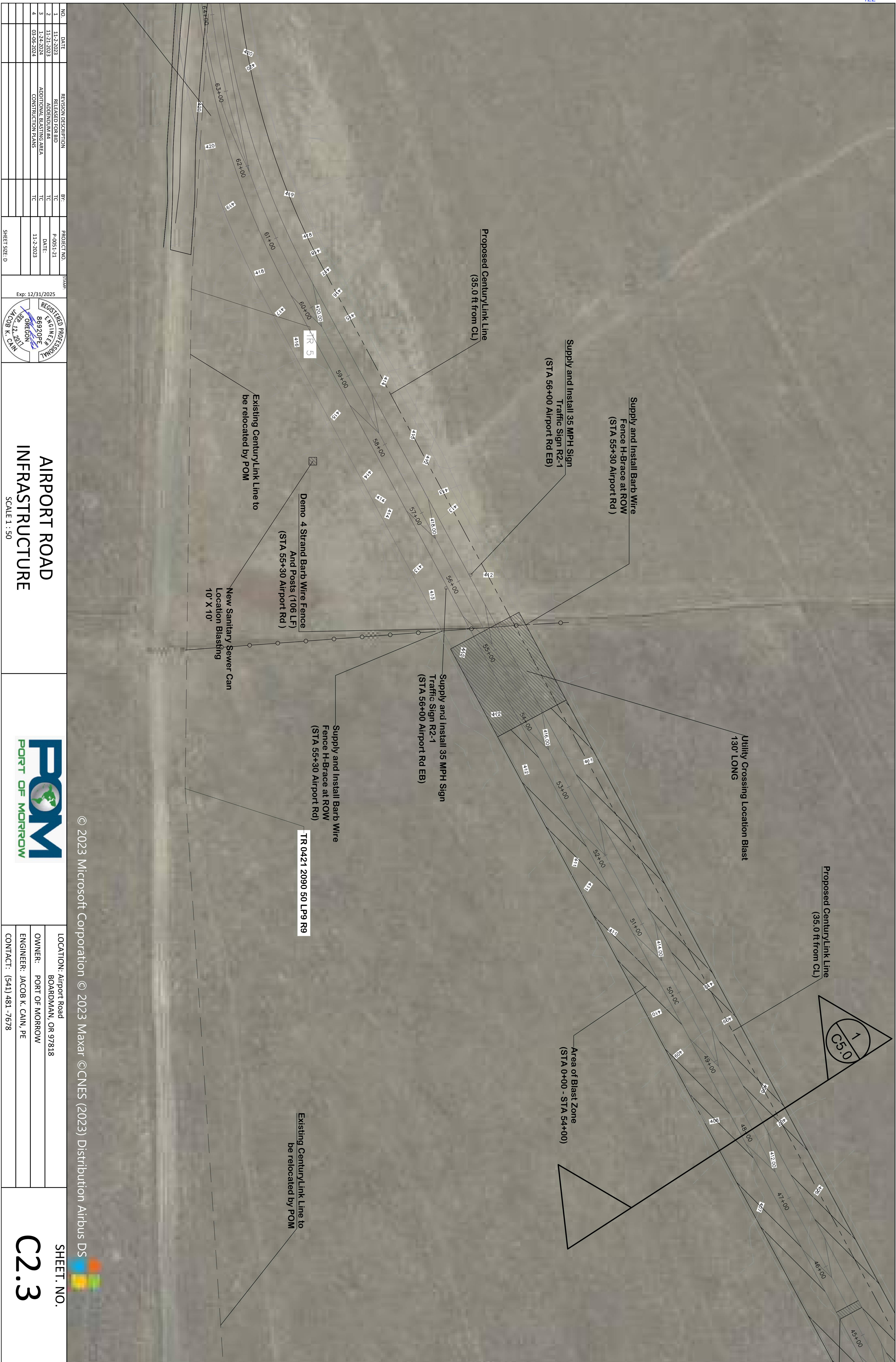


**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50

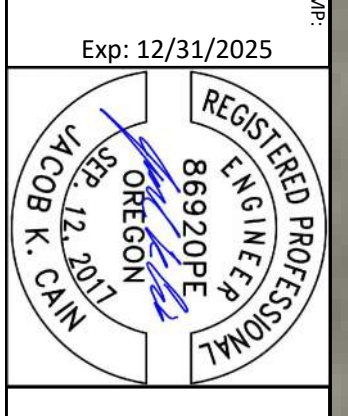


LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.2



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-005121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	
4	03-06-2024	CONSTRUCTION PLANS	TC	11-2-2023



**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



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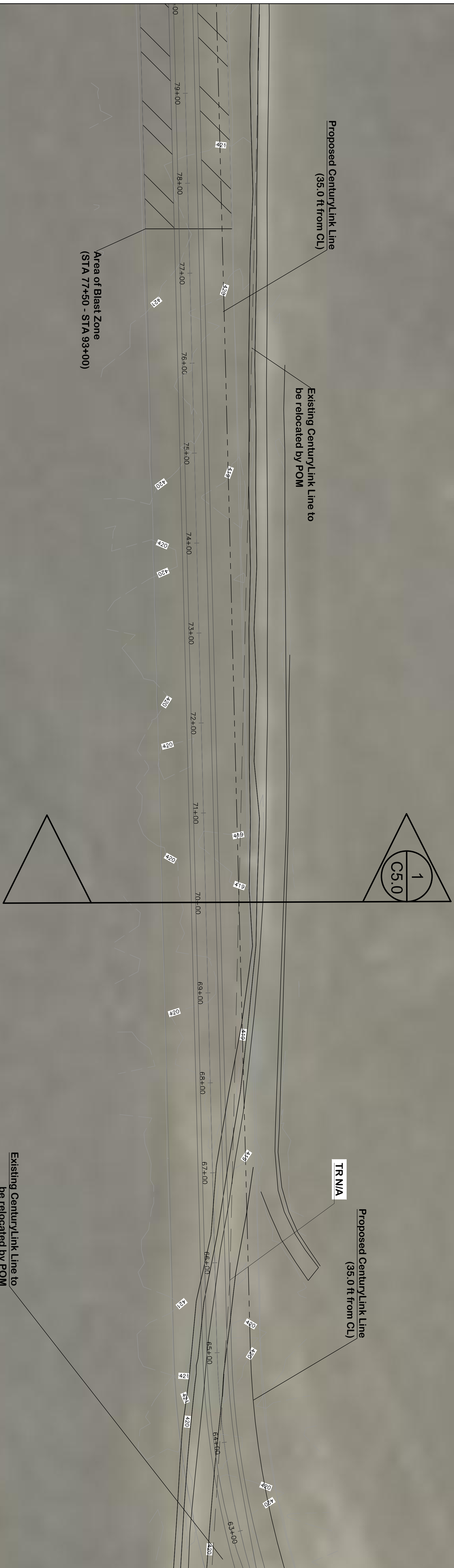
LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C2.3



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

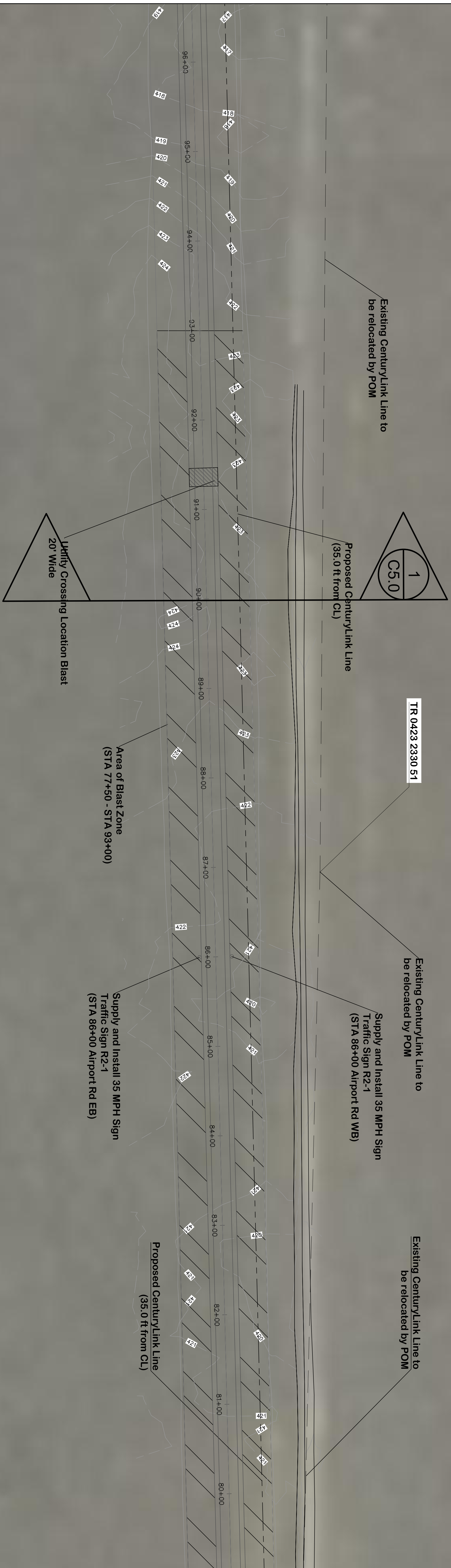
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AIRPORT ROAD
INFRASTRUCTURE
SCALE 1 : 50



LOCATION: Airport Road BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.4



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.5



TR 0424 1990 51 LP10 R10

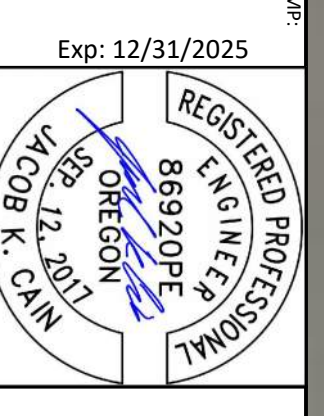
Existing CenturyLink Line to be relocated by POM

Existing CenturyLink Line to be relocated by POM

Proposed CenturyLink Line (35.0 ft from CL)

Proposed CenturyLink Line (35.0 ft from CL)

NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-009121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

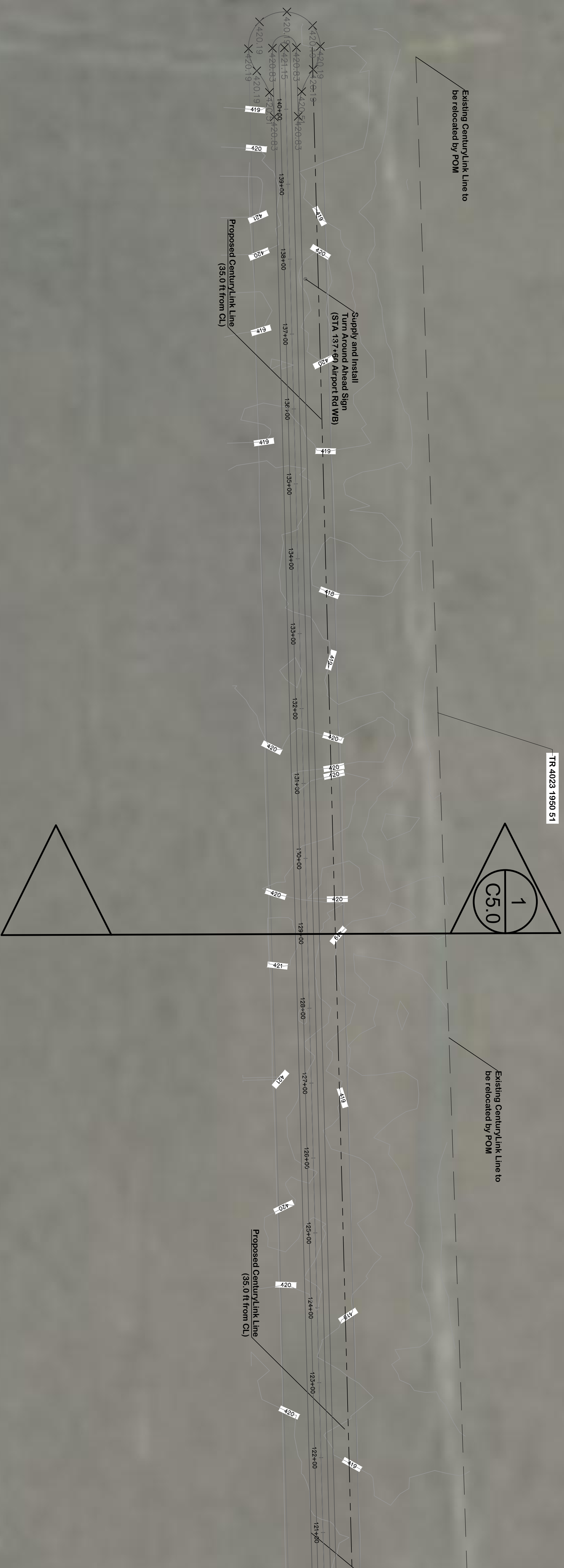


**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.6



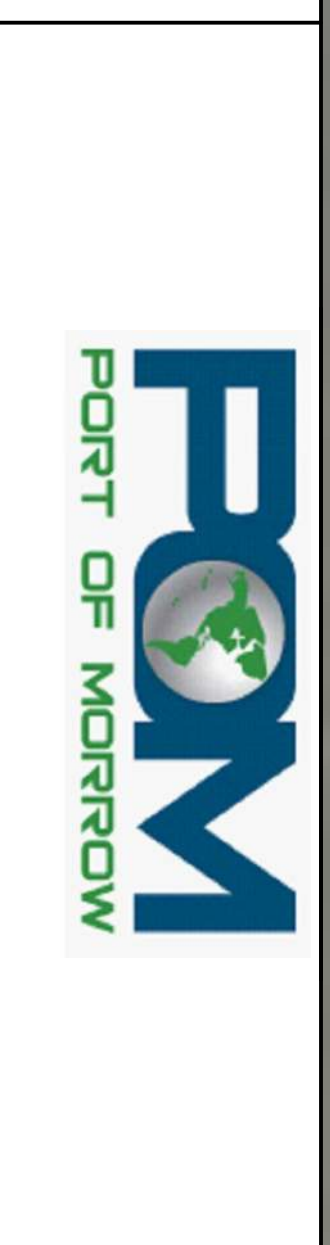
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1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

STAMP

Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE

SCALE 1 : 75



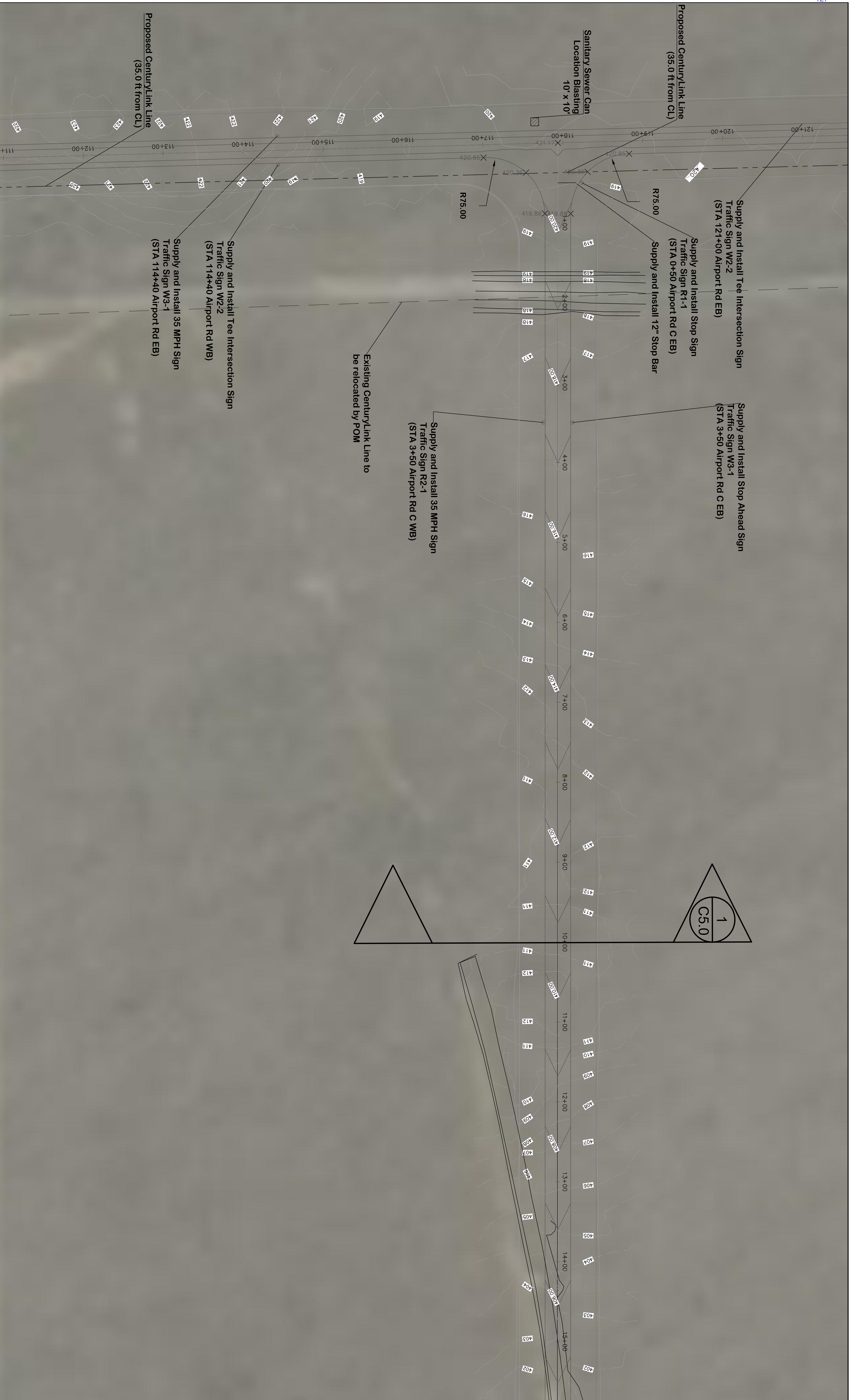
LOCATION: Airport Road
 BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C2.7



NO.	DATE	REVISION DESCRIPTION	BY:
1	11-2-2023	RELEASED FOR BID	TC
2	11-21-2023	APPENDIX A#4	TC
3	1-24-2024	ADDITIONAL BLASTING AREA	TC
4	03-06-2024	CONSTRUCTION PLANS	TC

PROJECT NO.	DATE
P-0051-21	11-2-2023

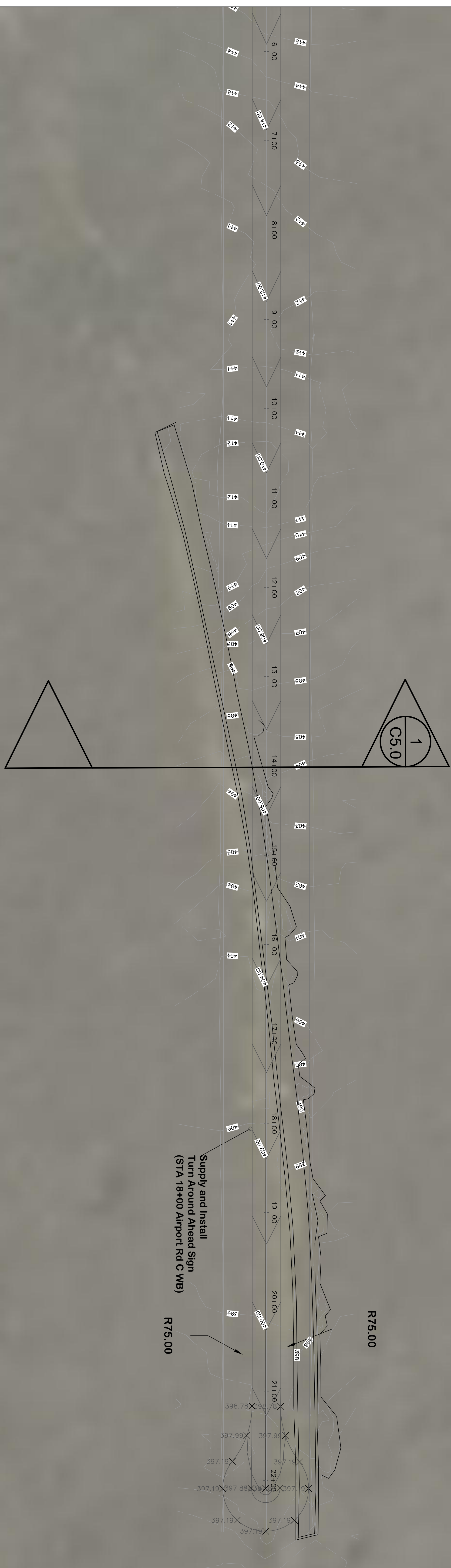
Stamp: REGISTERED PROFESSIONAL ENGINEER, ELEC ENGINEER, PORT OF MORROW, 86920PE, JACOB K. CAIN, No. 12, 2011, Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE
SCALE 1 : 50

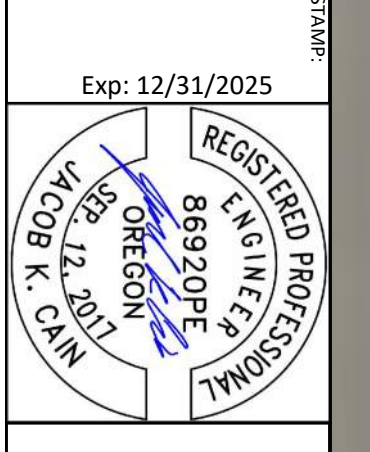
PORT OF MORROW

LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.8



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #1	TC	DATE: 11-2-2023
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	
4	03-06-2024	CONSTRUCTION PLANS	TC	



AIRPORT ROAD
INFRASTRUCTURE
 SCALE 1 : 50



LOCATION: Airport Road
 BOARDMAN, OR 97818
 OWNER: PORT OF MORROW
 ENGINEER: JACOB K. CAIN, PE
 CONTACT: (541) 481-7678

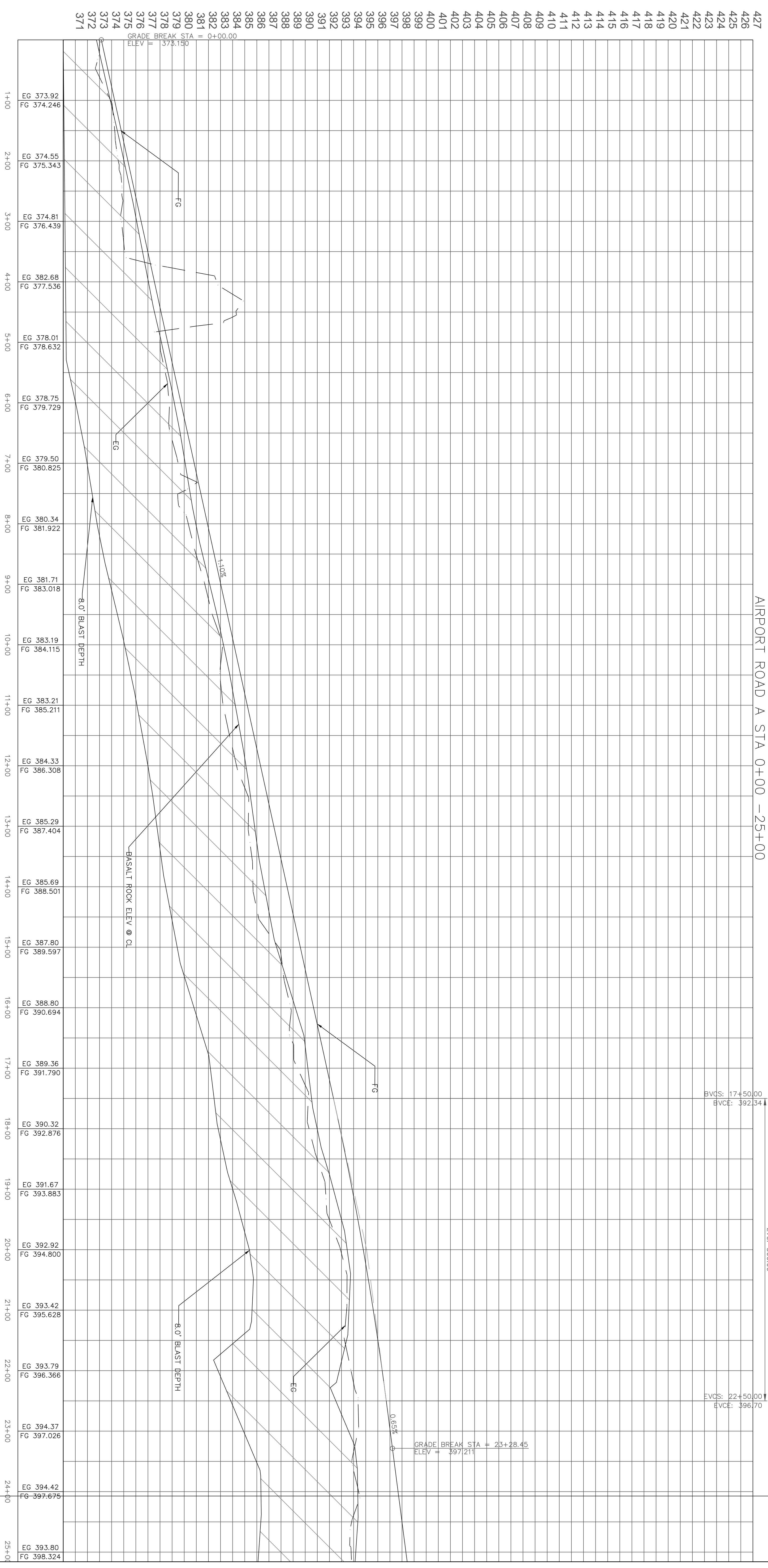
SHEET. NO.
C2.9

AIRPORT ROAD A STA 0+00 -25+00

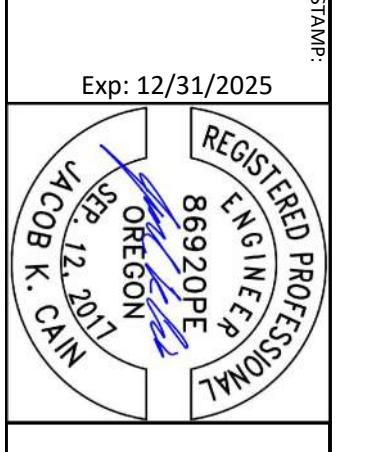
PVI STA: 20+00.00
PVI ELEV: 395.08
K: 1116.49
LVC: 500.00

BVGS: 17+50.00
BVCE: 392.34

EVGS: 22+50.00
EVCE: 396.70



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-005121	
2	11-21-2023	ADDITIONAL #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		



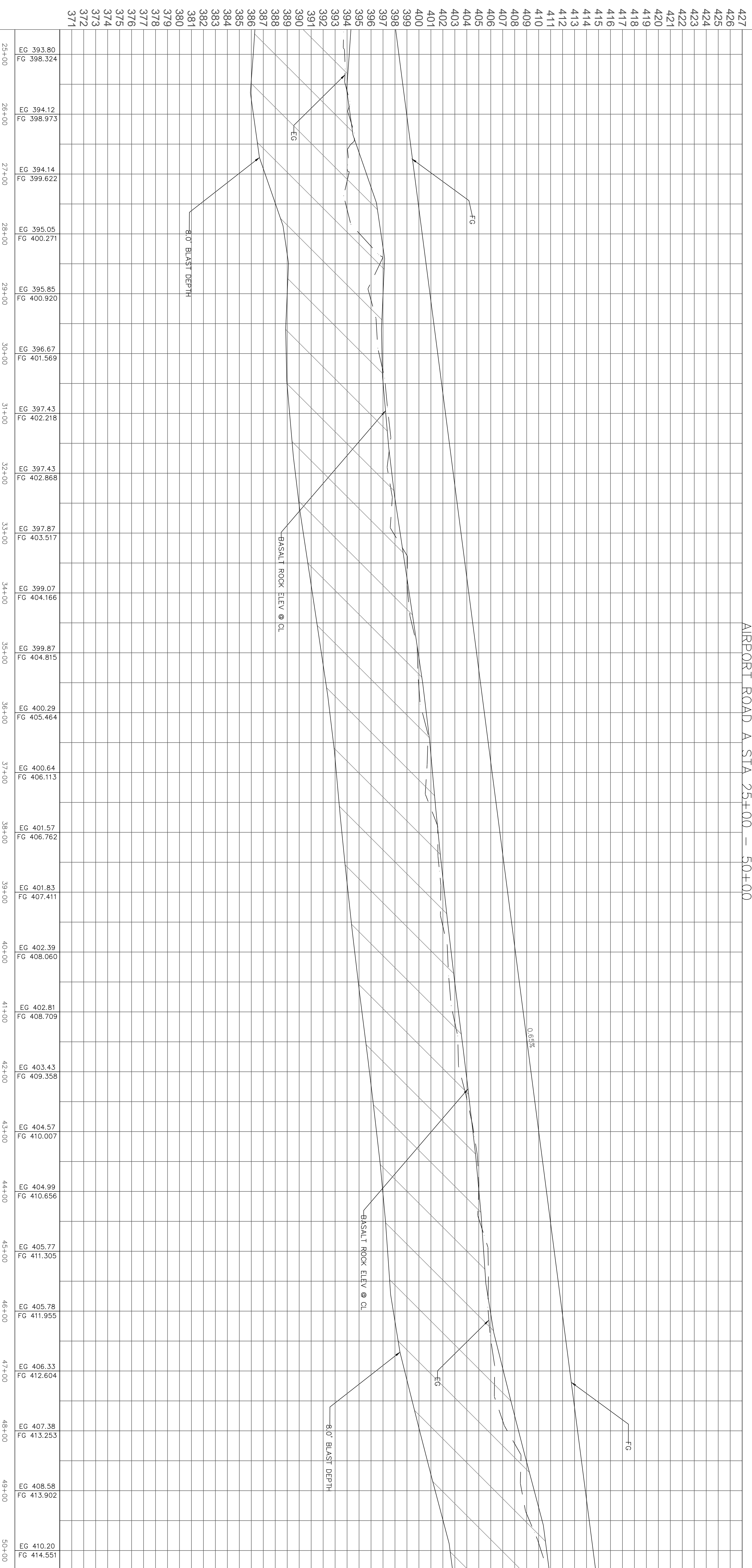
AIRPORT ROAD
INFRASTRUCTURE
SCALE: 1 : 75



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.10

AIRPORT ROAD A STA 25+00 - 50+00



NO.	DATE	REVISION DESCRIPTION	BY	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-005121	STAMP
2	11-21-2023	ADDENDUM #4	TC		
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	DATE:	
4	03-06-2024	CONSTRUCTION PLANS	TC	11-2-2023	
SHEET SIZE: D					
<p style="text-align: center;">AIRPORT ROAD INFRASTRUCTURE</p> <p style="text-align: center;">SCALE: 1 : 75</p>					
<p>LOCATION: Airport Road BOARDMAN, OR 97818</p> <p>OWNER: PORT OF MORROW</p> <p>ENGINEER: JACOB K. CAIN, PE</p> <p>CONTACT: (541) 481-7678</p>					
<p style="text-align: right;">SHEET. NO.</p> <p style="text-align: right; font-size: 2em;">C2.11</p>					

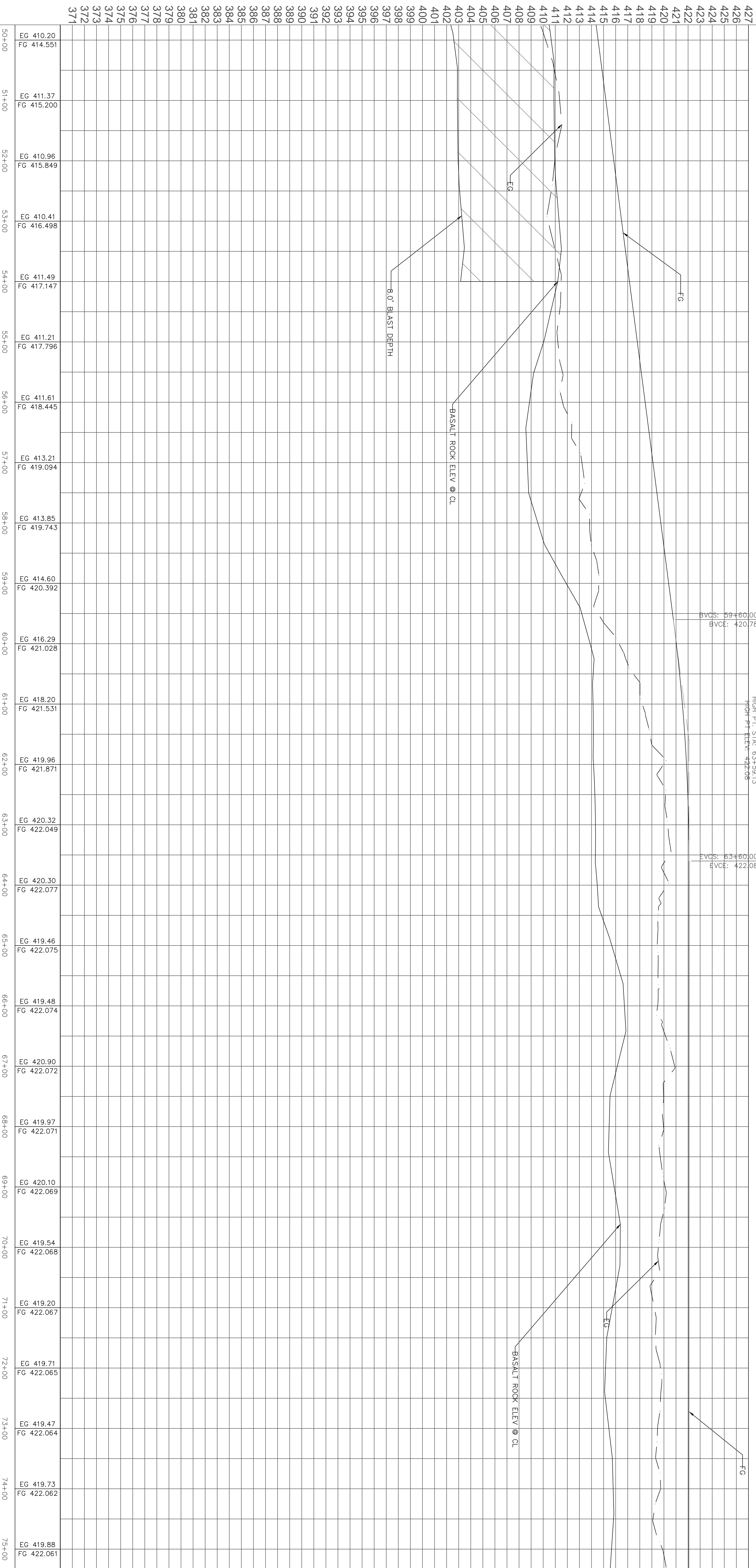
AIRPORT ROAD A STA 50+00 + 75+00

PVI STA: 61+60.00
PVI ELEV: 422.08
K: 614.92
LVC: 400.00

HIGH PT. STA: 63+59.13
HIGH PT. ELEV: 422.08

BVCS: 59+60.00
BVCE: 420.78

EVCS: 63+60.00
EVCE: 422.08



NO.	DATE	REVISION/DESCRIPTION	BY	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

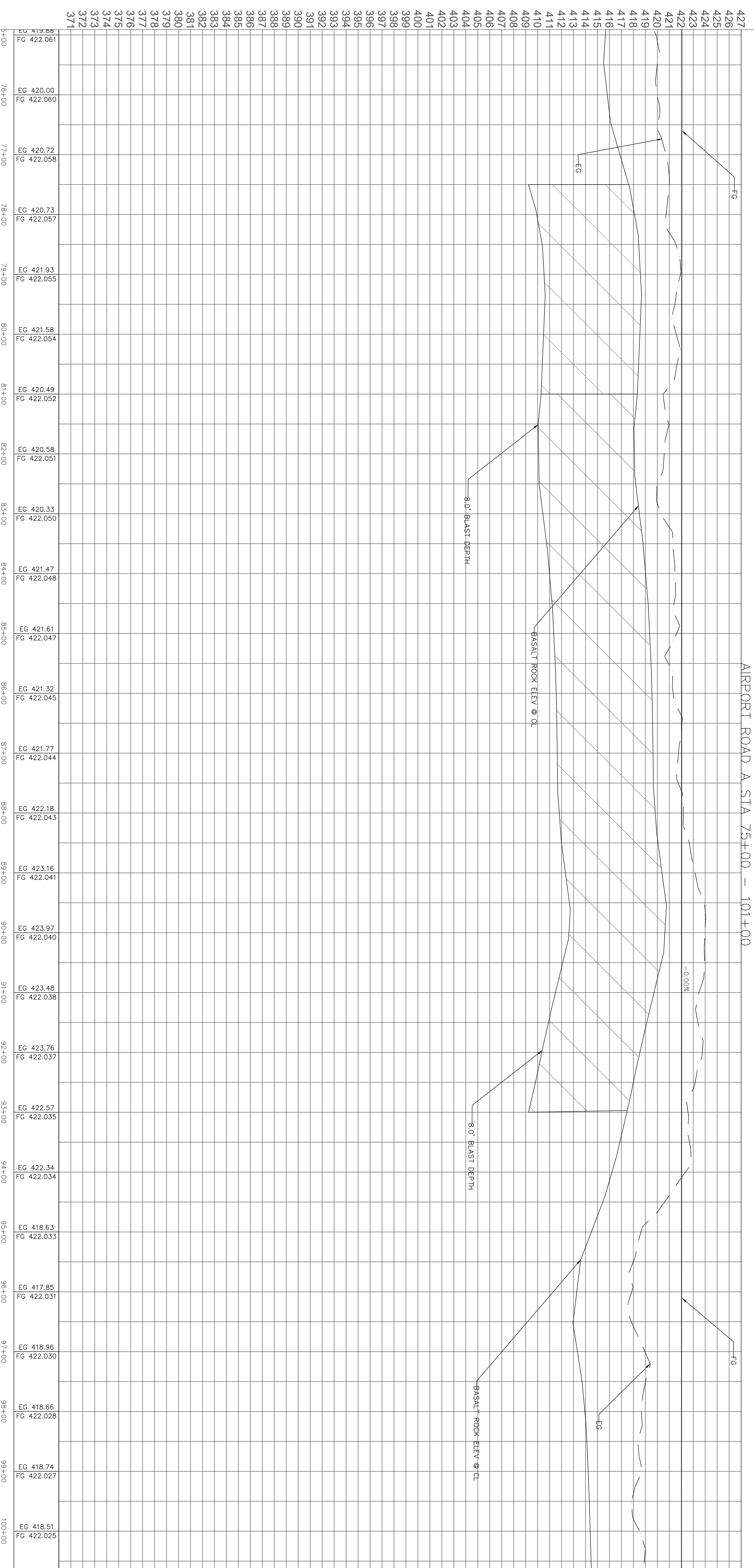
Exp: 12/31/2025

AIRPORT ROAD
INFRASTRUCTURE
SCALE: 1 : 75

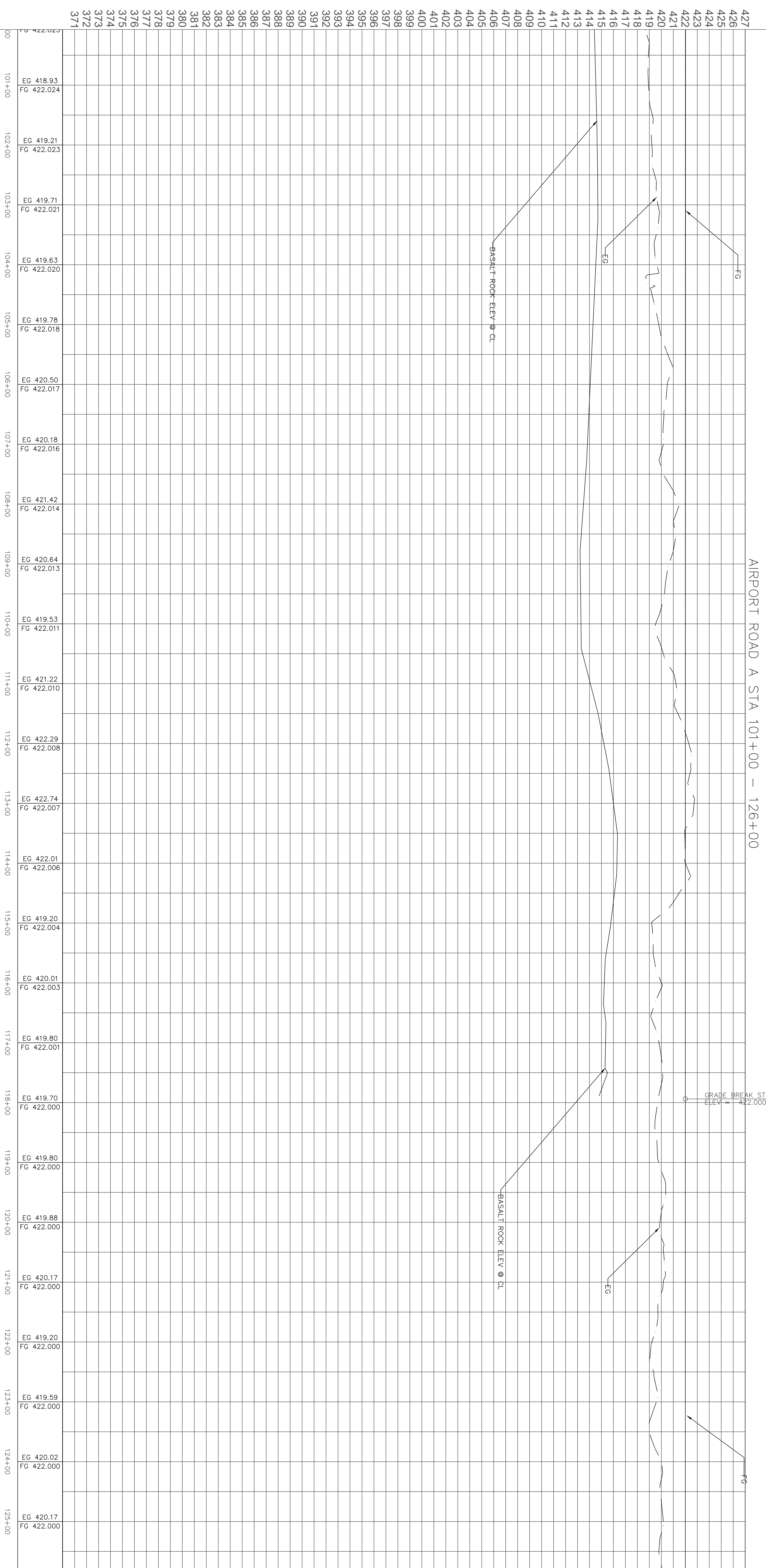


LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C2.12



NO.	DATE	REVISION/DESCRIPTION	BY	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21	
2	11-21-2023	ADDENDUM #4	TC	DATE: 11-2-2023	
3	1-24-2024	ADDITIONAL BLASTING AREA	TC		
4	03-06-2024	CONSTRUCTION PLANS	TC		
SHEET SIZE: D					
<h1>AIRPORT ROAD</h1> <h2>INFRASTRUCTURE</h2> <p>SCALE: 1 : 75</p>					
LOCATION: Airport Road BOARDMAN, OR 97818			SHEET. NO. <h1>C2.13</h1>		
OWNER: PORT OF MORROW ENGINEER: JACOB K. CAIN, PE CONTACT: (541) 481-7678					



AIRPORT ROAD A STA 101+00 - 126+00

GRADE BREAK STA = 117+93.86
ELEV = 422.000

BASALT ROCK ELEV @ CL

BASALT ROCK ELEV @ CL

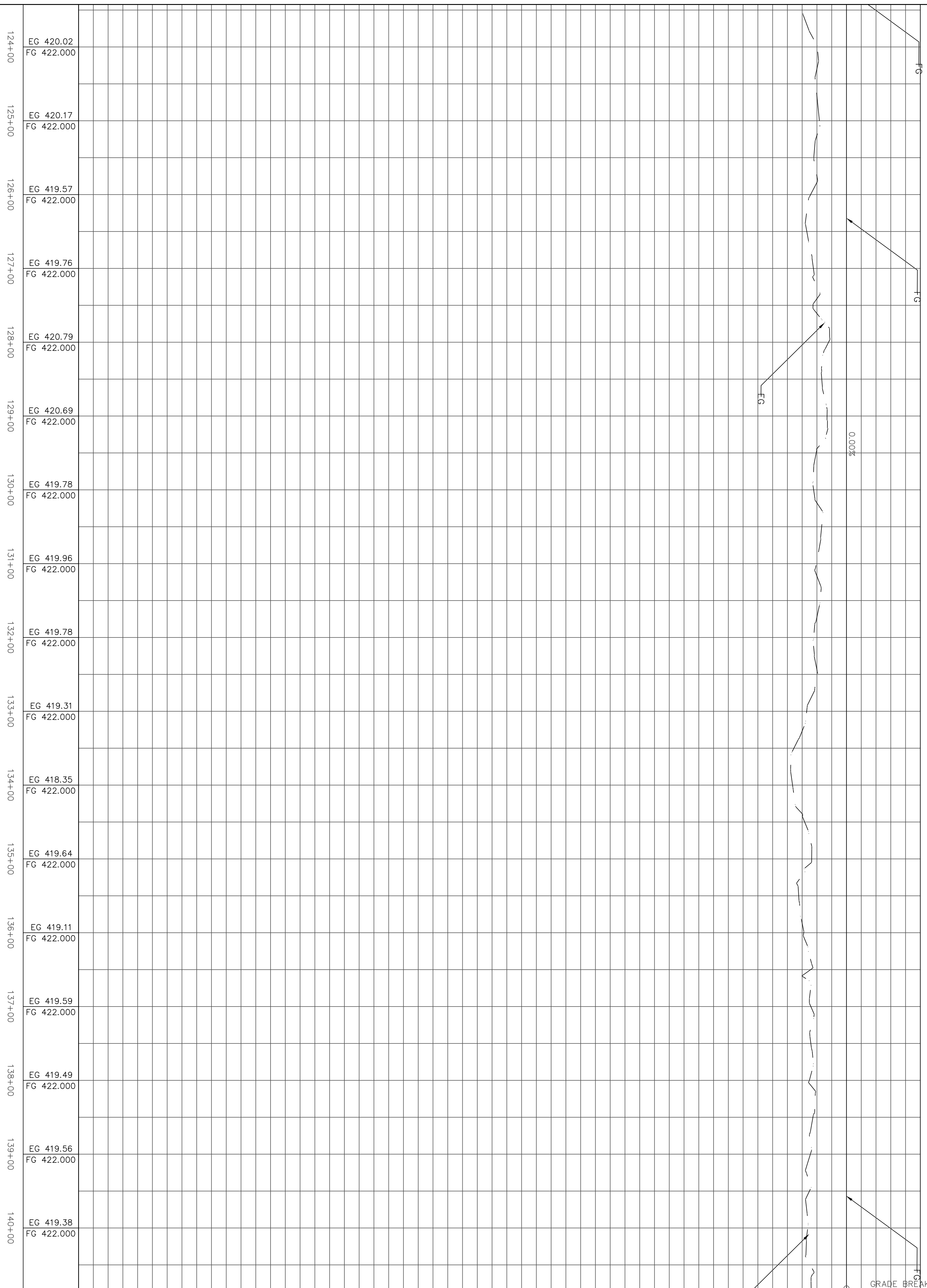
NO.	DATE	REVISION/DESCRIPTION	BY	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-0051-21	
2	11-21-2023	ADDENDUM #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		

REGISTERED PROFESSIONAL ENGINEER	Exp: 12/31/2025
88920PE	
JACOB K. CAIN	
OR. 12, 2011	

LOCATION: Airport Road	BOARDMAN, OR 97818
OWNER: PORT OF MORROW	
ENGINEER: JACOB K. CAIN, PE	
CONTACT: (541) 481-7678	

SHEET NO.	C2.14
-----------	-------

AIRPORT ROAD A STA 126+00 - 141+50



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GRADE BREAK STA = 140+82.12
ELEV = 422.000

NO.	DATE	REVISION/DESCRIPTION	BY
1	11-2-2023	RELEASED FOR BID	TC
2	11-21-2023	ADDENDUM #4	TC
3	1-24-2024	ADDITIONAL BLASTING AREA	TC
4	03-06-2024	CONSTRUCTION PLANS	TC

PROJECT NO.	DATE	STATUS
P-005121	11-2-2023	STAMP

REGISTERED PROFESSIONAL ENGINEER
 89920PE
 OREGON
 APR. 12, 2011
 JACOB K. CAIN

Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE
 SCALE: 1 : 75



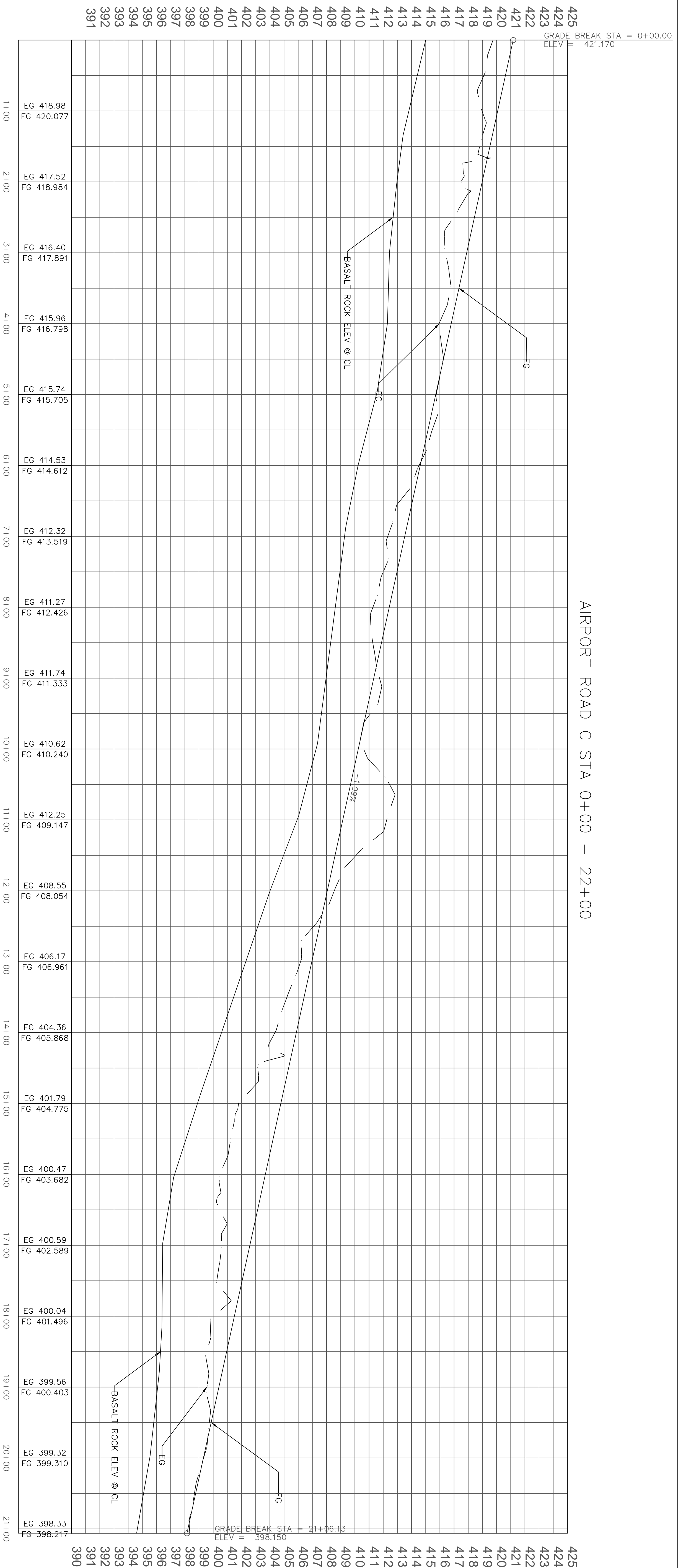
LOCATION: Airport Road
 BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET NO.
C2.15



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-005121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE

SCALE: 1 : 75



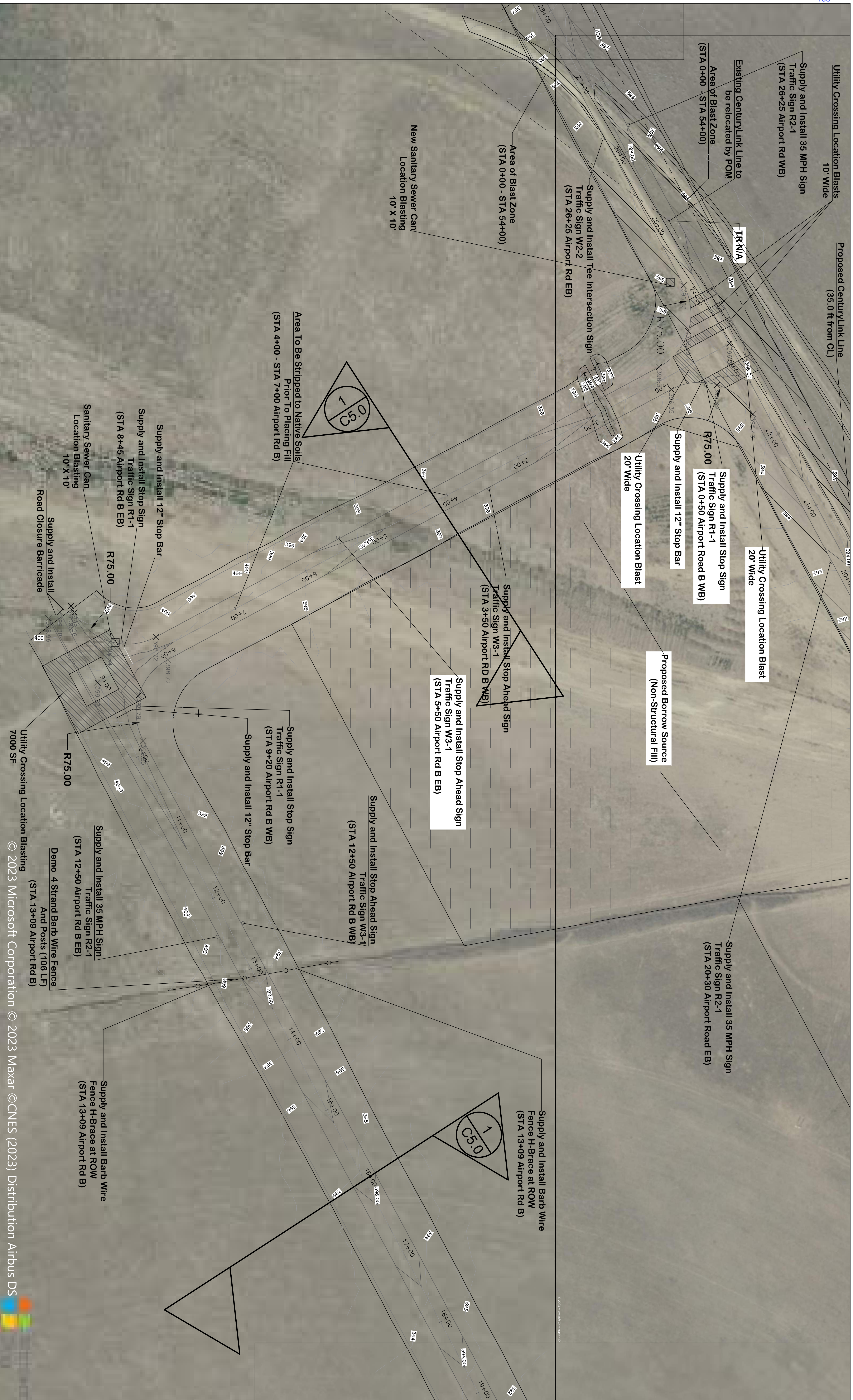
LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

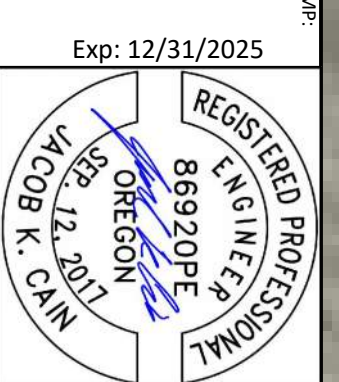
ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C2.16



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.	STAMP
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21	
2	11-21-2023	ADDITIONAL #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		



**AIRPORT ROAD
INFRASTRUCTURE**

SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C3.0

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NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-005121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

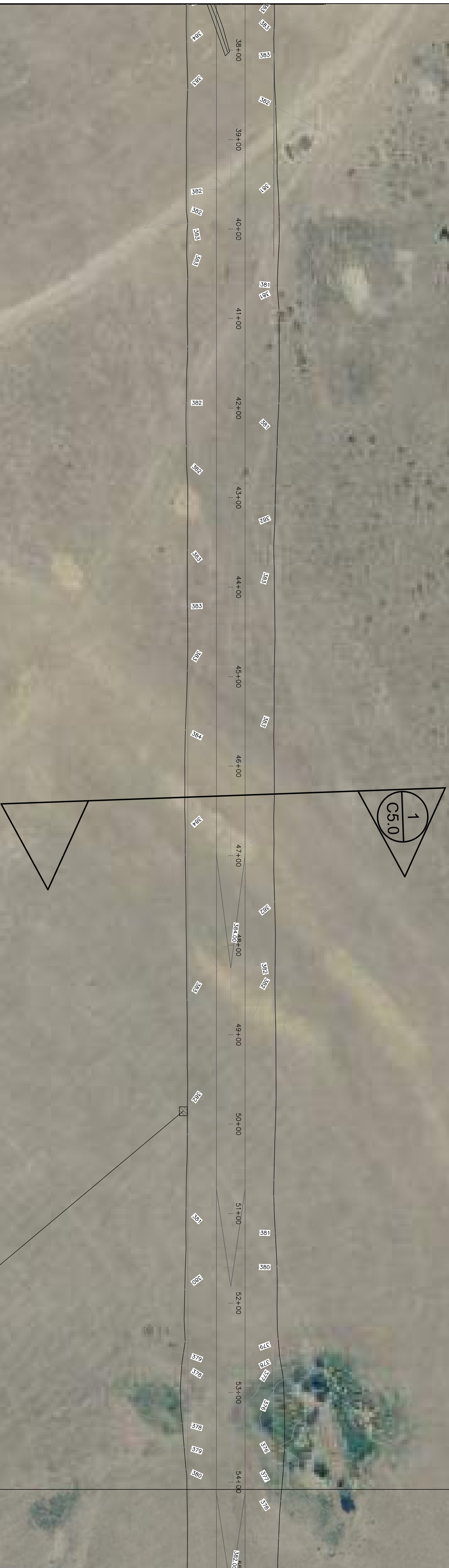
**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C3.1

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NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

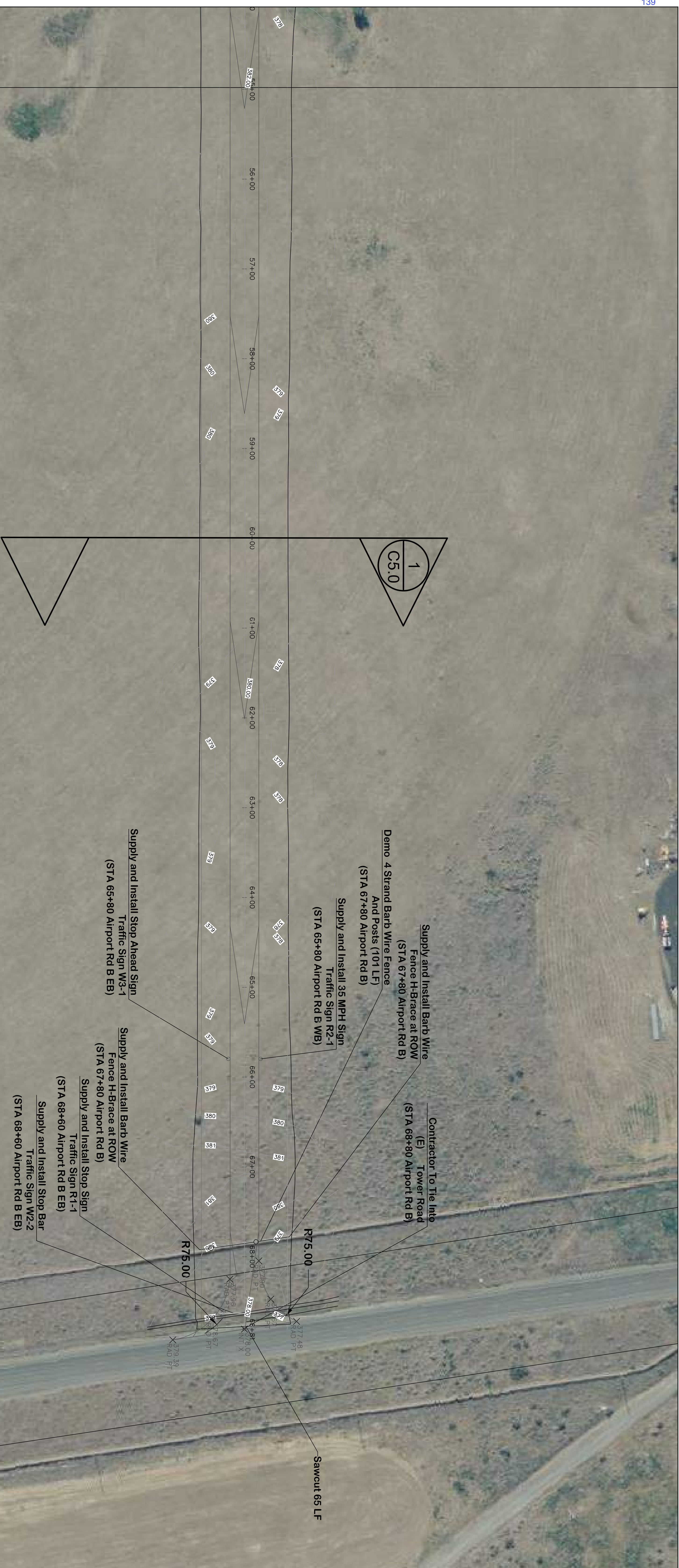
**AIRPORT ROAD
INFRASTRUCTURE**
SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C3.2

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NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-006121
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE

SCALE 1 : 50



LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET NO. **C3.3**

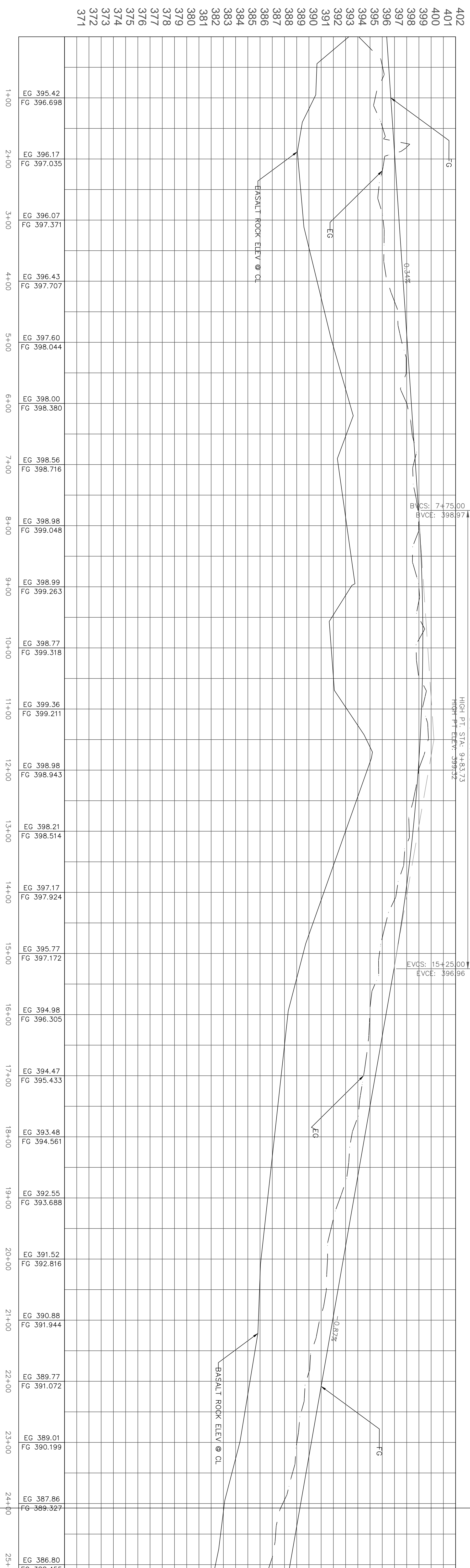
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AIRPORT ROAD B STA 0+00 - 25+00

PVI STA: 11+50.00
 PVI ELEV: 400.23
 L: 620.00
 HIGH PT. STA: 9+83.73
 HIGH PT. ELEV: 399.92

BVCS: 7+75.00
 BVCE: 398.97

EVCS: 15+25.00
 EVCE: 396.96



NO.	DATE	REVISION DESCRIPTION	BY	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21
2	11-21-2023	ADDENDUM #4	TC	DATE: 11-2-2023
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	
4	03-06-2024	CONSTRUCTION PLANS	TC	

Stamp: Exp: 12/31/2025

AIRPORT ROAD
INFRASTRUCTURE
 SCALE: 1 : 75



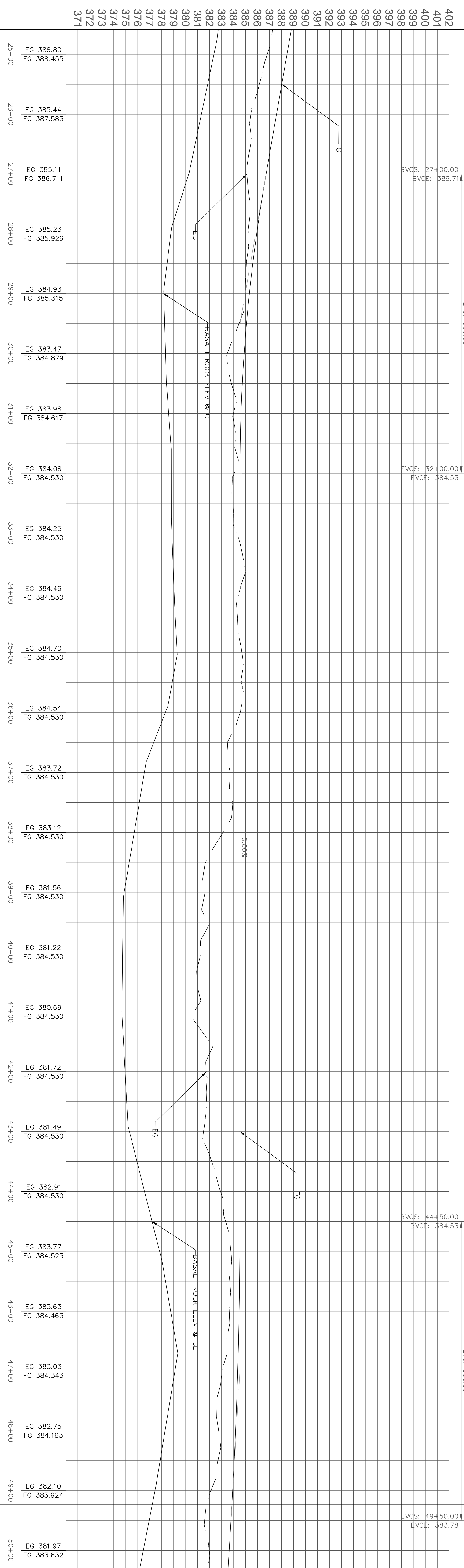
LOCATION: Airport Road
 BOARDMAN, OR 97818
 OWNER: PORT OF MORROW
 ENGINEER: JACOB K. CAIN, PE
 CONTACT: (541) 481-7678

SHEET. NO.
C3.4

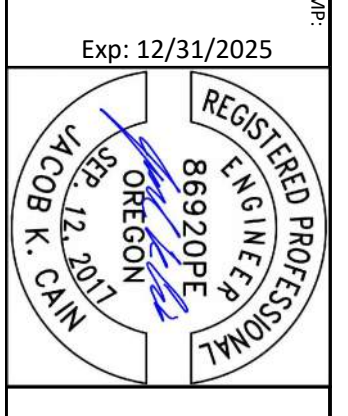
PVI STA: 29+50.00
PVI ELEV: 384.53
K: 573.25
LVC: 500.00

AIRPORT ROAD B STA 25+00 - 50+00

PVI STA: 47+00.00
PVI ELEV: 384.53
K: 1669.70
LVC: 500.00



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21
2	11-21-2023	ADDENDUM #4	TC	DATE: 11-2-2023
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	
4	03-06-2024	CONSTRUCTION PLANS	TC	



AIRPORT ROAD
INFRASTRUCTURE
SCALE: 1 : 75

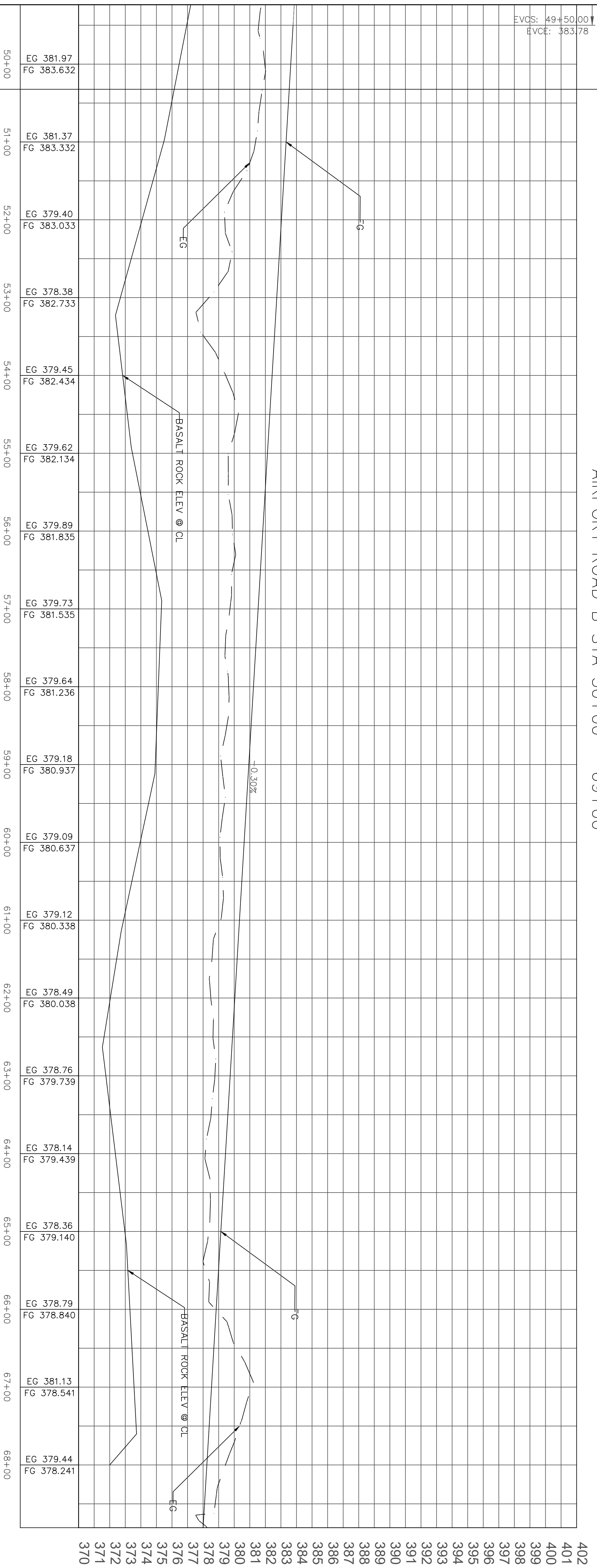


LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C3.5

EVCS: 49+50.00
EVCE: 383.78

AIRPORT ROAD B STA 50+00 - 69+00



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NO.	DATE	REVISION/DESCRIPTION	BY
1	11-2-2023	RELEASED FOR BID	TC
2	11-21-2023	ADDENDUM #4	TC
3	1-24-2024	ADDITIONAL BLASTING AREA	TC
4	03-06-2024	CONSTRUCTION PLANS	TC

PROJECT NO. P-005121
DATE: 11-2-2023
SHEET SIZE: D

Exp: 12/31/2025

AIRPORT ROAD INFRASTRUCTURE

SCALE: 1 : 75



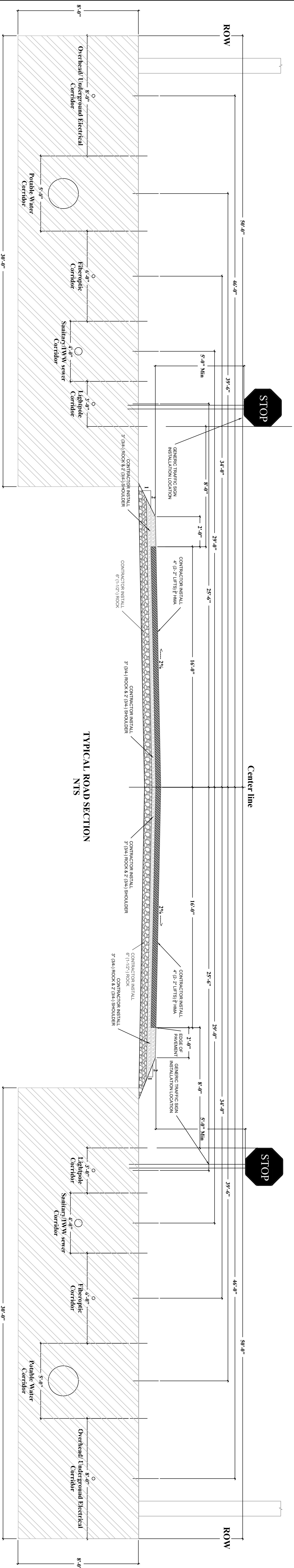
LOCATION: Airport Road
BOARDMAN, OR 97818

OWNER: PORT OF MORROW

ENGINEER: JACOB K. CAIN, PE

CONTACT: (541) 481-7678

SHEET. NO.
C3.6



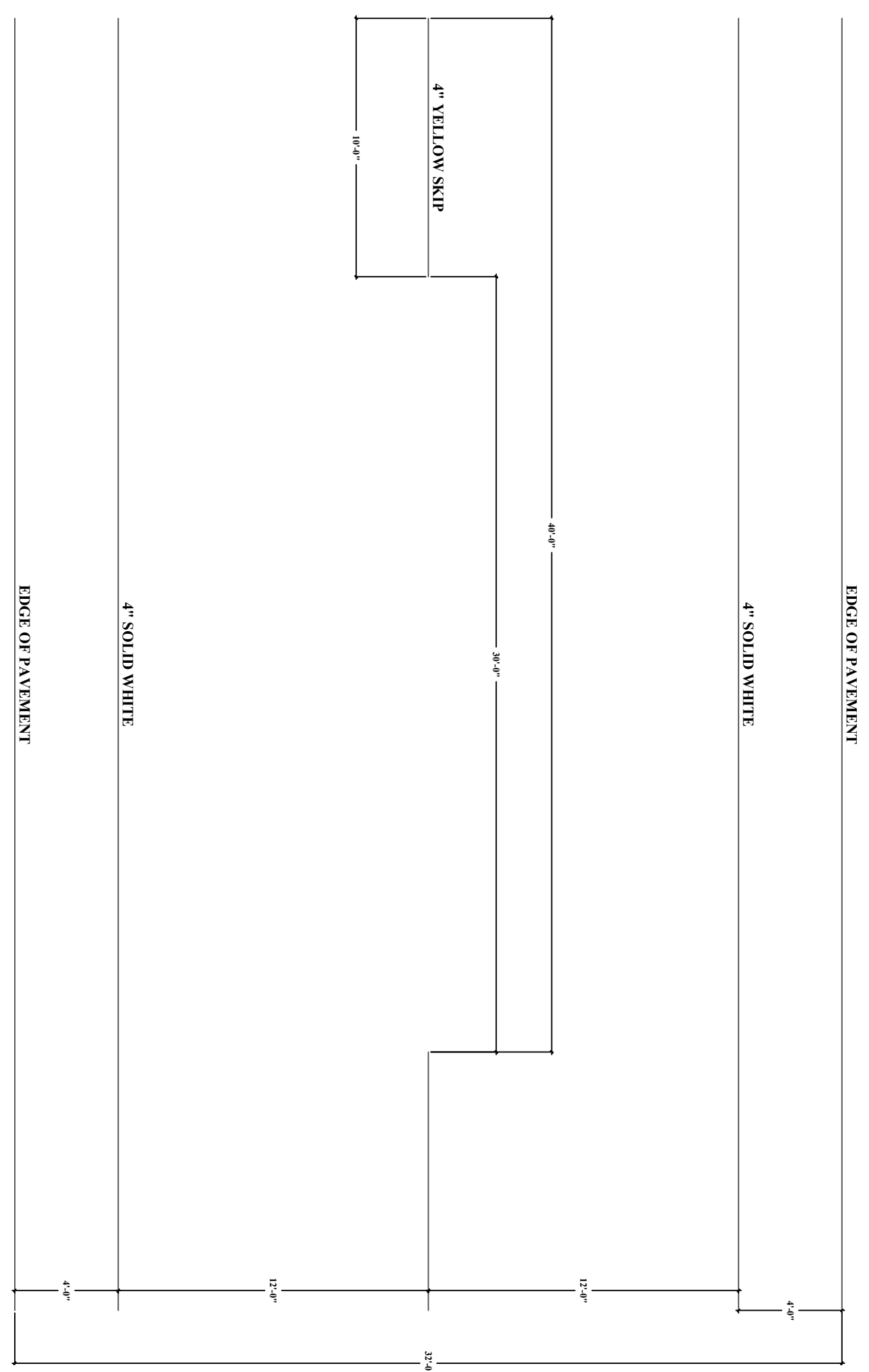
1
C5.0
TYPICAL ROAD SECTION
NTS

**ROAD SIGN & PAVEMENT LEGEND
TYPES AND QUANTITY TABLE**

ITEM	QUANTITY	SIZE	DESCRIPTION
R1-1 SIGN	6	30 X 30	STOP
W3-1 SIGN	6	30 X 30	STOP AHEAD
R2-1 SIGN	15	30 X 36	35MPH SPEED LIMIT
W2-2	5	30 X 36	TEE INTERSECTION
TYPE III BREAKAWAY BARRICADE	1	80 X 96	
CUSTOM	2	30 X 30	TURN AROUND AHEAD
TOTAL	35		
STOP BAR	5	1' X 12'	
TOTAL	5		WHITE BAR

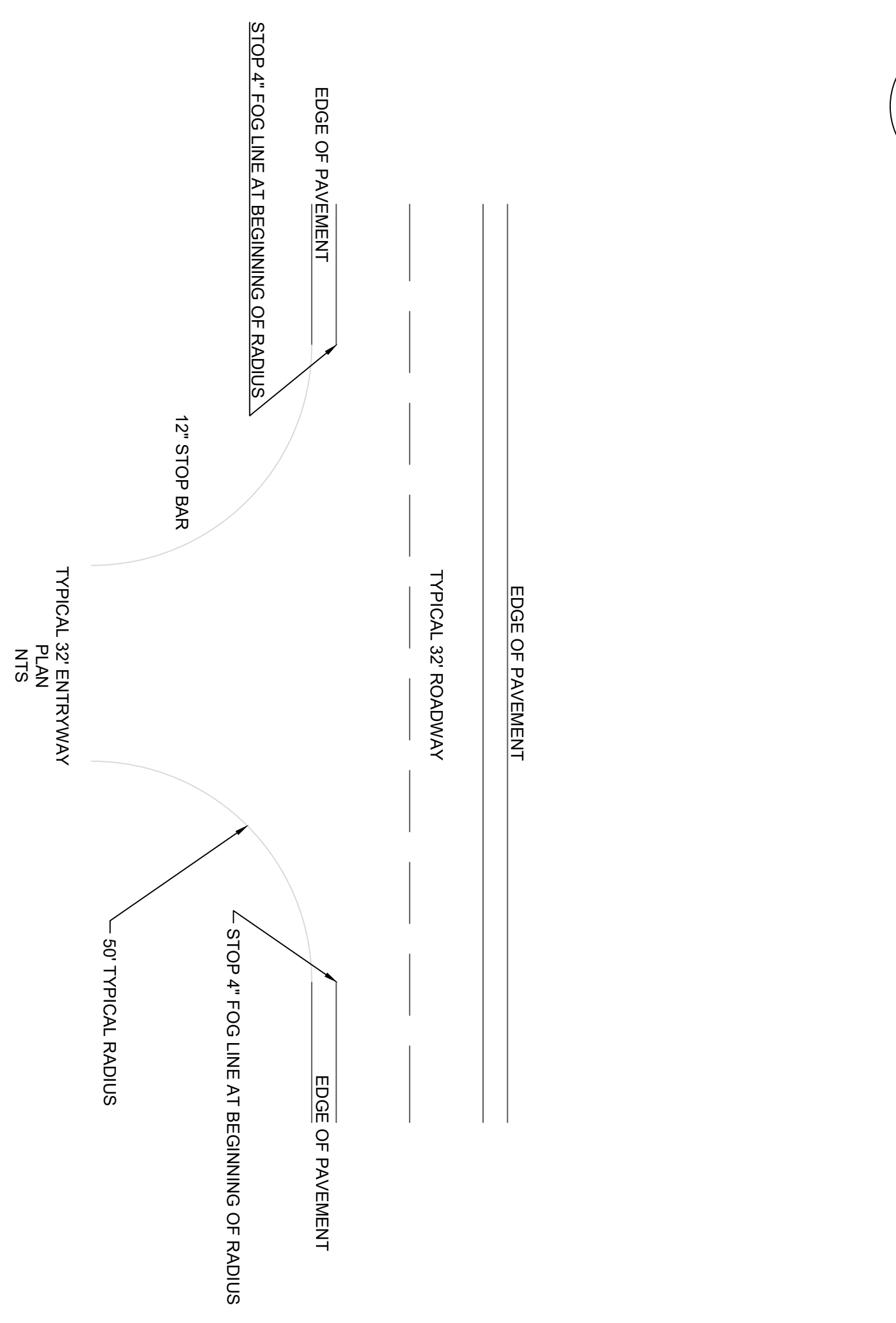
LEGENDS

2
C5.0
ROAD SIGN AND PAVEMENT LEGEND
NTS



3
C5.0
TYPICAL PAINT DETAIL
NTS

4
C5.0
TYPICAL 32' DRIVEWAY
NTS



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-0051-21	
2	11-21-2023	ADDENDUM #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BIDDING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		

REGISTERED PROFESSIONAL ENGINEER
STATE OF OREGON
NO. 12,101
JACOB K. CAIN

Exp: 12/31/2025

**AIRPORT ROAD
INFRASTRUCTURE**



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

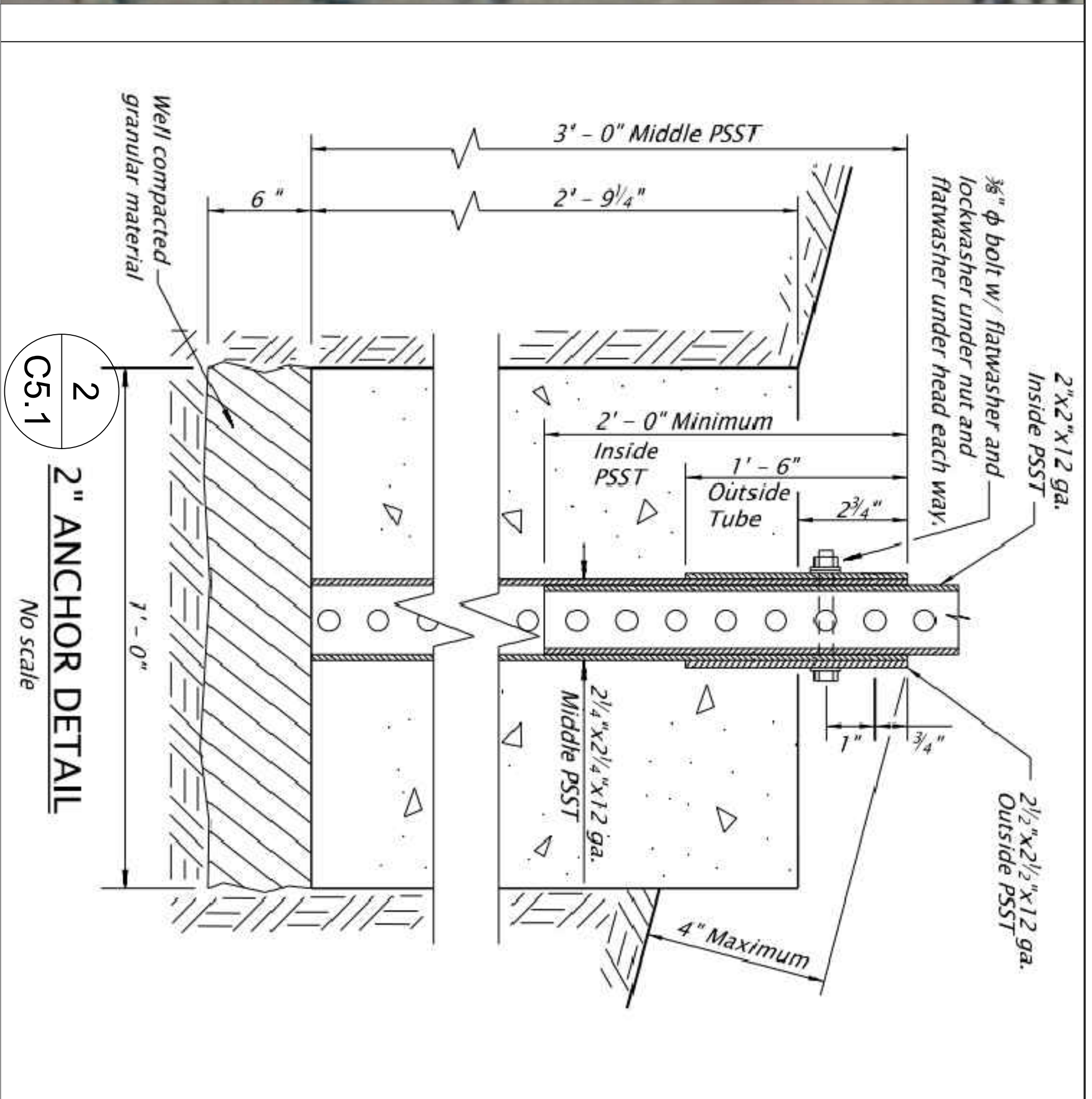
SHEET. NO.
C5.0



OFFSITE CRUSHING

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C5.1

NTS

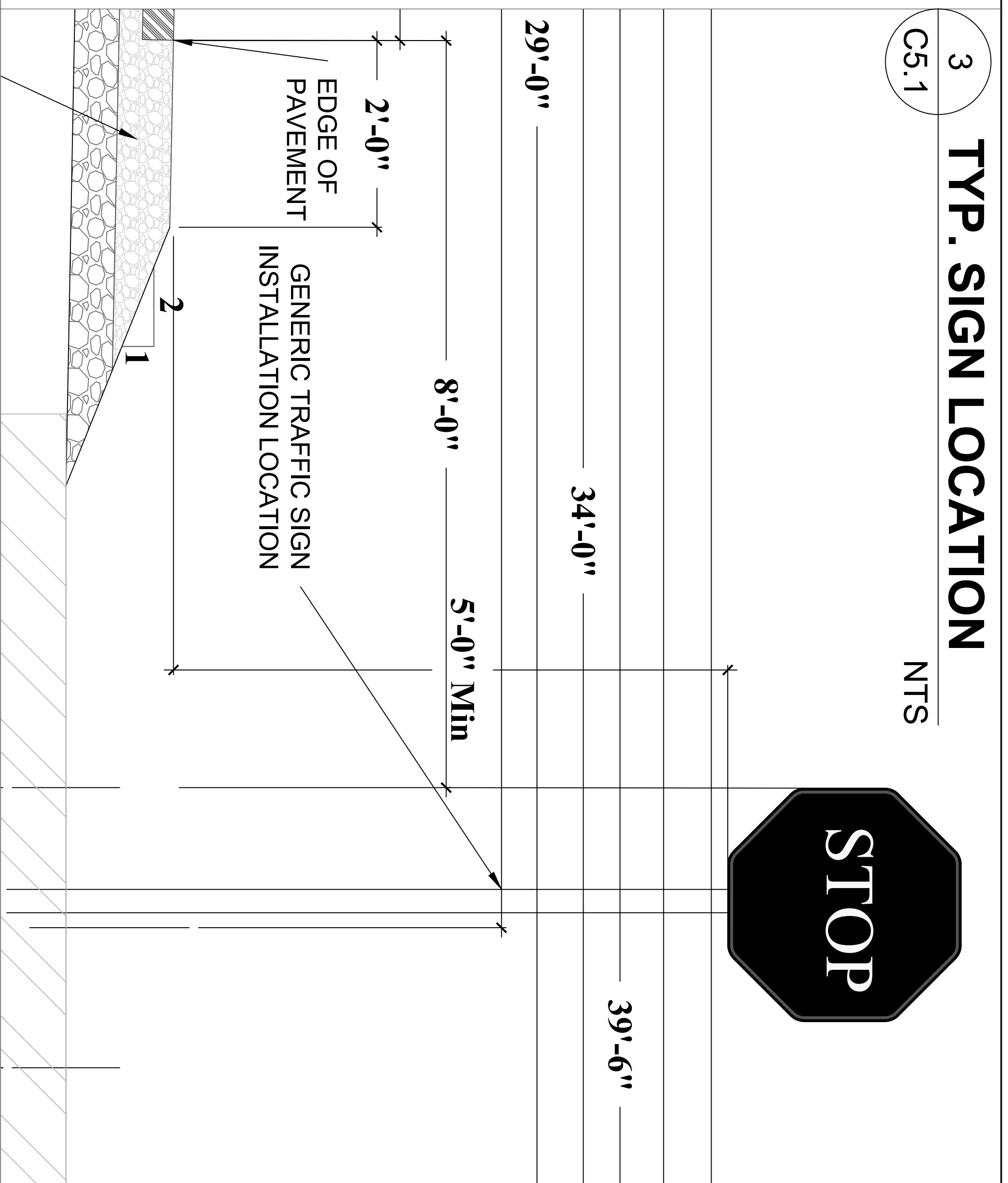


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C5.1
2\"/>

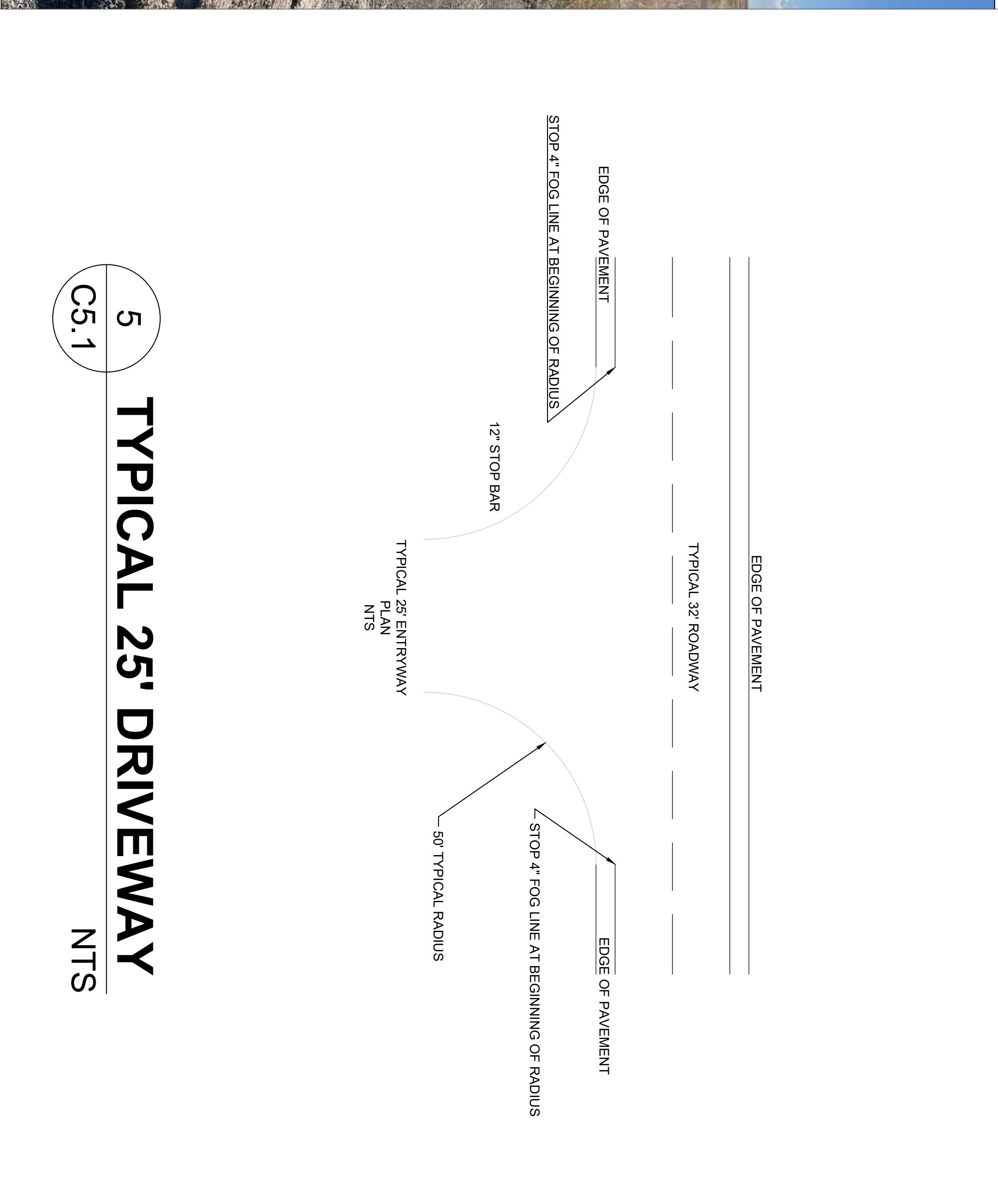
3
C5.1

TYP. SIGN LOCATION

NTS



4
C5.1
FENCE H-BRACE DETAIL
NTS



5
C5.1
TYPICAL 25' DRIVEWAY
NTS

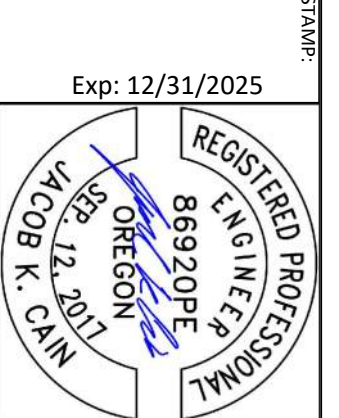
NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.	STATUS
1	11-2-2023	RELEASED FOR BID	TC	P-005121	
2	11-21-2023	ADDENDUM #4	TC	DATE:	
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023	
4	03-06-2024	CONSTRUCTION PLANS	TC		

**AIRPORT ROAD
INFRASTRUCTURE**

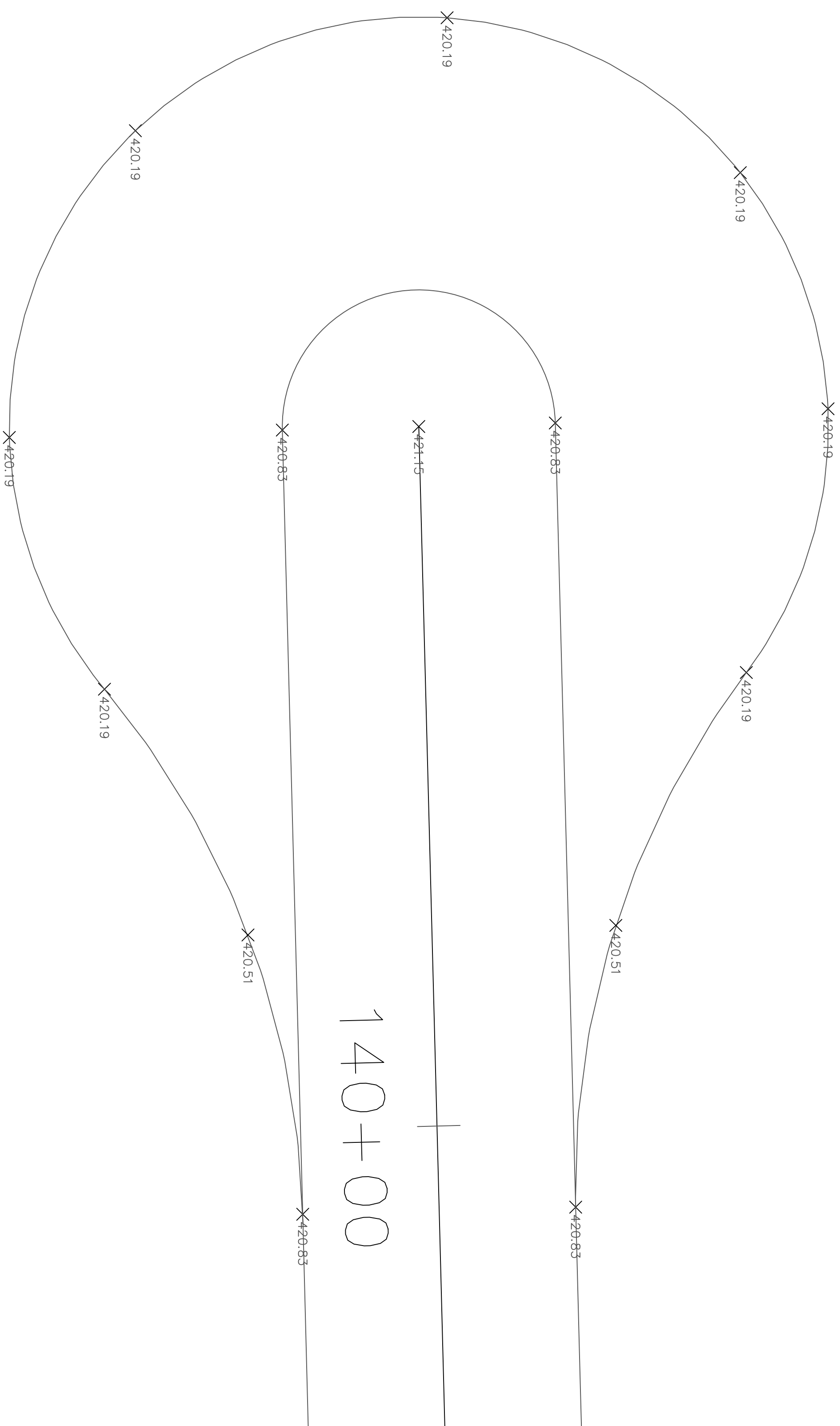


LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

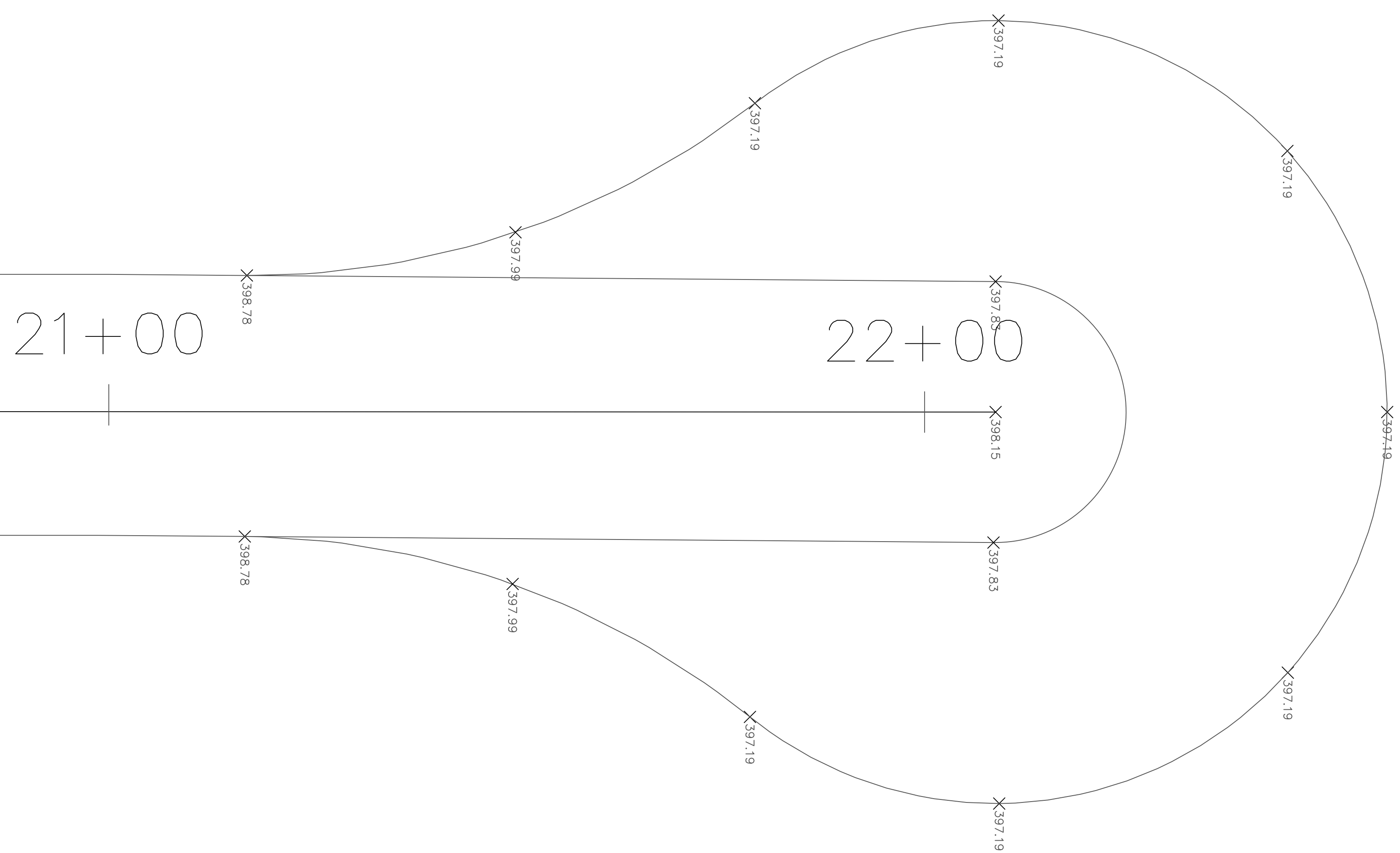
SHEET. NO.
C5.1



1
AIRPORT RD A CUL-DE-SAC
SCALE: 1"=10'



2
AIRPORT RD C CUL-DE-SAC
SCALE: 1"=10'



NO.	DATE	REVISION/DESCRIPTION	BY:	PROJECT NO.
1	11-2-2023	RELEASED FOR BID	TC	P-0051.21
2	11-21-2023	ADDENDUM #4	TC	DATE:
3	1-24-2024	ADDITIONAL BLASTING AREA	TC	11-2-2023
4	03-06-2024	CONSTRUCTION PLANS	TC	

Exp: 12/31/2025

**AIRPORT ROAD
INFRASTRUCTURE**



LOCATION: Airport Road
BOARDMAN, OR 97818
OWNER: PORT OF MORROW
ENGINEER: JACOB K. CAIN, PE
CONTACT: (541) 481-7678

SHEET. NO.
C5.3

Re: Fw: Discuss AWS PDX 202 TIA

Jenna Bogert <jenna.bogert@dksassociates.com>

Wed 4/24/2024 10:55 AM

To: Daisy Goebel <dgoebel@co.morrow.or.us>; Scott Mansur <smm@dksassociates.com>

[EXTERNAL EMAIL] - STOP and VERIFY - This message came from outside of Morrow County Gov

Hi Daisy,

We've had a chance to look at the Data Center TIS as well as ODOT's comments and have the following comments for you:

- We reviewed and agreed with ODOT's comments. Particularly, that the applicant should revise the traffic study to include a Seasonal Adjustment Factor to the I-84 intersection volumes per ODOT's methodology for traffic analysis.
- We also would like to hear what the County's thoughts are on the northbound right turn lane at the I-84 ramp. The TIS showed that a right turn lane at that intersection is warranted with and without the project and so if the County wanted a right turn lane, AWS would only be required to pay a proportionate share of that improvement.

I'll give you a call shortly to discuss.

Thanks,

Jenna

Jenna Bogert, PE (OR, WA) | Transportation Engineering Associate

Direct Ph: 971-332-5316 | Email: jenna.bogert@dksassociates.com



117 Commercial Street NE, Suite 310 | Salem, OR 97301 | 503.391.8773
dksassociates.com

DKS Associates is an employee-owned company.



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On Fri, Apr 12, 2024 at 12:57 PM Daisy Goebel <dgoebel@co.morrow.or.us> wrote:

Jenna,

Please see the ODOT Comments- bellow, and attached. We are happy to arrange a call to discuss mitigation, construction traffic, and methodology issues with you, our public works director, and ODOT staff.

Thank you,

Daisy Goebel, AICP

Principal Planner

Morrow County Planning Department

dgoebel@co.morrow.or.us

(541) 922-4624 x 5506

RE: Discuss AWS PDX 202 TIA

BOYD David W <David.W.BOYD@odot.oregon.gov>

Thu 4/4/2024 3:31 PM

To: Tamra Mabbott <tmabbott@co.morrow.or.us>; Daisy Goebel <dgoebel@co.morrow.or.us>; Eric Imes <eimes@co.morrow.or.us>; PENNINGER Teresa B <Teresa.B.PENNINGER@odot.oregon.gov>
Cc: HOWLAND Paul L <Paul.L.HOWLAND@odot.oregon.gov>; LANI Richard <Richard.LANI@odot.oregon.gov>; LAPP Thomas <Thomas.Lapp@odot.oregon.gov>

 1 attachments (7 MB)

Tower Rd AWS CAMPUS PDX 202 02272024 TIA.pdf;

[EXTERNAL EMAIL] - STOP and VERIFY - This message came from outside of Morrow County Gov

I have reviewed the attached TIA and here are my comments.

Overall, the TIA shows that existing conditions and full build out as being well below any standards for ODOT.

There are some concerns with the assumption in the TIA or mis labeling of the data's use. Please see highlighted comments in the attached TIA.

The traffic counts were conducted in October 2022, which is within parameters of acceptable counts. There is no evidence that they applied Seasonal adjustments to those counts to adjust to the 30th Highest hour. This needs to be corrected or documented that this was done.

On traffic counts for the WB ramps, they used existing AM volumes as the peak but then used this data as PM peak hours. They applied the PM PkHr of the site to the AM counts. Overall, this is creating a worst level of analysis. I do not have a concern with this.

Figure 7 says 2024 Without Project Volumes but their analysis shows 2026 with Project Conditions.

They have mis labeled traffic at both the WB and EB Ramps in movements that do not exist, i.e. a right turn on to the WB Off-ramp should be a NBL, Left turn on to the EB Off-ramp should be added to the NBR. This is reflecting in their analysis. This will have some effect on the analysis, but I do not think it will raise the intersections into a concern. They need to fix.

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From: Tamra Mabbott <tmabbott@co.morrow.or.us>

Sent: Thursday, April 4, 2024 8:28 AM

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Subject: Re: Discuss AWS PDX 202 TIA

Boardman Data Center Traffic Impact Analysis

Morrow County Tax Lot 110
Morrow County, Oregon

Prepared for:
Integrus Architecture
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RENEWS: DECEMBER 31, 2024

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February 27, 2024
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Executive Summary

Purpose and Scope

The applicant proposes to develop the Boardman Data Center Project (Project) located along Boardman Airport Lane in Morrow County, Oregon. Tax Lot 110 will be developed as a data center land use, comprising approximately 871,226 square feet of building space. The estimated completion date of the project is 2026.

This report analyzes the traffic impacts generated by the completed project as required by Morrow County (County).

The following intersections were identified for this traffic impact analysis (TIA):

1. Tower Road / Interstate 84 (I-84) westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

Findings

The findings of this TIA are detailed below.

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

All studied intersections in the Existing scenario currently operate at an acceptable volume-to-capacity (v/c) ratio and level of service (LOS) during the PM peak hour.

All studied intersections in the Without Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

All studied intersections in the With Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

Queueing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An Oregon Department of Transportation (ODOT) interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the *Analysis Procedure Manual* (APM). Other analyzed turning movements do not meet minimum turn-lane criteria.

PBS Engineering and Environmental Inc. (PBS) reviewed the January 2018 to December 2022 collision history at the study intersections. The collision rate is greater than the critical collision rate at the intersection of Tower Road and I-84 westbound ramp. However, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / I-84 eastbound ramps and Tower Road / Boardman Airport Lane intersections and they are not a safety concern from a collision perspective.

There are currently no sidewalks, bike lanes, or curb ramps providing access to the site. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

The proposed access intersection sight distances will meet American Association of State Highway and Transportation Officials (AASHTO) intersection requirements and are not a concern.

The proposed 56 parking spaces, including 3 accessible parking spaces, are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

Recommendations

This traffic impact analysis supports the following recommendations.

If extended length detours occur due to the ODOT Tower Road project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

It is recommended that all driveways, sidewalks, and curb ramps to access the site constructed with the Project should comply with the current Americans with Disabilities Act (ADA) guidelines.

1 INTRODUCTION

The purpose of this study is to determine the impact of the traffic generated by the Boardman Data Center project (Project) on the surrounding roadway infrastructure. The project site is shown on the vicinity map (Figure 1). This study will determine if mitigation is required to keep the roadways operating safely and at capacity levels acceptable under the current level of service (LOS) standards. This report documents the findings and conclusions of a traffic impact analysis (TIA) conducted for the proposed site plan (Figure 2) application for property located in Morrow County, Oregon.

1.1 Scope of Study

This study documents the existing and proposed conditions, traffic data, safety analysis, and intersection operations in accordance with the requirements of the Morrow County (County) TIA guidelines or other agencies, such as the Oregon Department of Transportation (ODOT), when applicable.

The following intersections were identified for analysis:

1. Tower Road / Interstate 84 (I-84) westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

This TIA includes analysis of future background conditions growth based on an assumed 2% annual growth rate, a conservative estimate based on engineering judgment, and the addition of traffic from in-process projects.

This TIA is prepared for submission to the County. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2026) conditions without and with the project
- Capacity analysis of the existing and future conditions for the weekday PM peak hour
- Collision evaluation of studied intersections
- Study of the background conditions including
 - Planned projects from the County's 20-year capital improvement program within the vicinity of the project
 - In-process projects within the vicinity of the project
- Recommendations for mitigation of traffic impacts and conclusions
- Trip distribution and assignment of studied intersections
- Roadway, pedestrian, bicycle, transit, and other existing conditions in the vicinity (in-process projects)
- Queuing analysis for the study intersections
- Identification of any mitigation measures

1.2 Existing Site Conditions

The existing site is located south of I-84, west of Boardman Airport, and east of the Portland General Electric (PGE) railroad. The site is bounded to the east by Boardman Airport, by the PGE railroad to the west, and undeveloped land to the north and south. The site is currently zoned space age industrial (SAI).

1.3 Existing Infrastructure

The existing infrastructure and operational traffic conditions in the study area were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner.

1.3.1 Land Uses

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

Table 1. Land Uses Around the Site

North of Site		S I T E	East of Site	
Zoning	SAI		Zoning	ALI
Description	Space Age Industrial		Description	Airport Light Industrial Zone
Existing Use	Undeveloped		Existing Use	Boardman Airport

West of Site		S I T E	East of Site	
Zoning	RRI		Zoning	ALI
Description	Resource Related Industrial Zone		Description	Airport Light Industrial Zone
Existing Use	Undeveloped		Existing Use	Boardman Airport

South of Site	
Zoning	RRI
Description	Resource Related Industrial Zone
Existing Use	Undeveloped

1.3.2 Existing Roadways

The existing collector/local roadways providing access to the site are Tower Road and Boardman Airport Lane. Data was gathered on this and other roadways in the study area to inform operations analysis of the existing roadway system. The pertinent information regarding the study area roadways is tabulated in Table 2.

Table 2. Existing Roadway Information

Roadway Name	Classification	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
I-84	Interstate	65–70	4	No	No	No
Tower Road	Major and Minor Collector	45	2–3	No	No	Yes

Roadway Name	Classification	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
Boardman Airport Lane	Local	45 ¹	1-2 ²	No	No	No

mph = miles per hour; TWLTL = two-way-left-turn lane

¹Speed Limit assumed.

²A portion of Boardman Airport Lane is gravel and one lane wide.

1.3.3 Major Intersections and Traffic Control

Figure 3 shows existing lane assignments and intersections controls for each studied intersection.

1.4 Traffic Volumes

1.4.1 Baseline Traffic Volumes

Turning movement counts conducted at the proposed study intersections by Parametrix in October 2022 were used to estimate the traffic volumes for **2023 existing conditions** at the following list of studied intersections:

1. Tower Road / I-84 westbound ramps
2. Tower Road / I-84 eastbound ramps
3. Tower Road / Boardman Airport Lane

Weekday **AM peak hour volumes** were omitted from analysis due to **in-process projects** identifying the PM peak hour as the overall weekday peak hour and using it as the basis for analysis. The PM peak hour volumes of this report are in turn utilized for the analysis for consistency of approach.

Figure 4 shows current existing volumes based on these counts. Copies of the count data used are provided in Appendix A.

1.4.2 Background Growth

Background growth is a linear increase in traffic volumes that is not attributable to specific developments. A linear background growth of 2% per year was applied, a conservative estimate based on engineering judgment, to all **2023 existing peak hour movement volumes** at the studied intersections.

1.4.3 In-Process Projects

No in-process projects were identified for inclusion in this TIA.

1.4.4 Future Volumes

The baseline volumes for 2026 intersection operations analysis, termed 2026 Without Project, represent the sum of **2023 existing traffic, any in-process trips**, and background growth. Figure 5 presents the 2026 Without Project volumes for the weekday PM peak hours. These volumes were input to the intersection operations analyses addressed later in this TIA.

2 PROPOSED CONDITIONS

The proposed development will add traffic to the roadway system. The project location, size, and completion date are all important elements that need to be considered to determine the development’s impacts on safety and capacity. It is also important to examine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and predict where traffic generated by the site will be distributed. Furthermore, this section will address any funded infrastructure changes planned by other agencies or developers. All these elements are important in assessing the traffic impacts of this project.

2.1 Project Description

The applicant proposes the Project that will develop County Tax Lot 110 with approximately 871,226 square feet of data center infrastructure.

2.2 Access and Circulation

The proposed full development proposes one access along Boardman Airport Lane near the southern end of the site. One more access point along the access road on the east side of the site is proposed but is restricted for construction and emergency vehicle purposes only and not studied as part of this analysis. Please see Figure 2 for more information.

2.3 Trip Generation and Distribution

The following sections rely on data provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual* (see References section). Detailed trip generation calculations are provided in Appendix B.

2.3.1 Proposed Trip Generation

The data center will be treated as “Data Center,” ITE land use code 160. The trip generation results are summarized in Table 3. The site trips are presented for the average weekday and the PM peak hour. All entering and exiting trips generated by the project are assumed to go through the study intersections.

Table 3. ITE Trip Generation for Boardman Data Center

Land Use (ITE Code)	Data Center (160)	
Independent Variable	1,000 sf GFA	
Size	871.2	
Peak Hour Trips	Weekday	PM Peak Hour
In	431	24
Out	431	55
Total Trips	862	79

sf = square feet
GFA = Gross Floor Area

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

2.3.2 Proposed Trip Distribution

The trip distribution is based on the population surrounding the proposed project. The project is assumed to draw most of its traffic from I-84. The trip distribution pattern was submitted to the County and ODOT for review and comments.

Trip distribution and trip generation were used together to assign trips to access points and the studied intersections. The distribution of site-generated trips was estimated as follows:

- 25% to and from westbound I-84, west of Tower Road
- 75% to and from eastbound I-84, east of Tower Road

The site-generated trips distributed to the studied intersections are assigned to specific turning movements both approaching and departing from the site. This is referred to as trip assignment. Please see Figure 6 for the project's trip distribution and assignment for the PM peak hours.

2.3.3 Future Volumes with Project

Figure 7 presents the 2026 With Project volumes, or the sum of Without Project volumes and the site-generated trips, for the weekday PM peak hour.

2.4 Capital Improvement Projects

The ODOT Active 2021–2024 Statewide Transportation Improvement Program (STIP; see References), approved in January 2023 and shown in Appendix D, outlines the following improvement project impacting studied intersections or access intersections of the Project:

- Tower Road Interchange bridge over I-84: Design for a future construction project that includes replacing the bridge driving surface, new approach slabs, repair backwalls, paving of Tower Road (within the ODOT right-of-way), and rebuilding roadway approaches.

Through email correspondence with ODOT, also shown in Appendix D, the related project is expected to be constructed in either 2026 or 2027. This has the potential to coincide with the construction efforts of the Project and is discussed further in section 5 of this report.

3 INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

3.1 Operations Description

Traffic operations are assessed in terms of LOS, a concept developed by transportation engineers to qualify the level of operation of intersections and roadways (*Highway Capacity Manual* [HCM], see References). LOS measures are classified in grades "A" through "F," indicating a range of operation, with LOS "A" signifying the best level of operation and LOS "F" representing the worst level.

LOS at unsignalized intersections is quantified in terms of average delay per vehicle. LOS "A" reflects full freedom of operation for a driver, while LOS "F" represents operational failure.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of zero (0.00) reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of one (1.00) reflects that all the capacity is consumed and represents operational failure. The v/c ratio can be calculated for an intersection approach lane or for a signalized intersection as a whole, with the latter calculation aggregating the v/c ratios of the critical movements.

3.2 Operation Standards

The Tower Road / I-84 westbound ramps and Tower Road / I-84 eastbound ramps intersection operation standards fall under ODOT requirements. The Morrow County Transportation System Plan (TSP) references ODOT's minimum requirements, which have LOS E for unsignalized two-way-stop-controlled (TWSC) conditions. The LOS is based on the highest v/c ratio movement.

ODOT has a mobility standard of a v/c ratio 0.70 or less for interstate highways for locations outside an urban growth boundary (UGB) and on rural lands. This is applicable to the I-84 interchange in this report.

The Tower Road / Boardman Airport Lane intersection falls under the County's operation standard requirements. The County requires signalized and unsignalized intersections to operate at a LOS "D" or better as per the County's TSP.

3.3 Analysis Methodology

The project's traffic impacts were estimated to determine the changes in traffic conditions. To make these determinations, the following were employed:

- The individual peak hour volumes were analyzed for 2022 existing and 2026 future conditions.
- The traffic counts conducted at the proposed study intersections by Parametrix in October 2022 were used to estimate the traffic volumes for 2023 existing conditions.
- For study intersection #1 (Tower Road / I-84 westbound ramps), the traffic counts for PM peak hour (3:15 to 4:15 pm) were used for the analysis and the peak hour was calculated based on the traffic counts during this period.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for the 2023 baseline analysis scenario and the future 2026 conditions.
- A minimum heavy vehicle percentage (HV%) of 2% was assumed for each movement for all analysis scenarios. Generally, a minimum HV% of 2% is assumed because it acknowledges the possibility of some large vehicles (e.g., delivery trucks, school buses, waste hauling trucks, etc.) traveling on the roadways even if traffic counts taken for the TIA don't show heavy vehicles for the day they were collected. The HV% calculated from the count data was applied if it was greater than 2%.

- Baseline traffic volumes on the surrounding street system were determined prior to adding the traffic impacts of the proposed project. This was done to establish a baseline for measuring the project impacts at the time of its development. Baseline traffic volume estimates were prepared for 2023 and 2026 Without Project conditions.
- As noted previously, trip generation estimates for the project were prepared for the weekday PM peak hour on the surrounding street system.
- Cumulative traffic impacts of the proposed project were determined by adding the project-generated traffic to the background weekday PM peak traffic at all studied intersections. This is termed the 2026 With Project condition.
- The LOS analysis for all intersections was calculated with Trafficware’s Synchro software, Version 11, based on method in the HCM, 6th Edition.
- The intersection results report the critical approach LOS, delay, and critical lane v/c ratio.

3.4 Level of Service Analyses

LOS calculation reports for the study area intersections are provided in Appendix C. The key analysis findings are listed in tables 5, 6, and 7 in the following sections.

Lane group abbreviations for tables 5, 6, and 7 are defined and patterned as follows:

- WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound

3.4.1 2023 Existing Conditions

Table 5 describes the LOS for each intersection within the study area for the 2022 baseline volumes during the PM peak hour.

Table 5. Estimated 2022 LOS for Existing Conditions at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	10.7	0.154 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	A	9.8	0.093 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	A	9.9	0.004 (EB)

sec/veh: seconds per vehicle
TWSC: Two-Way Stop Control

As shown in Table 5, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the Existing scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.4.2 2026 Future Without Project Conditions

Table 6 describes the LOS for each intersection within the study area for the 2026 growth volumes without the inclusion of project trips.

Table 6. Estimated 2026 LOS for the Without Project Condition at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	11	0.177 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	A	9.9	0.108 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	B	10.1	0.004 (EB)

sec/veh: seconds per vehicle

TWSC: Two-Way Stop Control

As shown in Table 6, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the Without Project scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.4.3 2026 Future With Project Conditions

Table 7 describes the LOS for each intersection within the study area for the 2024 growth volumes with the inclusion of project trips.

Table 7. Estimated 2026 LOS for the With Project Condition at the PM Peak Hour

Intersection	Intersection Control	LOS	Delay (sec/veh)	v/c (approach)
1. Tower Road / I-84 westbound ramps	TWSC	B	11.5	0.211 (WB)
2. Tower Road / I-84 eastbound ramps	TWSC	B	10	0.116 (EB)
3. Tower Road / Boardman Airport Lane	TWSC	B	10.8	0.110 (EB)

sec/veh: seconds per vehicle

TWSC: Two-Way Stop Control

As shown in Table 7, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

Findings: All studied intersections in the With Project scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

3.5 Queuing Analysis

Queuing analysis was performed to evaluate queue storage adequacy at the studied intersections. The 95th percentile queues were estimated using simulation models in Trafficware's SimTraffic software (Version 11). Queue demand was rounded up to the nearest 25 feet, the average length of a queued vehicle. Available storage was measured from aerial photography and was rounded to the nearest 5 feet.

Lane group abbreviations for the following tables are defined and patterned as follows:

- WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound
- WBT = Westbound Through
- WBR = Westbound Right
- WBL = Westbound Left
- WBTR = Westbound Through-Right
- WBLT = Westbound Left-Through
- WBLR = Westbound Left-Right

Table 8 summarizes queuing analysis results for the PM peak hour. Queues that exceed the available storage are shown in bold text. Data output sheets from all queuing calculations are included in Appendix E.

Table 8. PM Peak Hour Intersection Queuing Analysis

Intersection	Approach and Movement		Available Storage (Feet)	95th Percentile Queue (Feet)	
				2026 Without Project	2026 With Project
Tower Road / I-84 westbound ramps	WB	LTR	500+	100	100
	NB	LTR	500+	25	25
Tower Road / I-84 eastbound ramps	EB	LTR	500+	100	100
	SB	LTR	500+	25	25
Tower Road / Boardman Airport Lane	EB	LR	500+	25	50

As shown in Table 8, queuing doesn't exceed the available storage at any locations during the PM peak hour.

Findings: Queuing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

4 INTERSECTION MITIGATION

4.1 Proportionate Share

The following section details the calculation of proportionate share percentages for each non-access study intersection. These proportionate shares show the percent of trip contribution the Project brings to an intersection compared to the overall increase of traffic volume between the existing volume conditions and the With Project conditions. Please see Table 8 below for calculations.

Table 8. Proportionate Share of Study Intersections

Intersection	Project Trips Through Intersection (A)	With Project Volumes Through Intersection (B)	Existing Volumes Through Intersection (C)	Proportionate Share (D)
Tower Road / I-84 westbound ramps	59	241	162	24.5%
Tower Road / I-84 eastbound ramps	20	449	381	15.6%
Tower Road / Boardman Airport Lane	79	293	191	27.0%

D = A/B expressed in percentage

The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%. This means that 24.5% of all volumes added through that intersection from the existing volumes to the projected With Project volumes are attributed to the trips generated from the Project. All other trips will be generated by other in-process projects and linear background growth assumptions.

The Project's proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%.

The Project's proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

Findings: The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%, the proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%, and the proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

5 CONSTRUCTION MITIGATION

Construction vehicle traffic will require a paved roadway to access the project site. Currently, the paved roadway ends approximately 4,100 feet west of the Tower Road / Boardman Airport Lane intersection. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect. The most heavily travelled roadways during construction will be Tower Road and Boardman Airport Lane. Remediation/repair may be needed if roadway deterioration is significant.

The interchange improvement project "Tower Road Interchange bridge over I-84," as mentioned in Section 2.4, may coincide with the construction efforts of the Project. If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site. This possibility will require further communication between the client, ODOT, and affected governing agencies as the ODOT project progresses in design and starts construction.

Findings: The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An ODOT interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

Recommendations: If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

6 SAFETY ANALYSIS

6.1 Left-Turn Lane Analysis

The left-turn lane criterion is based on Exhibit 12-1 from the *Analysis Procedure Manual* (APM, see References). None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections. Left-turn lane charts with plot points can be found in Appendix F.

Findings: None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

6.2 Right-Turn Lane Analysis

The right-turn lane criterion is based on Exhibit 12-2 from the APM. The northbound right-turn movement of the Tower Road/I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria. Right-turn lane charts with plot points can be found in Appendix F.

Turn-lane studies triggered by the APM are not caused solely by trips generated from the Project. These conditions are also triggered when using Without Project volumes. As such, further study should be conducted by ODOT.

Findings: The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria.

Recommendations: It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

6.3 Collision Analysis

Collision data from the study area were obtained from ODOT for the five-year period spanning from January 2018 through December 2022. A collision rate of less than 1.0 collision per million entering vehicles (MEV) is considered acceptable and would not require further analysis. Collision rates at or above critical collision rates warrant further investigation. The detailed collision data can be found in Appendix G. Table 9 presents the results of the collision analysis.

Table 9. Collision Analysis for Study Area Intersections (January 2018 through December 2022)

Intersection	Collision Type			Collision Severity			Total Collisions	Critical Collision Rate	Collis on Rate
	Rear-end	Fixed Object	All Others	PDO	Injury	Fatality			
Tower Road / I-84 westbound ramps	-	-	1	1	-	-	1	1.08	0.34
Tower Road / I-84 eastbound ramps	1	2	-	2	1	-	3	1.08	0.43
Tower Road / Boardman Airport Lane	-	-	-	-	-	-	-	-	-

PDO = Property Damage Only

To estimate the average daily trips (ADT), the PM peak hour total entering volumes from the existing traffic counts were multiplied by 10.

As shown in Table 10, the collision rate is less than the critical collision rate at the intersection of Tower Road and I-84 ramps. Additionally, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at all other studied intersections.

Findings: The January 2018 to December 2022 collision history at the study intersections was reviewed. The collision rate is less than the critical collision rate at the intersection of Tower Road and I-84 ramps. Additionally, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / Boardman Airport Lane intersection and is not a safety concern from a collision perspective.

6.4 Transit, Pedestrian, and Bicycle Facilities

There are currently no sidewalks along Tower Road.

No bicycle facilities currently exist in the study area.

There is no transit service nearby.

Pedestrian and Bicycle master plans do not exist in the study area.

The Morrow County Coordinated Transportation Plan addresses the possible expansion of the Kayak Public Transit service to Boardman in the future but has no additional details or action plan (see References).

Findings: There are currently no sidewalks, bike lanes, or curb ramps providing access to the site. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

6.5 Intersection Sight Distance

Currently, there is minimal vegetation over 3 feet in height, minimal vision obstructions (only utility poles), and minimal road grades by the proposed access intersection with Boardman Airport Lane. The proposed access intersection will meet American Association of State Highway and Transportation Officials' *Policy on Geometric Design of Highways and Streets* (AASHTO, see References) requirements for intersection sight distance.

Findings: The proposed access intersection sight distances will meet AASHTO intersection requirements and are not a concern.

6.6 On-Site Parking

The proposed site plan (see Figure 2) shows 246 parking spaces including 9 accessible parking stalls, 5 accessible van parking stall, 16 electric vehicle parking stalls, and 218 regular parking stalls. The number of parking stalls complies with the Morrow County Zoning Code of Ordinances (Code; see References) Section 4.040, which requires off-street parking equivalent to the number of employees during the largest shift at

peak season. 4.050.G of the Code states that parking designated exclusively for people with disabilities shall be provided in conformance with the Americans with Disabilities Act (ADA).

Findings: The proposed 246 parking spaces, including 9 accessible parking stalls, 5 accessible van parking stalls, and 16 electric vehicle parking stalls are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

7 STUDY FINDINGS

The findings of this TIA are detailed below.

7.1 Trip Generation

At completion, the Project is anticipated to generate 862 vehicle trips during a typical weekday and 78 during the PM peak hour.

7.2 Level of Service

All studied intersections in the Existing scenario currently operate at an acceptable v/c and LOS during the PM peak hour.

All studied intersections in the Without Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

All studied intersections in the With Project scenario project to operate at an acceptable v/c and LOS during the weekday PM peak hour.

7.3 Queuing Analysis

Queueing doesn't exceed the available storage at any of the studied intersections during the PM peak hour.

7.4 Proportionate Share

The Project's proportionate share for the Tower Road / I-84 westbound ramps intersection is 24.5%, the proportionate share for the Tower Road / I-84 eastbound ramps intersection is 15.6%, and the proportionate share for the Tower Road / Boardman Airport Lane intersection is 27%.

7.5 Construction Mitigation

The existing Boardman Airport Lane will need to be extended and paved approximately 4,100 feet to allow for construction vehicles to reach the Project site. The County is currently in the process of constructing this portion of roadway.

Heavy construction traffic can cause enhanced deterioration of roadways not designed for heavy vehicle traffic. Construction vehicle traffic for the Project may add to this possible effect.

An ODOT interchange project at I-84 and Tower Road may coincide with the construction efforts of the Project.

7.6 Left-Turn Lane Analysis

None of the analyzed turning movements meet the minimum left-turn lane criteria. Hence, a separate storage lane for left turns is not required for any of the studied intersections.

7.7 Right-Turn Lane Analysis

The northbound right-turn movement of the Powerline Road / I-84 eastbound ramps intersection meets criteria for a right-turn lane according to Exhibit 12-2 from the APM. Other analyzed turning movements do not meet minimum turn-lane criteria.

7.8 Collision Analysis

The January 2018 to December 2022 collision history at the study intersections was reviewed. The collision rate is greater than the critical collision rate at the intersection of Tower Road and I-84 westbound ramp.

However, most of the collisions resulted in property damage only and none of the collisions are fatal. Hence, further study might not be necessary due to the low number of severe crashes. There are no reported crashes at the Tower Road / I-84 eastbound ramps and Tower Road / Boardman Airport Lane intersections and they are not a safety concern from a collision perspective.

7.9 Transit, Pedestrian, and Bicycle Facilities

There are no sidewalks, bike lanes, or curb ramps providing access to the site currently. There is not any transit service near the site location. There are no pedestrian and bicycle master plans, and only a mention of possible future transit servicing to the nearby City of Boardman in the Morrow County Coordinated Transportation Plan.

7.10 Intersection Sight Distance

The proposed access intersection sight distances will meet AASHTO intersection requirements and are not a concern.

7.11 On-Site Parking

The proposed 56 parking spaces, including 3 accessible parking spaces, are based on the maximum number of employees during the largest shift at peak season and meet code requirements.

8 RECOMMENDATIONS

The traffic impact analysis supports the following recommendations.

8.1 Construction Mitigation

If extended length detours occur due to the ODOT project, Project construction traffic may cause enhanced deterioration to detour roadways outside of the existing path to the Project site.

8.2 Right-Turn Lane Analysis

It is recommended that the northbound right-turn movement at the Tower Road / I-84 eastbound ramps intersection be further studied to determine if respective right-turn lanes are well suited for the intersection.

8.3 Transit, Pedestrian, and Bicycle Facilities

It is recommended that all driveways, sidewalks, and curb ramps to access the site, constructed with the project should comply with the current ADA guidelines.

9 REFERENCES

AASHTO (American Association of State Highway and Transportation Officials). (2018). *A Policy on the Geometric Design of Highways and Streets*, 7th Edition.

ITE (Institute of Transportation Engineers). (2021). *Trip Generation Manual*, 11th Edition.

Morrow County. (2022, August). *Coordinated Human Services Transportation Plan*.

Morrow County. (2022, April). *2012 Transportation System Plan*.

Morrow County. (2022, February 1). *Zoning Ordinances, Article 4*.

ODOT (Oregon Department of Transportation). (2023, April). *Analysis Procedures Manual*, Version 2.

ODOT (Oregon Department of Transportation). *Active 2021–2024 Statewide Transportation Improvement Program*.

Transportation Research Board, National Research Council. (2016). *Highway Capacity Manual*, 6th Edition.

Figures

Figure 1. Vicinity Map

Figure 2. Site Plan

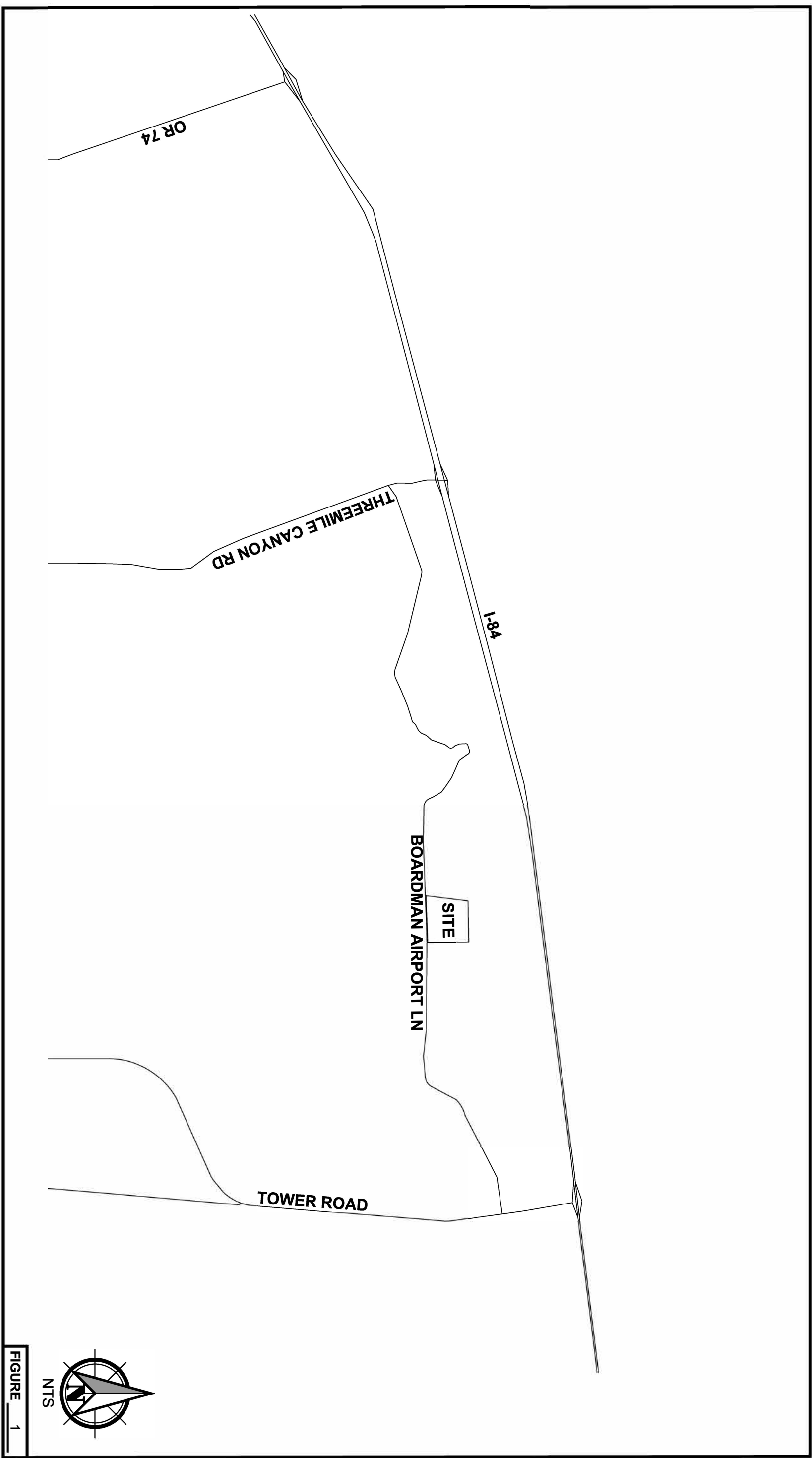
Figure 3. Existing Lane Configurations and Traffic Control

Figure 4. 2023 Existing Volumes

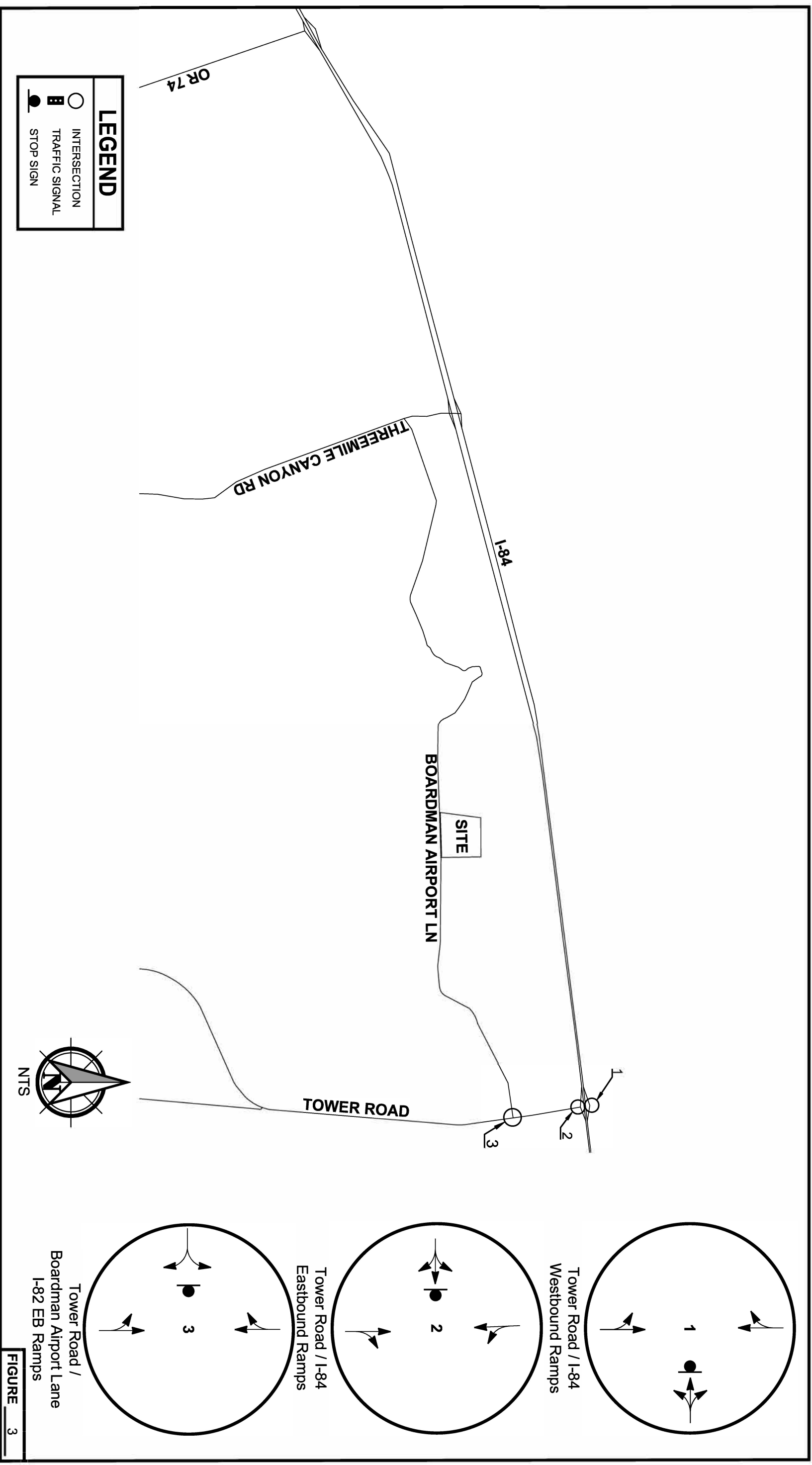
Figure 5. 2026 Without Project Volumes

Figure 6. Trip Distribution and Assignment

Figure 7. 2026 With Project Volumes

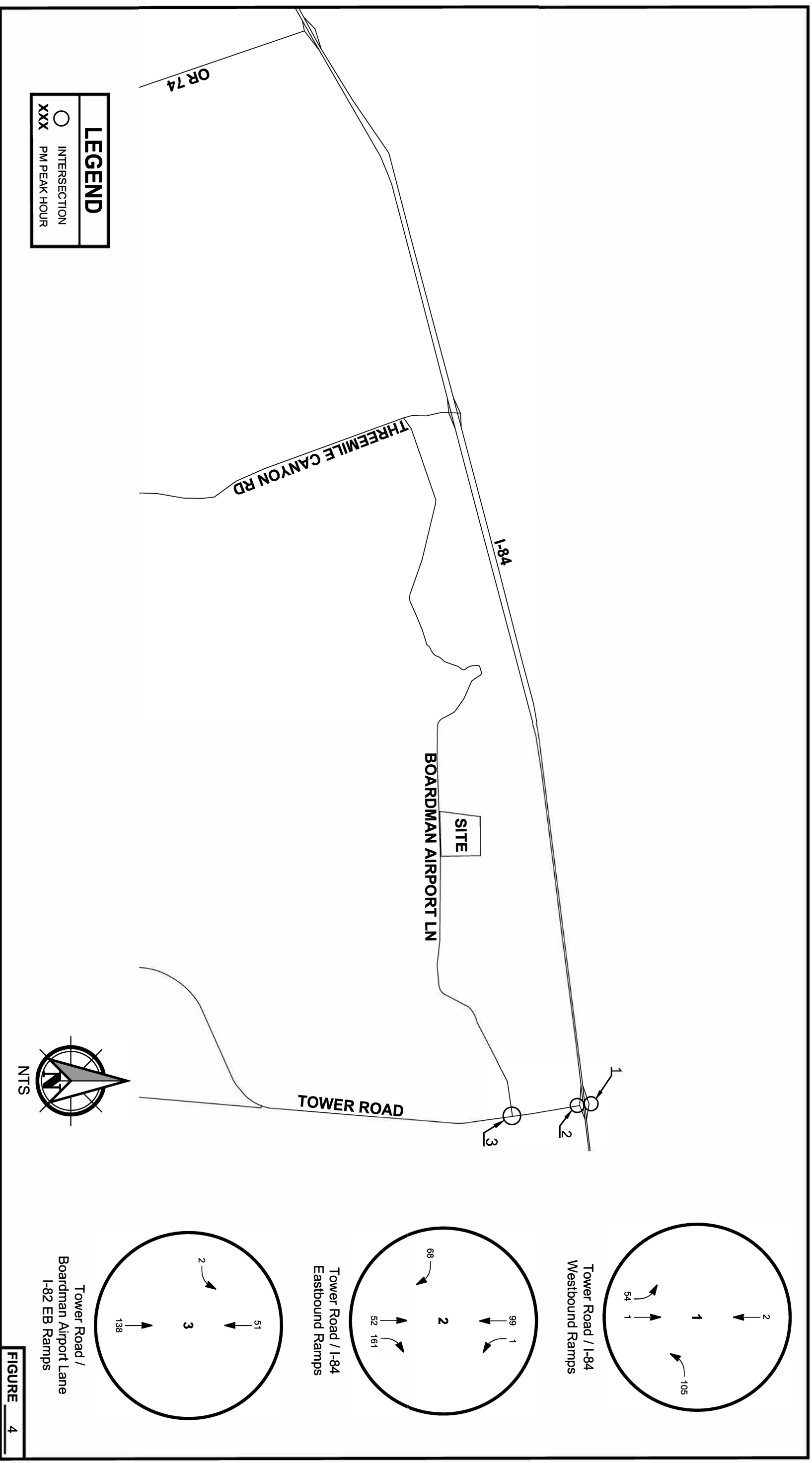


Vicinity Map
Boardman Data Center

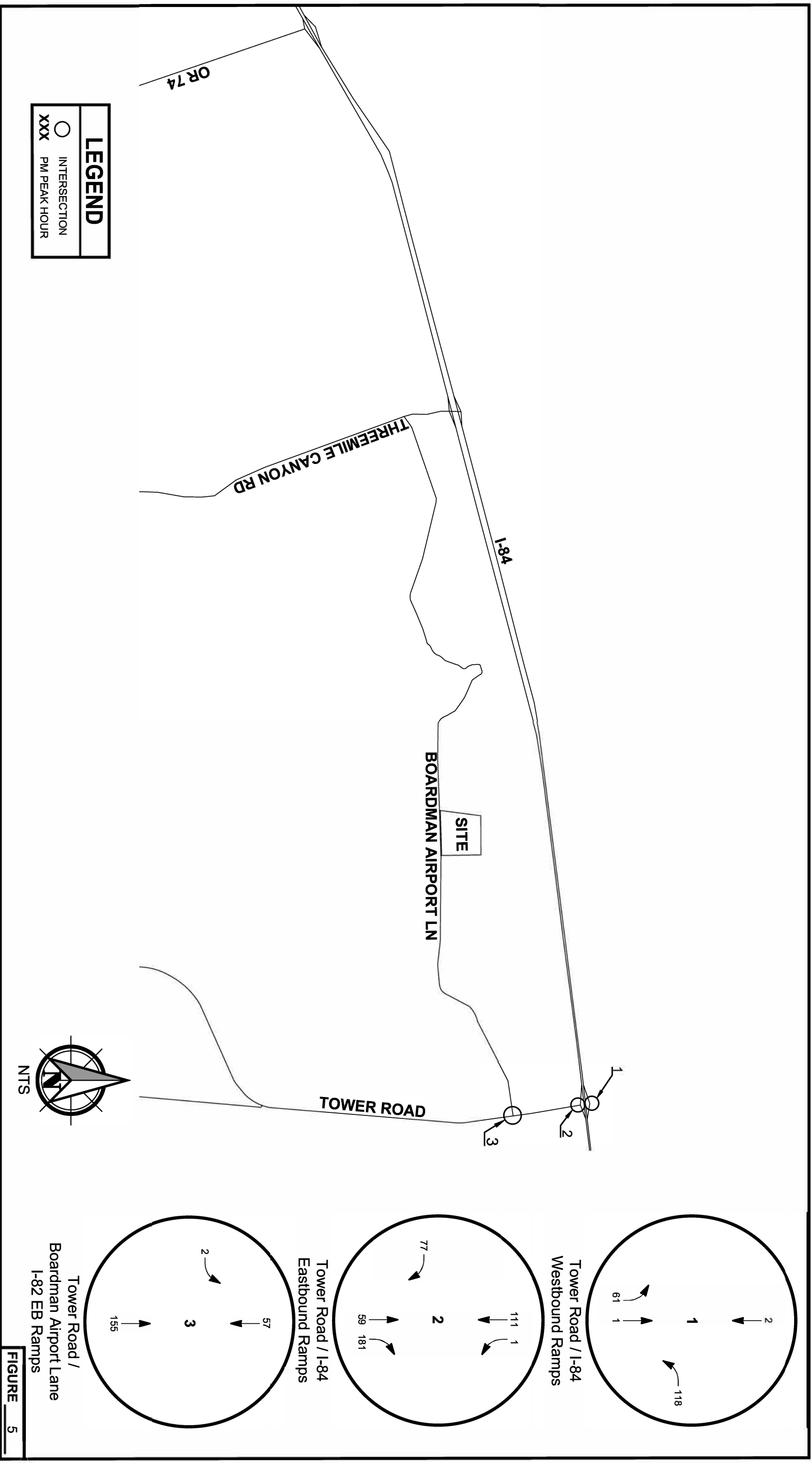


Existing Lane Configuration and Traffic Control

Boardman Data Center

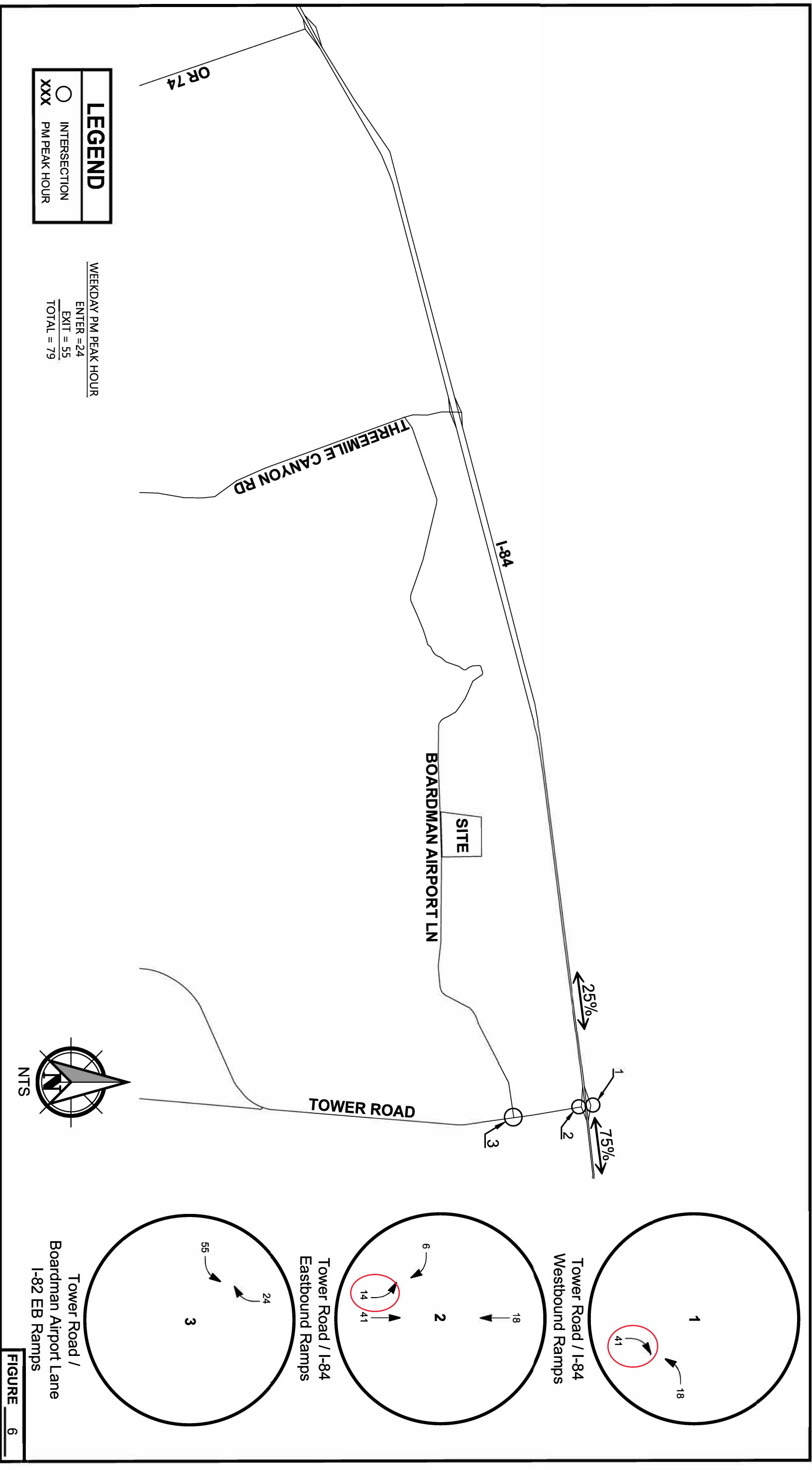


2022 Existing Volumes
Boardman Data Center



2026 Without Project Volumes
Boardman Data Center

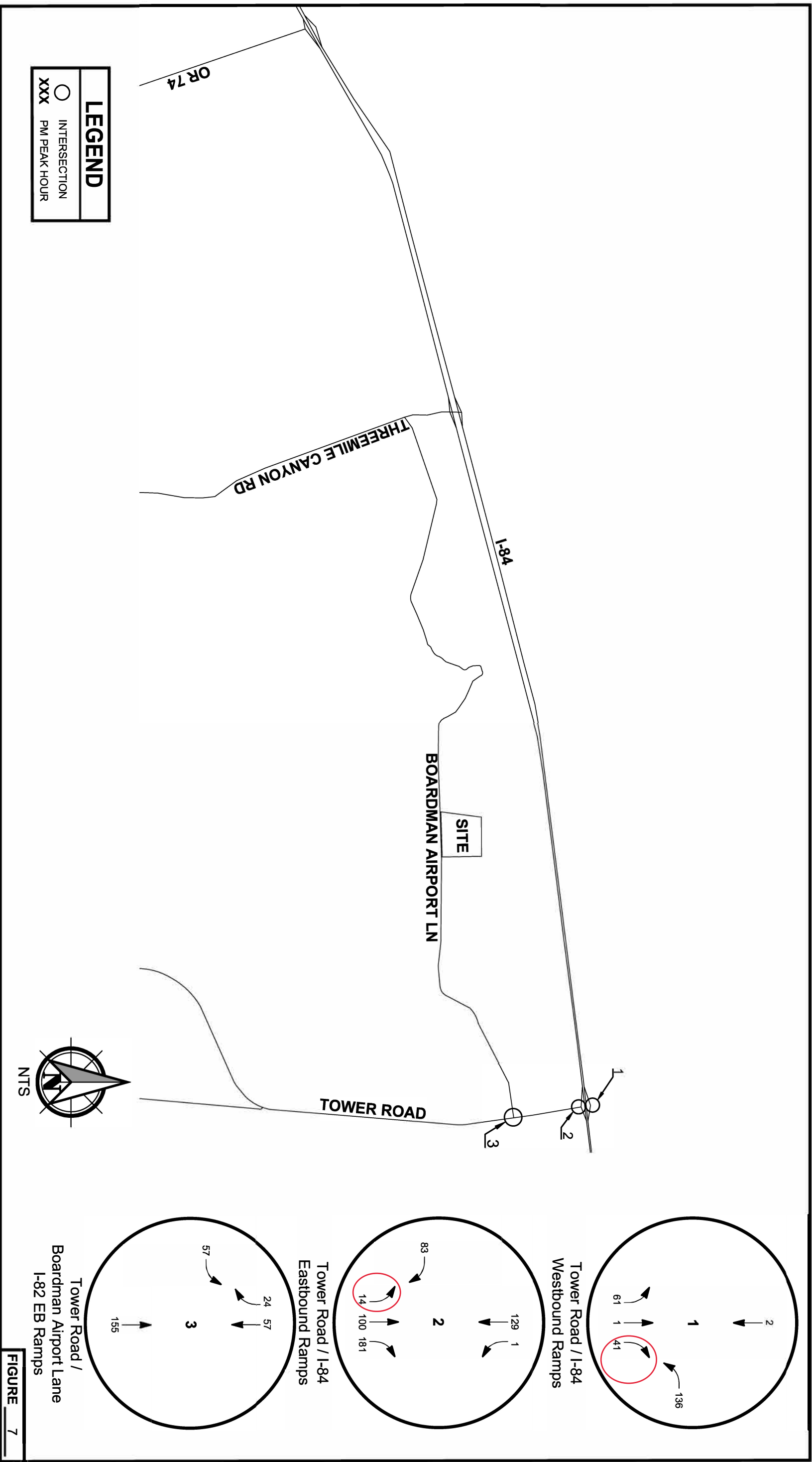
FIGURE 5



Trip Distribution and Assignment

Boardman Data Center

FIGURE 6



2024 Without Project Volumes

Boardman Data Center

Appendix A

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

Location: 1 TOWER RD & I-84 WB RAMPS AM

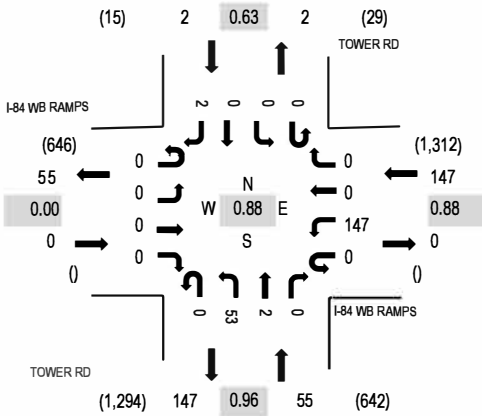
Date: Tuesday, October 25, 2022

Peak Hour: 06:00 AM - 07:00 AM

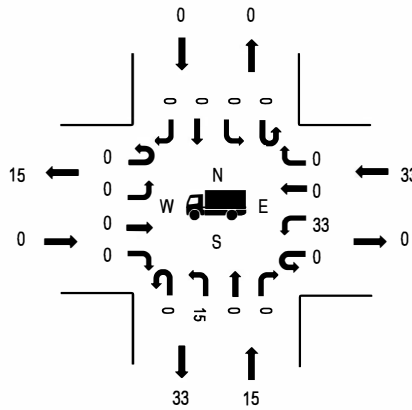
Peak 15-Minutes: 06:15 AM - 06:30 AM

Peak Hour

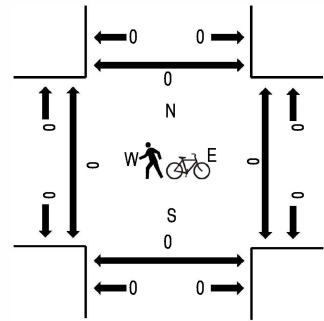
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	22.4%	0.88
NB	27.3%	0.96
SB	0.0%	0.63
All	23.5%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	I-84 WB RAMPS Eastbound				I-84 WB RAMPS Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour	
	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right			
6:00 AM	0	0	0	0	0	25	0	0	0	16	2	0	0	0	0	0	2	45	204
6:15 AM	0	0	0	0	0	42	0	0	0	16	0	0	0	0	0	0	0	58	197
6:30 AM	0	0	0	0	0	38	0	0	0	10	0	0	0	0	0	0	0	48	182
6:45 AM	0	0	0	0	0	42	0	0	0	11	0	0	0	0	0	0	0	53	177
7:00 AM	0	0	0	0	0	24	0	0	0	14	0	0	0	0	0	0	0	38	162
7:15 AM	0	0	0	0	0	33	0	0	0	8	1	0	0	0	1	0	1	43	154
7:30 AM	0	0	0	0	0	25	0	0	0	18	0	0	0	0	0	0	0	43	136
7:45 AM	0	0	0	0	0	23	0	0	0	15	0	0	0	0	0	0	0	38	138
8:00 AM	0	0	0	0	0	24	0	0	0	6	0	0	0	0	0	0	0	30	136
8:15 AM	0	0	0	0	0	22	0	0	0	3	0	0	0	0	0	0	0	25	133
8:30 AM	0	0	0	0	0	29	0	1	0	15	0	0	0	0	0	0	1	45	148
8:45 AM	0	0	0	0	0	21	0	0	0	15	0	0	0	0	0	0	0	36	135
9:00 AM	0	0	0	0	0	19	0	0	0	8	0	0	0	0	0	0	0	27	138
9:15 AM	0	0	0	0	0	23	2	0	0	14	0	0	0	0	0	1	1	40	142
9:30 AM	0	0	0	0	0	22	0	0	1	9	0	0	0	0	0	0	0	32	137
9:45 AM	0	0	0	0	0	24	0	0	0	15	0	0	0	0	0	0	0	39	138
10:00 AM	0	0	0	0	0	20	0	2	0	9	0	0	0	0	0	0	0	31	125
10:15 AM	0	0	0	0	0	23	1	0	0	11	0	0	0	0	0	0	0	35	123
10:30 AM	0	0	0	0	0	17	0	0	0	16	0	0	0	0	0	0	0	33	127
10:45 AM	0	0	0	0	0	18	0	0	0	7	1	0	0	0	0	0	1	26	127
11:00 AM	0	0	0	0	0	19	0	0	0	10	0	0	0	0	0	0	0	29	132
11:15 AM	0	0	0	0	0	25	1	2	0	9	1	0	0	0	0	1	1	39	128
11:30 AM	0	0	0	0	0	22	0	0	0	7	2	0	0	0	2	0	0	33	123
11:45 AM	0	0	0	0	0	18	0	1	0	10	0	0	0	0	2	0	0	31	122
12:00 PM	0	0	0	0	0	16	0	0	0	9	0	0	0	0	0	0	0	25	120
12:15 PM	0	0	0	0	0	23	0	0	0	11	0	0	0	0	0	0	0	34	129
12:30 PM	0	0	0	0	0	20	0	0	0	12	0	0	0	0	0	0	0	32	132

12:45 PM	0	0	0	0	0	21	1	0	0	7	0	0	0	0	0	29	151
1:00 PM	0	0	0	0	0	19	0	1	0	14	0	0	0	0	0	34	170
1:15 PM	0	0	0	0	0	24	0	1	0	11	0	0	0	0	1	37	178
1:30 PM	0	0	0	0	0	36	0	0	0	14	0	0	0	0	1	51	182
1:45 PM	0	0	0	0	0	31	0	0	0	16	1	0	0	0	0	48	163
2:00 PM	0	0	0	0	0	24	0	0	0	15	2	0	0	0	1	42	146
2:15 PM	0	0	0	0	0	25	0	2	0	14	0	0	0	0	0	41	144
2:30 PM	0	0	0	0	0	15	0	0	0	16	1	0	0	0	0	32	132
2:45 PM	0	0	0	0	0	23	0	0	0	6	1	0	0	0	1	31	139
3:00 PM	0	0	0	0	0	31	0	1	0	8	0	0	0	0	0	40	146
3:15 PM	0	0	0	0	0	19	1	0	0	9	0	0	0	0	0	29	151
3:30 PM	0	0	0	0	0	32	0	0	0	6	0	0	0	0	1	39	165
3:45 PM	0	0	0	0	0	23	0	0	0	15	0	0	0	0	0	38	161
4:00 PM	0	0	0	0	0	23	3	0	0	18	1	0	0	0	0	45	154
4:15 PM	0	0	0	0	0	27	0	0	0	15	0	0	0	0	1	43	138
4:30 PM	0	0	0	0	0	27	0	1	0	7	0	0	0	0	0	35	125
4:45 PM	0	0	0	0	0	20	0	0	0	11	0	0	0	0	0	31	116
5:00 PM	0	0	0	0	0	14	3	0	0	11	1	0	0	0	0	29	109
5:15 PM	0	0	0	0	0	21	0	0	0	9	0	0	0	0	0	30	99
5:30 PM	0	0	0	0	0	15	0	0	0	11	0	0	0	0	0	26	92
5:45 PM	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	24	83
6:00 PM	0	0	0	0	0	10	2	0	0	7	0	0	0	0	0	19	75
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7:30 PM	0	0	0	0	0	15	0	0	0	4	0	0	0	0	0	19	57
7:45 PM	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	13	44
8:00 PM	0	0	0	0	0	8	1	0	0	5	0	0	0	0	0	14	49
8:15 PM	0	0	0	0	0	5	1	0	0	5	0	0	0	0	0	11	47
8:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	49
8:45 PM	0	0	0	0	0	14	0	0	0	4	0	0	0	0	0	18	51
9:00 PM	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	12	42
9:15 PM	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	13	
9:30 PM	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	8	
9:45 PM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	9	
Count Total	0	0	0	0	0	1,284	16	12	1	624	17	0	0	0	9	6	1,969
Peak Hour	0	0	0	0	0	147	0	0	0	53	2	0	0	0	0	2	204

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

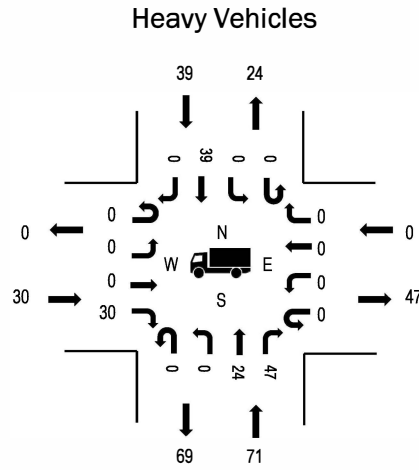
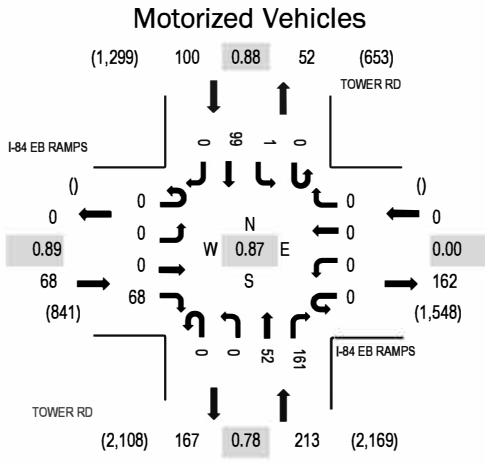
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	3	3	0	6	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	5	4	0	9	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	1	9	0	10	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	6	17	0	23	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
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7:15 AM	0	8	16	0	24	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	6	14	0	20	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	7	9	0	16	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	6	11	0	17	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	1	9	0	10	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
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8:45 AM	0	6	14	0	20	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
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11:00 AM	0	5	7	0	12	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
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1:00 PM	0	6	9	0	15	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	2	8	0	10	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	0	1	19	0	20	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	8	14	0	22	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
2:00 PM	0	4	17	0	21	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	0	9	12	0	21	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	0	10	9	0	19	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	2	13	0	15	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	4	20	0	24	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	6	10	0	16	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	4	13	0	17	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	6	12	0	18	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	10	17	0	27	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	7	10	0	17	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	3	7	0	10	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	4	7	0	11	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	3	8	0	11	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	4	13	0	17	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	6	5	0	11	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	4	6	0	10	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	0	4	9	0	13	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	0	4	8	0	12	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0	0
6:30 PM	0	1	6	0	7	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	0	4	5	0	9	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
7:00 PM	0	2	7	0	9	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0	0
7:15 PM	0	2	6	0	8	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0	0
7:30 PM	0	4	7	0	11	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0	0
7:45 PM	0	2	8	0	10	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0	0
8:00 PM	0	3	5	0	8	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0	0
8:15 PM	0	4	2	0	6	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0	0
8:30 PM	0	1	1	0	2	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0	0
8:45 PM	0	2	9	0	11	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0	0
9:00 PM	0	4	4	0	8	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0	0
9:15 PM	0	4	3	0	7	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0	0
9:30 PM	0	0	2	0	2	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0	0
9:45 PM	0	2	2	0	4	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0	0
Count Total	0	287	613	0	900	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	15	33	0	48	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

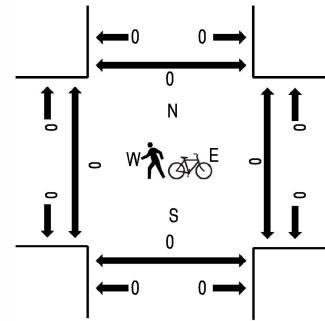


Location: 2 TOWER RD & I-84 EB RAMPS AM
Date: Tuesday, October 25, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	44.1%	0.89
WB	0.0%	0.00
NB	33.3%	0.78
SB	39.0%	0.88
All	36.7%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	I-84 EB RAMPS Eastbound				I-84 EB RAMPS Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right		
6:00 AM	0	0	0	5	0	0	0	0	0	0	18	12	0	0	25	0	60	275
6:15 AM	0	0	0	6	0	0	0	0	0	0	16	15	0	0	39	0	76	280
6:30 AM	0	0	0	5	0	0	0	0	0	0	10	15	0	1	40	0	71	288
6:45 AM	0	0	0	4	0	0	0	0	0	0	11	11	0	0	42	0	68	293
7:00 AM	0	0	0	11	0	0	0	0	0	0	14	16	0	0	24	0	65	298
7:15 AM	0	0	0	16	0	0	0	0	0	0	11	24	0	0	33	0	84	295
7:30 AM	0	0	0	8	0	0	0	0	0	0	16	27	0	0	25	0	76	270
7:45 AM	0	1	1	15	0	0	0	0	0	0	14	18	0	0	24	0	73	274
8:00 AM	0	0	0	12	0	0	0	0	0	0	6	21	0	1	22	0	62	271
8:15 AM	0	0	0	9	0	0	0	0	0	0	10	17	0	0	23	0	59	268
8:30 AM	0	0	1	9	0	0	0	0	0	0	19	24	0	0	27	0	80	287
8:45 AM	0	0	0	14	0	0	0	0	0	0	15	19	0	0	22	0	70	269
9:00 AM	0	0	0	14	0	0	0	0	0	0	9	16	0	0	20	0	59	275
9:15 AM	0	0	0	11	0	0	0	0	0	0	13	33	0	0	21	0	78	278
9:30 AM	0	0	0	14	0	0	0	0	0	0	11	13	0	1	23	0	62	282
9:45 AM	0	0	1	12	0	0	0	0	0	0	15	24	0	0	24	0	76	281
10:00 AM	0	0	0	10	0	0	0	0	0	0	9	24	0	0	19	0	62	269
10:15 AM	0	0	1	17	0	0	0	0	0	0	12	28	0	0	24	0	82	287
10:30 AM	0	0	0	13	0	0	0	0	0	0	15	17	0	0	16	0	61	285
10:45 AM	0	0	0	13	0	0	0	0	0	0	12	20	0	0	19	0	64	320
11:00 AM	0	0	0	23	0	0	0	0	0	0	6	32	0	1	18	0	80	352
11:15 AM	0	0	0	22	0	0	0	0	0	0	10	24	0	1	23	0	80	339
11:30 AM	0	0	0	27	0	0	0	0	0	0	9	35	0	3	22	0	96	332
11:45 AM	0	0	1	27	0	0	0	0	0	0	10	38	0	1	19	0	96	298
12:00 PM	0	0	0	11	0	0	0	0	0	0	9	31	0	0	16	0	67	255
12:15 PM	0	0	0	9	0	0	0	0	0	0	11	29	0	0	24	0	73	256
12:30 PM	0	0	0	9	0	0	0	0	0	0	12	23	0	0	18	0	62	271

12:45 PM	0	0	0	10	0	0	0	0	0	7	14	0	0	22	53	296
1:00 PM	0	0	0	17	0	0	0	0	0	13	21	0	0	17	68	337
1:15 PM	0	0	0	20	0	0	0	0	0	11	31	0	0	26	88	353
1:30 PM	0	0	0	15	0	0	0	0	0	15	21	0	2	34	87	352
1:45 PM	0	0	0	16	0	0	0	0	0	16	29	0	1	32	94	332
2:00 PM	0	0	0	25	0	0	0	0	0	17	19	0	1	22	84	315
2:15 PM	0	0	0	16	0	0	0	0	0	16	28	0	1	26	87	315
2:30 PM	0	0	0	10	0	0	0	0	0	16	24	0	1	16	67	303
2:45 PM	0	0	1	15	0	0	0	0	0	6	32	0	1	22	77	312
3:00 PM	0	0	0	14	0	0	0	0	0	8	30	0	1	31	84	310
3:15 PM	0	0	1	13	0	0	0	0	0	9	33	0	1	18	75	315
3:30 PM	0	0	0	20	0	0	0	0	0	6	18	0	0	32	76	349
3:45 PM	0	0	0	12	0	0	0	0	0	15	24	0	1	23	75	373
4:00 PM	0	0	0	13	0	0	0	0	0	19	32	0	0	25	89	381
4:15 PM	0	0	0	17	0	0	0	0	0	15	49	0	0	28	109	364
4:30 PM	0	0	0	20	0	0	0	0	0	8	45	0	0	27	100	347
4:45 PM	0	0	0	18	0	0	0	0	0	10	35	0	1	19	83	352
5:00 PM	0	0	0	14	0	0	0	0	0	13	31	0	0	14	72	352
5:15 PM	0	0	0	21	0	0	0	0	0	8	42	0	1	20	92	362
5:30 PM	0	0	0	19	0	0	0	0	0	10	61	0	0	15	105	339
5:45 PM	0	0	0	22	0	0	0	0	0	12	37	0	1	11	83	284
6:00 PM	0	0	0	22	0	0	0	0	0	7	44	0	0	9	82	252
6:15 PM	0	0	0	12	0	0	0	0	0	6	34	0	0	17	69	219
6:30 PM	0	0	0	13	0	0	0	0	0	6	20	0	0	11	50	180
6:45 PM	0	0	0	11	0	0	0	0	0	7	24	0	0	9	51	167
7:00 PM	0	0	0	12	0	0	0	0	0	4	22	0	0	11	49	149
7:15 PM	0	0	0	6	0	0	0	0	0	7	8	0	0	9	30	131
7:30 PM	0	0	0	6	0	0	0	0	0	3	14	0	0	14	37	124
7:45 PM	0	0	0	8	0	0	0	0	0	2	12	0	0	11	33	113
8:00 PM	0	0	0	8	0	0	0	0	0	5	9	0	0	9	31	115
8:15 PM	0	0	0	7	0	0	0	0	0	5	6	0	1	4	23	108
8:30 PM	0	0	0	4	0	0	0	0	0	3	16	0	0	3	26	118
8:45 PM	0	0	0	7	0	0	0	0	0	4	11	0	1	12	35	119
9:00 PM	0	0	0	4	0	0	0	0	0	5	8	0	0	7	24	103
9:15 PM	0	0	0	11	0	0	0	0	0	6	8	0	0	8	33	
9:30 PM	0	0	0	3	0	0	0	0	0	4	15	0	0	5	27	
9:45 PM	0	0	0	6	0	0	0	0	0	5	4	0	0	4	19	
Count Total	0	1	7	833	0	0	0	0	0	652	1,517	0	24	1,275	0	4,309
Peak Hour	0	0	0	68	0	0	0	0	0	52	161	0	1	99	0	381

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

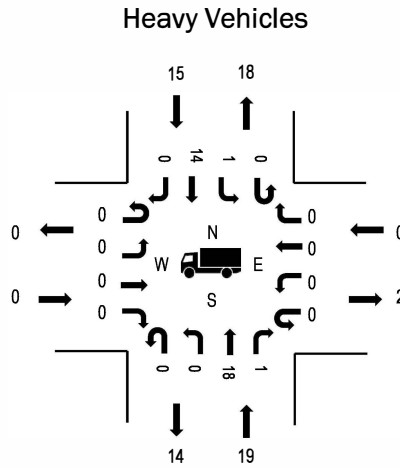
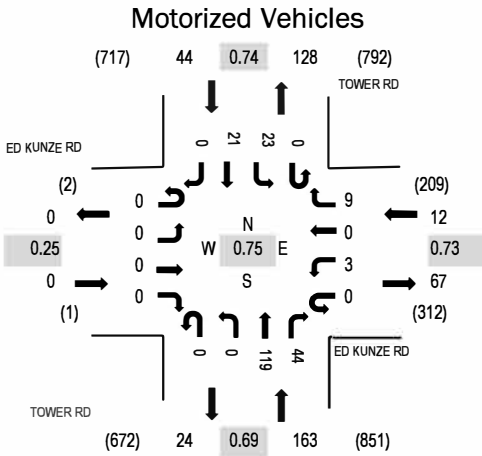
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	2	8	0	3	13	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	3	11	0	3	17	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	1	9	0	10	20	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	3	15	0	17	35	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	6	19	0	14	39	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	3	23	0	17	43	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	5	15	0	13	33	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	6	14	0	10	30	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	5	15	0	10	30	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	17	0	10	29	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	4	16	0	12	32	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	2	12	0	12	26	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	4	14	0	14	32	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	2	26	0	9	37	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	6	8	0	12	26	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	5	15	0	11	31	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	5	15	0	14	34	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	5	22	0	10	37	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	4	17	0	11	32	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	4	13	0	7	24	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0	0
11:00 AM	10	15	0	6	31	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	10	13	0	14	37	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0	0
11:30 AM	8	17	0	13	38	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	8	19	0	8	35	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	5	19	0	6	30	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	2	20	0	13	35	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	5	12	0	8	25	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	1	6	0	10	17	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	6	11	0	8	25	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	11	16	0	10	37	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	6	9	0	18	33	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	6	22	0	16	44	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
2:00 PM	12	13	0	14	39	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	7	21	0	14	42	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	4	21	0	9	34	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	5	20	0	12	37	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	7	18	0	19	44	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	6	21	0	9	36	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	4	9	0	11	24	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	7	17	0	12	36	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	3	21	0	15	39	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	10	21	0	10	41	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	9	16	0	7	32	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	8	13	0	7	28	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	4	15	0	7	26	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	6	10	0	13	29	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	10	13	0	5	28	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	4	19	0	6	29	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	4	15	0	7	26	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	6	14	0	7	27	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0	0
6:30 PM	8	6	0	6	20	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	5	9	0	4	18	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
7:00 PM	2	9	0	7	18	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0	0
7:15 PM	3	7	0	6	16	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0	0
7:30 PM	2	8	0	6	16	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0	0
7:45 PM	6	9	0	7	22	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0	0
8:00 PM	6	8	0	6	20	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0	0
8:15 PM	1	6	0	3	10	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0	0
8:30 PM	3	12	0	1	16	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0	0
8:45 PM	2	7	0	8	17	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0	0
9:00 PM	2	8	0	4	14	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0	0
9:15 PM	3	8	0	4	15	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0	0
9:30 PM	3	7	0	1	11	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0	0
9:45 PM	1	5	0	2	8	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0	0
Count Total	318	889	0	598	1,805	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	30	71	0	39	140	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

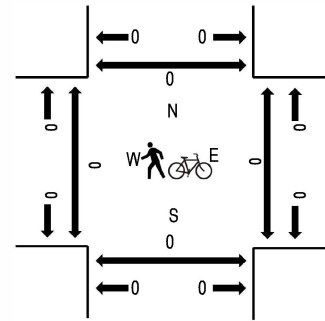


Location: 3 TOWER RD & ED KUNZE RD AM
Date: Tuesday, October 25, 2022
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.25
WB	0.0%	0.73
NB	11.7%	0.69
SB	34.1%	0.74
All	15.5%	0.75

Traffic Counts - Motorized Vehicles

Interval Start Time	ED KUNZE RD Eastbound				ED KUNZE RD Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right		
6:00 AM	0	0	0	0	0	1	0	8	0	0	4	1	0	0	14	0	28	165
6:15 AM	0	0	0	0	0	3	0	8	0	0	3	0	0	2	25	0	41	174
6:30 AM	0	0	0	0	0	10	0	5	0	0	5	0	0	3	34	0	57	161
6:45 AM	0	0	0	0	0	4	0	5	0	0	4	1	0	1	24	0	39	132
7:00 AM	0	0	0	0	0	6	0	2	0	0	7	1	0	1	20	0	37	118
7:15 AM	0	0	0	0	0	3	0	3	0	0	5	0	0	1	16	0	28	111
7:30 AM	0	0	0	0	0	1	0	5	0	0	5	1	0	1	15	0	28	111
7:45 AM	0	0	0	0	0	3	0	3	0	0	4	2	0	0	13	0	25	118
8:00 AM	0	0	0	0	0	5	0	2	0	0	7	1	0	0	15	0	30	112
8:15 AM	0	0	0	0	0	2	0	1	0	0	11	0	0	1	12	1	28	95
8:30 AM	0	0	0	0	0	4	0	0	0	0	11	3	0	1	16	0	35	96
8:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	2	11	0	19	78
9:00 AM	0	0	0	0	0	0	0	3	0	0	5	0	0	0	5	0	13	84
9:15 AM	0	0	0	0	0	3	0	0	0	0	11	1	0	3	11	0	29	88
9:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	10	0	17	87
9:45 AM	0	1	0	0	0	1	0	2	0	0	8	0	0	0	13	0	25	95
10:00 AM	0	0	0	0	0	0	0	0	0	0	9	1	0	1	6	0	17	84
10:15 AM	0	0	0	0	0	1	0	1	0	0	13	2	0	2	9	0	28	92
10:30 AM	0	0	0	0	0	1	0	1	0	0	9	1	0	3	10	0	25	97
10:45 AM	0	0	0	0	0	1	0	1	0	0	7	1	0	1	3	0	14	104
11:00 AM	0	0	0	0	0	2	0	2	0	0	8	1	0	2	10	0	25	118
11:15 AM	0	0	0	0	0	1	0	2	0	0	15	1	0	0	14	0	33	127
11:30 AM	0	0	0	0	0	0	0	3	0	0	12	1	0	2	14	0	32	132
11:45 AM	0	0	0	0	0	1	0	0	0	0	11	2	0	1	13	0	28	127
12:00 PM	0	0	0	0	0	0	0	1	0	0	19	4	0	1	9	0	34	121
12:15 PM	0	0	0	0	0	2	0	0	0	0	16	4	0	1	15	0	38	112
12:30 PM	0	0	0	0	0	1	0	4	0	0	9	0	0	0	13	0	27	96

12:45 PM	0	0	0	0	0	6	0	0	0	0	7	0	0	4	5	22	104
1:00 PM	0	0	0	0	0	2	0	3	0	0	6	4	0	4	6	0	107
1:15 PM	0	0	0	0	0	1	0	0	0	0	14	1	0	1	5	0	117
1:30 PM	0	0	0	0	0	1	1	1	0	0	13	4	0	1	14	0	119
1:45 PM	0	0	0	0	0	0	0	1	0	0	11	0	0	2	11	0	106
2:00 PM	0	0	0	0	0	3	0	4	0	0	13	1	0	2	12	0	106
2:15 PM	0	0	0	0	0	2	0	1	0	0	7	1	0	6	7	0	108
2:30 PM	0	0	0	0	0	0	0	1	0	0	8	1	0	4	8	0	111
2:45 PM	0	0	0	0	0	0	0	3	0	0	8	3	0	1	10	0	122
3:00 PM	0	0	0	0	0	2	0	1	0	0	12	4	0	3	15	0	110
3:15 PM	0	0	0	0	0	0	0	1	0	0	19	1	0	0	6	0	121
3:30 PM	0	0	0	0	0	3	0	0	0	0	10	1	0	7	12	0	163
3:45 PM	0	0	0	0	0	1	0	0	0	0	7	2	0	1	2	0	194
4:00 PM	0	0	0	0	0	3	0	5	0	0	16	8	0	3	13	0	210
4:15 PM	0	0	0	0	0	4	0	2	0	0	32	16	0	4	11	0	185
4:30 PM	0	0	0	0	0	4	0	2	0	0	28	13	0	6	11	0	180
4:45 PM	0	0	0	0	0	0	0	0	0	0	22	4	0	0	3	0	189
5:00 PM	0	0	0	0	0	1	0	0	0	0	12	6	0	2	2	0	188
5:15 PM	0	0	0	0	0	1	0	1	0	0	32	15	0	7	8	0	219
5:30 PM	0	0	0	0	0	1	0	4	0	0	43	16	0	5	4	0	188
5:45 PM	0	0	0	0	0	0	0	1	0	0	15	3	0	4	5	0	147
6:00 PM	0	0	0	0	0	1	0	3	0	0	29	10	0	7	4	0	140
6:15 PM	0	0	0	0	0	0	0	3	0	0	11	6	0	7	6	0	114
6:30 PM	0	0	0	0	0	1	0	3	0	0	15	5	0	3	5	0	89
6:45 PM	0	0	0	0	0	0	0	0	0	0	14	4	0	2	1	0	66
7:00 PM	0	0	0	0	0	0	0	0	0	0	11	10	0	6	1	0	58
7:15 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	1	0	43
7:30 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	1	3	0	43
7:45 PM	0	0	0	0	0	0	0	1	0	0	6	1	0	2	3	0	39
8:00 PM	0	0	0	0	0	0	0	2	0	0	4	2	0	2	3	0	30
8:15 PM	0	0	0	0	0	0	0	1	0	0	2	2	0	2	1	0	25
8:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	23
8:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	26
9:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	3	0	27
9:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	6
9:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	4	1	0	8
9:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	2	0	5
Count Total	0	1	0	0	0	93	1	115	0	0	676	175	0	137	579	1	1,778
Peak Hour	0	0	0	0	0	3	0	9	0	0	119	44	0	23	21	0	219

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

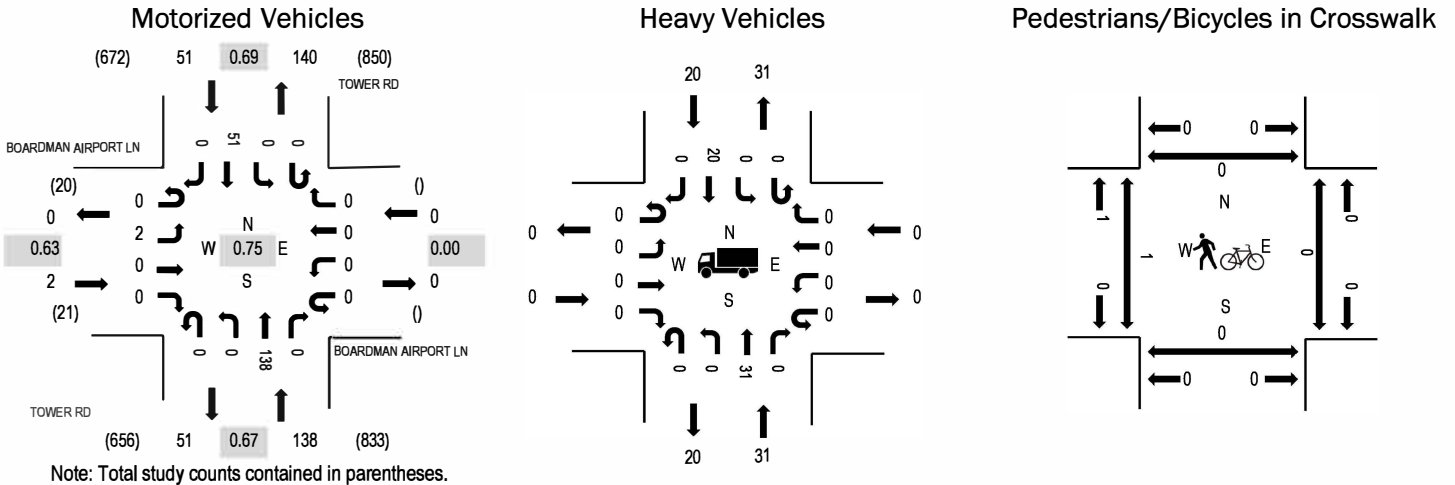
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	1	0	1	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	1	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	2	0	4	6	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	4	0	5	9	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	0	2	0	12	14	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	10	13	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	5	1	4	10	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	4	6	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	4	8	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	7	0	5	12	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	9	0	8	17	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	3	0	5	8	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	4	1	5	10	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	9	2	5	16	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	3	0	6	9	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	5	0	10	15	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	0	7	0	5	12	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	11	0	6	17	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	0	7	0	9	16	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	3	1	1	5	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	5	0	5	10	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0
11:15 AM	0	9	1	11	21	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	6	1	7	14	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0
11:45 AM	0	7	0	6	13	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0
12:00 PM	0	11	0	4	15	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0
12:15 PM	0	10	1	10	21	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0
12:30 PM	0	4	1	7	12	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0
12:45 PM	0	4	0	4	8	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0
1:00 PM	0	4	0	4	8	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0
1:15 PM	0	8	0	3	11	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0
1:30 PM	0	8	0	8	16	1:30 PM	0	0	1	0	1	1:30 PM	0	0	0	0
1:45 PM	0	8	0	7	15	1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0
2:00 PM	0	7	2	8	17	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0
2:15 PM	0	4	0	3	7	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0
2:30 PM	0	6	0	6	12	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0
2:45 PM	0	4	0	7	11	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0
3:00 PM	0	10	0	10	20	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0
3:15 PM	0	7	0	5	12	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0
3:30 PM	0	4	1	4	9	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0
3:45 PM	0	5	1	1	7	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0
4:00 PM	0	7	1	11	19	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0
4:15 PM	0	12	0	5	17	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	1
4:30 PM	0	6	0	3	9	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	0	6	0	1	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	5	0	6	11	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	4	0	3	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0
5:45 PM	0	4	0	2	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0
6:00 PM	0	6	0	4	10	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0
6:15 PM	0	3	0	3	6	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	1	0	5	6	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0
6:45 PM	0	3	0	0	3	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0
7:00 PM	0	3	0	1	4	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0
7:15 PM	0	1	0	1	2	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0
7:30 PM	0	2	0	3	5	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0
7:45 PM	0	3	0	2	5	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	2	0	3	5	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0
8:15 PM	0	1	0	1	2	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0
8:30 PM	0	2	0	1	3	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0
8:45 PM	0	1	0	1	2	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	1	0	1	2	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0
9:15 PM	0	2	0	1	3	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0
9:30 PM	0	2	0	1	3	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	2	2	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0
Count Total	0	302	14	293	609	Count Total	0	0	1	1	2	Count Total	1	0	0	1
Peak Hour	0	19	0	15	34	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0



Location: 4 TOWER RD & BOARDMAN AIRPORT LN AM
Date: Tuesday, October 25, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.00
NB	22.5%	0.67
SB	39.2%	0.69
All	26.7%	0.75

Traffic Counts - Motorized Vehicles

Interval Start Time	BOARDMAN AIRPORT LN Eastbound				BOARDMAN AIRPORT LN Westbound				TOWER RD Northbound				TOWER RD Southbound				Total	Rolling Hour
	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	17	0	22	138
6:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	26	0	33	150
6:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	45	0	50	141
6:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	28	0	33	114
7:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	23	3	34	100
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	18	1	24	94
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	15	2	23	93
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	15	0	19	103
8:00 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	18	1	28	100
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0	23	84
8:30 AM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	19	0	33	84
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0	16	69
9:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	71
9:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	23	76
9:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18	78
9:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18	81
10:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	17	76
10:15 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	10	0	25	80
10:30 AM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	11	0	21	86
10:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	92
11:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	1	21	106
11:15 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	31	116
11:30 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27	121
11:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	1	27	119
12:00 PM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	8	1	31	109
12:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	16	0	36	98
12:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	15	0	25	83

12:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	17	91
1:00 PM	0	2	0	0	0	0	0	0	0	1	9	0	0	0	8	20	95
1:15 PM	0	1	0	0	0	0	0	0	0	1	14	0	0	0	5	21	104
1:30 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	0	13	33	99
1:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	21	84
2:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	15	29	85
2:15 PM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	8	16	88
2:30 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	8	18	97
2:45 PM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	10	22	108
3:00 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	17	32	97
3:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	5	25	106
3:30 PM	0	0	0	0	0	0	0	0	0	1	11	0	0	0	17	29	145
3:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	11	174
4:00 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	17	41	191
4:15 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	16	64	171
4:30 PM	0	1	0	0	0	0	0	0	0	0	42	0	0	0	15	58	164
4:45 PM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	3	28	171
5:00 PM	0	2	0	0	0	0	0	0	0	0	16	0	0	0	3	21	165
5:15 PM	0	0	0	0	0	0	0	0	0	1	47	0	0	0	9	57	187
5:30 PM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	5	65	153
5:45 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	0	4	22	114
6:00 PM	0	1	0	0	0	0	0	0	0	0	37	0	0	0	5	43	111
6:15 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	6	23	91
6:30 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	6	26	73
6:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	1	19	55
7:00 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	1	23	46
7:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	32
7:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	8	32
7:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	10	28
8:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	9	21
8:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	17
8:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	16
8:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	15
9:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	15
9:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	4
9:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	3
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	3
Count Total	0	21	0	0	0	0	0	0	0	4	829	0	0	0	656	16	1,526
Peak Hour	0	2	0	0	0	0	0	0	0	0	138	0	0	0	51	0	191

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	1	0	1	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:15 AM	0	4	0	1	5	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:30 AM	0	2	0	2	4	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:45 AM	0	4	0	5	9	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
7:00 AM	0	2	0	12	14	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	9	12	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	5	0	5	10	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	4	6	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	4	8	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	7	0	4	11	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	9	0	6	15	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	3	0	5	8	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	5	0	5	10	9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	7	0	6	13	9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	3	0	7	10	9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	4	0	7	11	9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
10:00 AM	0	7	0	7	14	10:00 AM	0	0	0	0	0	10:00 AM	0	0	0	0	0
10:15 AM	0	11	0	6	17	10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0

10:30 AM	0	7	0	9	16	10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0
10:45 AM	0	3	0	2	5	10:45 AM	0	0	0	0	0	10:45 AM	0	0	0	0
11:00 AM	0	5	0	4	9	11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0
11:15 AM	0	9	0	12	21	11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0
11:30 AM	0	6	0	7	13	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0
11:45 AM	0	7	0	6	13	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0
12:00 PM	0	11	0	4	15	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0
12:15 PM	0	10	0	10	20	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0
12:30 PM	0	4	0	9	13	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0
12:45 PM	0	4	0	4	8	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0
1:00 PM	0	5	0	4	9	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0
1:15 PM	0	8	0	3	11	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0
1:30 PM	0	7	0	8	15	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0
1:45 PM	0	8	0	7	15	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0
2:00 PM	0	7	0	10	17	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0
2:15 PM	0	4	0	3	7	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0
2:30 PM	0	6	0	6	12	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0
2:45 PM	0	5	0	7	12	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0
3:00 PM	0	9	0	10	19	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0
3:15 PM	0	7	0	4	11	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0
3:30 PM	0	4	0	7	11	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0
3:45 PM	0	5	0	1	6	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0
4:00 PM	0	7	0	12	19	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0
4:15 PM	0	12	0	4	16	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	1
4:30 PM	0	6	0	3	9	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	0	6	0	1	7	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	0	5	0	6	11	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	4	0	3	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0
5:45 PM	0	4	0	2	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0
6:00 PM	0	6	0	3	9	6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0
6:15 PM	0	3	0	3	6	6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	1	0	5	6	6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0
6:45 PM	0	2	0	0	2	6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0
7:00 PM	0	4	0	1	5	7:00 PM	0	0	0	0	0	7:00 PM	0	0	0	0
7:15 PM	0	0	0	1	1	7:15 PM	0	0	0	0	0	7:15 PM	0	0	0	0
7:30 PM	0	2	0	3	5	7:30 PM	0	0	0	0	0	7:30 PM	0	0	0	0
7:45 PM	0	3	0	2	5	7:45 PM	0	0	0	0	0	7:45 PM	0	0	0	0
8:00 PM	0	2	0	3	5	8:00 PM	0	0	0	0	0	8:00 PM	0	0	0	0
8:15 PM	0	1	0	1	2	8:15 PM	0	0	0	0	0	8:15 PM	0	0	0	0
8:30 PM	0	2	0	1	3	8:30 PM	0	0	0	0	0	8:30 PM	0	0	0	0
8:45 PM	0	1	0	1	2	8:45 PM	0	0	0	0	0	8:45 PM	0	0	0	0
9:00 PM	0	1	0	1	2	9:00 PM	0	0	0	0	0	9:00 PM	0	0	0	0
9:15 PM	0	2	0	1	3	9:15 PM	0	0	0	0	0	9:15 PM	0	0	0	0
9:30 PM	0	2	0	1	3	9:30 PM	0	0	0	0	0	9:30 PM	0	0	0	0
9:45 PM	0	0	0	2	2	9:45 PM	0	0	0	0	0	9:45 PM	0	0	0	0
Count Total	0	303	0	295	598	Count Total	0	0	0	0	0	Count Total	1	0	0	1
Peak Hour	0	31	0	20	51	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	1

Appendix B

Trip Generation Calculations

Project Name: Broadman Data Center
 Project No:
 Country:
 Analyst Name: Namu Tirnilisina
 Date: 9/18/2023
 State/Province:
 Analysis Region:

Type of Project:
 City:
 Built-up Area(Sq.ft):
 Clients Name:
 ZIP/Postal Code:
 No. of Scenarios: 2

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Weekday Average Daily Trips	1	1	0		431	431	862
Scenario - 2	Weekday PM Peak Hour	1	1	0		24	55	79

Scenario - 1

Scenario Name: **Weekday Average Daily Trips**

User Group:

Dev. phase: 1

No. of Years to Project: 0
Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Split%			
160 - Data Center	General Urban/Suburban	1000 Sq. Ft. GFA	871.2	Weekday	Average	0.99	431	431	862
Data Source: Trip Generation Manual, 11th Ed									

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
160 - Data Center	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
160 - Data Center	431	431	0	0	431	431
862						

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Others	Land Use Group
160 - Data Center		

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

160 - Data Center	Internal Person Trips From	Entry	Exit	Total
	Total Internal Person Trips	0	0	0

INTERNAL VEHICLE TRIPS AND CAPTURE:

160 - Data Center	Total Internal Person Trips	Vehicle Mode Share	Vehicle Occupancy	Total Vehicle Internal Trips	Total External Vehicle Trips	Internal Vehicle Trip Capture
	0	100%	1.00	0	431	0%
	0	100%	1.00	0	431	0%
	0	100%	1.00	0	862	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	[External - (Pass-by + Diverted)] Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	431	431	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
160 - Data Center	431	431	862

RESULTS

Site Totals						
	Entry	Exit	Entry	Exit	Total	Total
Vehicle Trips Before Reduction	431	431	431	431	862	862
Vehicle Trips After Multi-modal Adjustment	431	431	431	431	862	862
Internal Vehicle Trips	0	0	0	0	0	0
External Vehicle Trips	431	431	431	431	862	862
Internal Vehicle Trip Capture	0%	0%	0%	0%	0%	0%
Pass-by Vehicle Trips	0	0	0	0	0	0
Diverted Vehicle Trips	0	0	0	0	0	0
Extra Reduced Vehicle Trips	0	0	0	0	0	0
New Vehicle Trips	431	431	431	431	862	862

Scenario - 2

Scenario Name: **Weekday PM Peak Hour**

User Group:

Dev. phase: 1

No. of Years to Project: 0
Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Split%			
160 - Data Center	General Urban/Suburban		1000 Sq. Ft. GFA	871.2	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	24	55	79
Data Source: Trip Generation Manual, 11th Ed						0.09	30%	70%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
160 - Data Center	100	100	1	1	30	70

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
160 - Data Center	24	55	0	0	24	55
					79	79

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Others	Land Use Group
160 - Data Center		

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

160 - Data Center	Entry	Exit	Total
Internal Person Trips From	0	0	0
Total Internal Person Trips	0	0	0

INTERNAL VEHICLE TRIPS AND CAPTURE:

160 - Data Center	Entry	Exit	Total
Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	24	55	79
Internal Vehicle Trip Capture	0%	0%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	External - (Pass-by + Diverted) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
160 - Data Center	24	55	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
160 - Data Center	24	55	79

RESULTS

Site Totals		Entry	Exit	Total
Vehicle Trips Before Reduction		24	55	79
Vehicle Trips After Multi-modal Adjustment		24	55	79
Internal Vehicle Trips		0	0	0
External Vehicle Trips		24	55	79
Internal Vehicle Trip Capture		0%	0%	0%
Pass-by Vehicle Trips		0	0	0
Diverted Vehicle Trips		0	0	0
Extra Reduced Vehicle Trips		0	0	0
New Vehicle Trips		24	55	79

Appendix C

Level of Service Calculations

HCM 6th TWSC

1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	105	0	0	54	1	0	0	2	0
Future Vol, veh/h	0	0	0	105	0	0	54	1	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	114	0	0	59	1	0	0	2	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	121	121	1	2	0	-
Stage 1	119	119	-	-	-	-
Stage 2	2	2	-	-	-	-
Critical Hdwy	6.88	6.83	6.22	4.58	-	-
Critical Hdwy Stg 1	5.88	5.83	-	-	-	-
Critical Hdwy Stg 2	5.88	5.83	-	-	-	-
Follow-up Hdwy	3.932	4.297	3.318	2.632	-	-
Pot Cap-1 Maneuver	776	715	1084	1365	-	0
Stage 1	804	741	-	-	0	0
Stage 2	914	836	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	743	0	1084	1365	-	-
Mov Cap-2 Maneuver	743	0	-	-	-	-
Stage 1	769	0	-	-	-	-
Stage 2	914	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	7.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1365	-	743	-
HCM Lane V/C Ratio	0.043	-	0.154	-
HCM Control Delay (s)	7.8	0	10.7	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-

HCM 6th TWSC

2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	0	68	0	0	0	0	52	161	1	99	0
Future Vol, veh/h	0	0	68	0	0	0	0	52	161	1	99	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	78	0	0	0	0	60	185	1	114	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	269	361	114	-	0	0	245	0	0
Stage 1	116	116	-	-	-	-	-	-	-
Stage 2	153	245	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	566	836	0	-	-	1321	-	0
Stage 1	909	800	-	0	-	-	-	-	0
Stage 2	875	703	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	719	0	836	-	-	-	1321	-	-
Mov Cap-2 Maneuver	719	0	-	-	-	-	-	-	-
Stage 1	909	0	-	-	-	-	-	-	-
Stage 2	874	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1321	-
HCM Lane V/C Ratio	-	-	0.093	0.001	-
HCM Control Delay (s)	-	-	9.8	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 6th TWSC 3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	2	0	0	138	51	0
Future Vol, veh/h	2	0	0	138	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	3	0	0	184	68	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	252	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	995	1533	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	995	1533	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1533	-	737	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC

1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	136	0	0	61	1	41	0	2	0
Future Vol, veh/h	0	0	0	136	0	0	61	1	41	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	148	0	0	66	1	45	0	2	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	158	158	24	2	0	0	-
Stage 1	156	156	-	-	-	-	-
Stage 2	2	2	-	-	-	-	-
Critical Hdwy	6.88	6.83	6.22	4.58	-	-	-
Critical Hdwy Stg 1	5.88	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.88	5.83	-	-	-	-	-
Follow-up Hdwy	3.932	4.297	3.318	2.632	-	-	-
Pot Cap-1 Maneuver	737	681	1052	1365	-	-	0
Stage 1	772	713	-	-	-	-	0
Stage 2	914	836	-	-	-	-	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	700	0	1052	1365	-	-	-
Mov Cap-2 Maneuver	700	0	-	-	-	-	-
Stage 1	733	0	-	-	-	-	-
Stage 2	914	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	4.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBT	SBR
Capacity (veh/h)	1365	-	-	700	-
HCM Lane V/C Ratio	0.049	-	-	0.211	-
HCM Control Delay (s)	7.8	0	-	11.5	-
HCM Lane LOS	A	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-

HCM 6th TWSC

2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	0	83	0	0	0	14	59	181	1	111	0
Future Vol, veh/h	0	0	83	0	0	0	14	59	181	1	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	95	0	0	0	16	68	208	1	128	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	334	438	128				128	0	0	276	0	0
Stage 1	130	130	-				-	-	-	-	-	-
Stage 2	204	308	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	661	512	821				1458	-	-	1287	-	0
Stage 1	896	789	-				-	-	-	-	-	0
Stage 2	830	660	-				-	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	652	0	821				1458	-	-	1287	-	-
Mov Cap-2 Maneuver	652	0	-				-	-	-	-	-	-
Stage 1	884	0	-				-	-	-	-	-	-
Stage 2	829	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.4	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	1458	-	-	821	1287	-
HCM Lane V/C Ratio	0.011	-	-	0.116	0.001	-
HCM Control Delay (s)	7.5	-	-	10	7.8	0
HCM Lane LOS	A	-	-	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0	-

HCM 6th TWSC

3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	57	0	0	155	57	24
Future Vol, veh/h	57	0	0	155	57	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	76	0	0	207	76	32

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	299	92	108	0	0
Stage 1	92	-	-	-	-
Stage 2	207	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3,518	3,318	2,218	-	-
Pot Cap-1 Maneuver	692	965	1483	-	-
Stage 1	932	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	692	965	1483	-	-
Mov Cap-2 Maneuver	692	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	828	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	692	-	-
HCM Lane V/C Ratio	-	-	0.11	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 6th TWSC

1: Tower Rd & I-84 Westbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	118	0	0	61	1	0	0	2	0
Future Vol, veh/h	0	0	0	118	0	0	61	1	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	48	33	2	48	2	2	2	2	2
Mvmt Flow	0	0	0	128	0	0	66	1	0	0	2	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	135	135	1	2	0	-	0
Stage 1	133	133	-	-	-	-	-
Stage 2	2	2	-	-	-	-	-
Critical Hdwy	6.88	6.83	6.22	4.58	-	-	-
Critical Hdwy Stg 1	5.88	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.88	5.83	-	-	-	-	-
Follow-up Hdwy	3.932	4.297	3.318	2.632	-	-	-
Pot Cap-1 Maneuver	761	702	1084	1365	-	0	0
Stage 1	792	730	-	-	-	0	0
Stage 2	914	836	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	724	0	1084	1365	-	-	-
Mov Cap-2 Maneuver	724	0	-	-	-	-	-
Stage 1	754	0	-	-	-	-	-
Stage 2	914	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	7.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1365	-	724	-
HCM Lane V/C Ratio	0.049	-	0.177	-
HCM Control Delay (s)	7.8	0	11	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-

HCM 6th TWSC

2: Tower Rd & I-84 Eastbound Ramp

10/05/2023

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	0	77	0	0	0	0	59	181	1	111	0
Future Vol, veh/h	0	0	77	0	0	0	0	59	181	1	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	44	2	2	2	2	46	29	2	39	2
Mvmt Flow	0	0	89	0	0	0	0	68	208	1	128	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	302	406	128	-	0	0	276	0	0
Stage 1	130	130	-	-	-	-	-	-	-
Stage 2	172	276	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.64	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.696	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	690	534	821	0	-	-	1287	-	0
Stage 1	896	789	-	0	-	-	-	-	0
Stage 2	858	682	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	689	0	821	-	-	-	1287	-	-
Mov Cap-2 Maneuver	689	0	-	-	-	-	-	-	-
Stage 1	896	0	-	-	-	-	-	-	-
Stage 2	857	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	1287	-
HCM Lane V/C Ratio	-	-	0.108	0.001	-
HCM Control Delay (s)	-	-	9.9	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 6th TWSC 3: Tower Road & Boardman Airport Ln

10/05/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	2	0	0	155	57	0
Future Vol, veh/h	2	0	0	155	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	22	39	2
Mvmt Flow	3	0	0	207	76	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	283	76	76	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	707	985	1523	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	707	985	1523	-	-	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	707	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix D

2024–2027 Oregon Department of Transportation (ODOT): Statewide Transportation Improvement Plan

2021-2024 Active STIP

MORROW

2021-2024 Active STIP

Name: I-84: from I-5 to the Idaho border

Key: 22740

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along I-84 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 5

MPO: Non-MPO, Portland Metro MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
0.00 to 42.08	42.08	US-30	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH	
42.08 to 67.72	25.64	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER	
67.72 to 99.86	32.14	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	WASCO	
99.86 to 114.59	14.73	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	SHERMAN	
114.59 to 149.51	34.92	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	GILLIAM	
149.51 to 177.36	27.85	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW	
177.36 to 243.99	66.63	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA	
243.99 to 286.19	42.20	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION	
286.19 to 352.00	65.81	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER	
352.00 to 378.00	26.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023	2024			2024		
Total	\$282,000.00	\$1,590,000.00			\$3,510,000.00		\$5,382,000.00
Fund 1	Y130 \$225,600.00	Y130 \$1,272,000.00			Y130 \$2,808,000.00		
Match	\$56,400.00	\$318,000.00			\$702,000.00		

Footnote:
Most Recent Approved Amendment
 Amendment No: 21-24-2648 Approval Date: 1/24/2023
 Requested Action: Add new project, using National Electric Vehicle Infrastructure (NEVI) program funds.

Name: Tower Road interchange bridge over I-84

Key: 22880

Description Design for a future construction project that includes replacing bridge driving surface, new approach slabs, repair backwalls, and paving of Tower Road (within ODOT ROW) and rebuild roadway approaches.

Region: 5

MPO: Non-MPO

Work Type: PRESRV, BRIDGE

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
159.18 to 159.50	0.32	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW	
159.30 to 159.30	0.00		COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023					
Total		\$452,000.00					\$452,000.00
Fund 1		Y001 \$402,683.27					
Match							
Fund 2		S070 \$35,165.59					
Match							
Fund 3		Z001 \$14,151.14					
Match							

Footnote:
Most Recent Approved Amendment
 Amendment No: 21-24-3182 Approval Date: 4/10/2023
 Requested Action: Add new project, moving the Preliminary Engineering phase from the 2024-2027 STIP for delivery in federal fiscal year 2023.

From: BOYD David W <David.W.BOYD@odot.oregon.gov>
Sent: Thursday, January 11, 2024 1:08 PM
To: PJ McKelvey
Cc: Tacchini, Jason; Jesse Walt; John A. Manix; LANI Richard; HOWLAND Paul L; LAPP Thomas; MOLES Vicki L
Subject: RE: Tower Road / I-84 Rehab Project Conflict with Morrow County Development Project

PJ,

Here is what I have found out about the Tower Road Interchange project, Key #22880, it is currently in design with funding for construction possibly in 2026 or 2027.

Jason's contact was forwarded to Vicki Moles, public relations for the ODOT project.

Your responsibility for traffic control will be based upon any mitigation you will be required to provide and not the ODOT project. Any traffic control or detours needed for the project will be handled by the project. So, the participation of an Amazon representative in the project public meeting is highly recommended.

I have included our District office in this email for their information.

I look forward to receiving your TIA for review and comment to the Morrow County.

David W. Boyd, P.E.
Region 5 Access Management Engineer
3012 Island Ave, La Grande, OR 97850
541-419-5977

From: PJ McKelvey <PJ.McKelvey@pbsusa.com>
Sent: Tuesday, January 9, 2024 2:32 PM
To: BOYD David W <David.W.BOYD@odot.oregon.gov>
Cc: Tacchini, Jason <jastacc@amazon.com>; Jesse Walt <jwalt@integrusarch.com>; John A. Manix <John.Manix@pbsusa.com>
Subject: Tower Road / I-84 Rehab Project Conflict with Morrow County Development Project

You don't often get email from pi.mckelvey@pbsusa.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good afternoon David,

I'm messaging you in reference to an ongoing TIA for an industrial development out in Morrow County near the Boardman Airport. The project will ultimately have construction and typical trips routed through the Tower Road and I-84 interchange frequently.

Part of the TIA is consideration of the bridge preservation of the Tower Road interchange project (Key # 22880, see attached 21-24 STIP excerpt) and how its potential construction period may overlap into the construction of the development project.

Looking at both the 21-24 and 24-27 STIPs, it appears that the Tower Rd project is funded for preliminary design, but is not scheduled for further progress on either STIP. The development project is estimated to finish by 2029.

If the Tower Rd project is not anticipated to be under construction at any time from now until 2029, we can forgo potential traffic control and detour measures.

If you could please provide an email stating that the Tower Rd project will not be under construction by or during 2029, that would be helpful for us in determining out level of effort on traffic control measures in the TIA.

Thank you,

Pierce-Jon McKelvey, PE, PTOE

Project Traffic Engineer

PBS | Celebrating 40 Years

Our office has relocated to:

1325 SE Tech Center Dr., Suite 140, Vancouver, WA 98683

office: 360.213.0418

PJ.McKelvey@pbsusa.com

pbsusa.com

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Appendix E

SimTraffic Queue Reports

Queuing and Blocking Report

Weekday PM Peak Hour - 2026 With Project Conditions

10/05/2023

Intersection: 1: Tower Rd & I-84 Westbound Ramp

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	108	3
Average Queue (ft)	54	0
95th Queue (ft)	88	3
Link Distance (ft)	784	466
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Tower Rd & I-84 Eastbound Ramp

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	94	30
Average Queue (ft)	42	2
95th Queue (ft)	76	15
Link Distance (ft)	960	862
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tower Road & Boardman Airport Ln

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	24
95th Queue (ft)	46
Link Distance (ft)	2099
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Weekday PM Peak Hour - 2026 Without Project Conditions

10/05/2023

Intersection: 1: Tower Rd & I-84 Westbound Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	114	16
Average Queue (ft)	55	1
95th Queue (ft)	88	18
Link Distance (ft)	785	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Tower Rd & I-84 Eastbound Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	100	3
Average Queue (ft)	45	0
95th Queue (ft)	82	3
Link Distance (ft)	961	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tower Road & Boardman Airport Ln

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	2099
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix F

Left-Turn and Right-Turn Lane Analysis

Left Turn Lane Evaluation Process

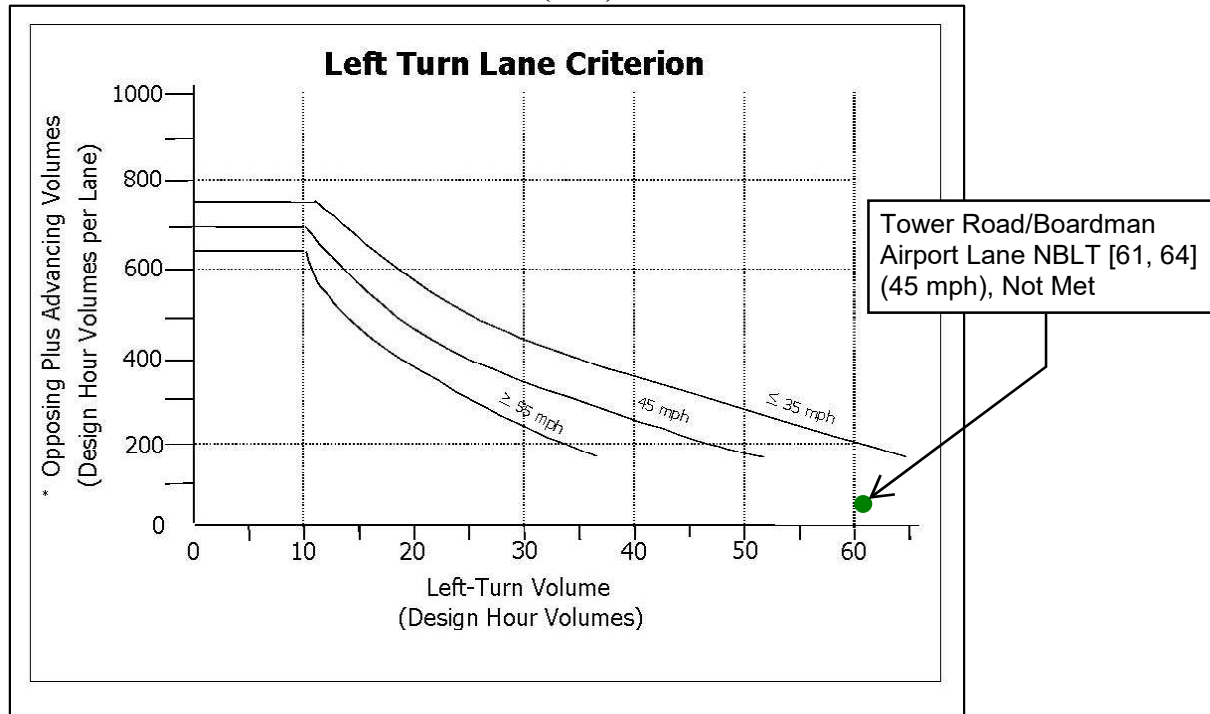
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

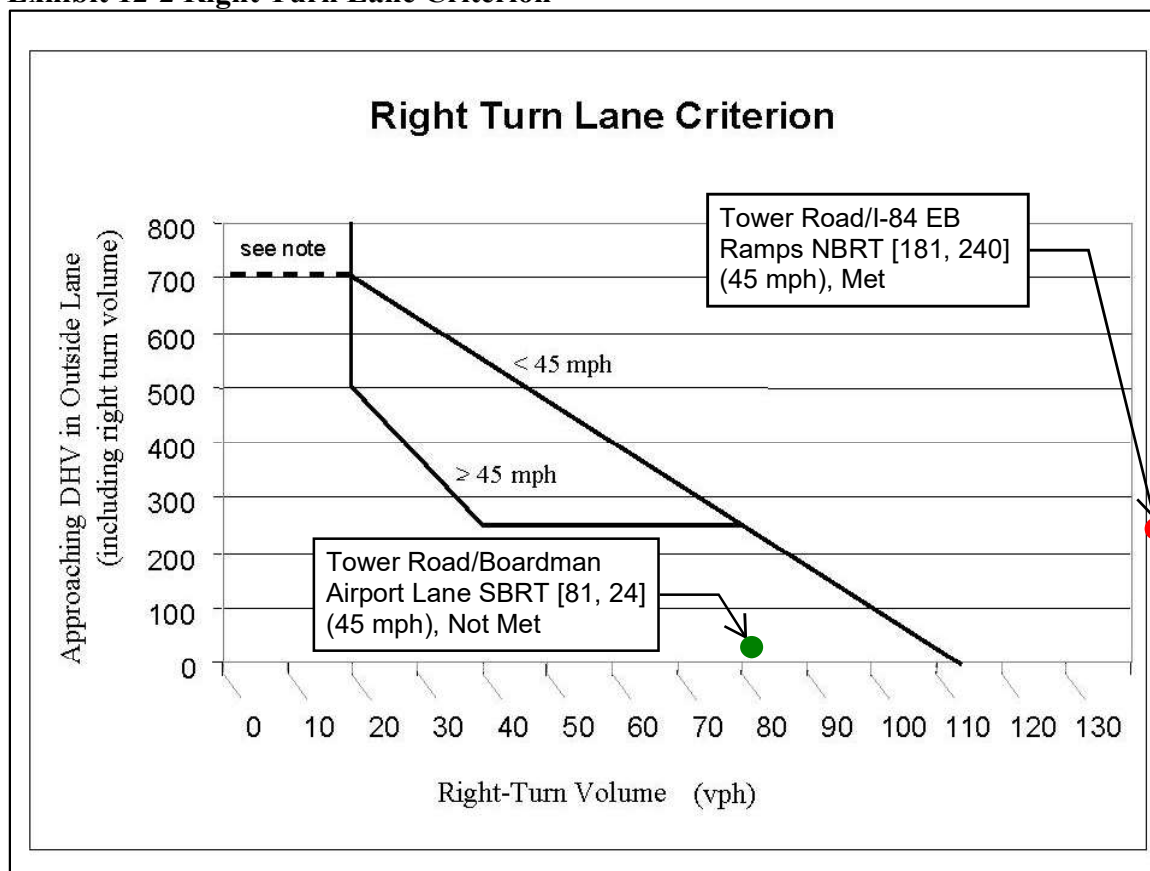
The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

Exhibit 12-1 Left Turn Lane Criterion (TTI)



* $(\text{Advancing Volume}/\text{Number of Advancing Through Lanes}) + (\text{Opposing Volume}/\text{Number of Opposing Through Lanes})$
Opposing left turns are not counted as opposing volumes

Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Criterion 2: Crash Experience

The crash experience criterion is satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; **and**
2. A history of crashes of the type susceptible to correction by a right turn lane; **and**
3. The safety benefits outweigh the associated improvements costs; **and**
4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

Criterion 3: Special Cases

1. **Railroad Crossings:** If a railroad is parallel to the roadway and adversely affects right turns, a worst case scenario should be used in determining the storage requirements for the right turn lane design. The right turn lane storage length depends on the amount of time the roadway is closed, the expected number of vehicle arrivals and the location of the crossing or other obstruction. The analysis should consider all of the variables influencing the design of the right turn lane and may allow a design for conditions other than the worst case storage requirements, providing safety is not

Appendix G

Collision Rate Calculations and Data

Intersection: 1. Tower Road / I-84 eastbound ramps Date 1/4/2024

Average daily traffic (ADT) passing through intersection

ADT	EB	680
	SB	1000
	WB	0
	NB	2130
M=	Millions of vehicles for a five-year period =	6.95325

Rc= Critical collision rate = 1.08

Collision Rate

Number of collisions = 3
 Number of years = 5

Collision Rate = 0.43

ADT = 2023 PM Count x 10

PM Peak Hour = Approx. 10% of ADT

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.*

Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

Intersection: 2. Tower Road / I-84 westbound ramps Date 1/4/2024

Average daily traffic (ADT) passing through intersection

ADT	EB	0
	SB	20
	WB	1050
	NB	550
M=	Millions of vehicles for a five-year period =	2.9565

Rc= Critical collision rate = 1.08

Collision Rate

Number of collisions =	1
Number of years =	5
Collision Rate =	0.34

ADT = 2023 PM Count x 10

PM Peak Hour = Approx. 10% of ADT

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
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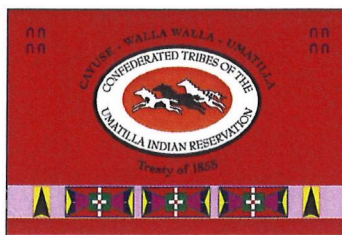
Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

Highway 002 ALL ROAD TYPES, MP 159 to 160, Both Add and Non-Add
mileage: 01/01/2018 to 12/31/2022

CRASH_ID	CRASH_ID	INVTG_AG_Y_SHORT_D	CRASH_DT	CNTY_NM	HWY_NO	HWY_MED_NM	MP_NO	ST_NM	WTHR_CON_D_SHORT_D	RD_SURF_S_HORT_DESC	LGT_COND_SHORT_DESC	VHCL_CMPS_S_DIR_FRO_M_SHORT_D	VHCL_CMPS_S_DIR_TO_S_HORT_DESC	PARTIC_TYP_SHORT_DE	INJ_SVRTY_SHORT_DES	AGE_VAL	SEX_CD	DRVR_LIC_S_TAT_SHORT_DESC	DRVR_RES_SHORT_DES
223	1837513	STATE	10/4/2019	Morrow	002	COLUMBIA RIVER	159.73		CLR	DRY	DARK	W	E	DRVR	INJB	23.2		OR-Y	OR-25
	1837513	STATE	10/4/2019	Morrow	002	COLUMBIA RIVER	159.73		CLR	DRY	DARK	W	E	DRVR	NONE	29.1		OTH-Y	N-RES
	1898053	STATE	6/22/2020	Morrow	002	COLUMBIA RIVER	159.94		CLR	DRY	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
	1898053	STATE	6/22/2020	Morrow	002	COLUMBIA RIVER	159.94		CLR	DRY	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
	1976271	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160		CLR	DRY	DAY	W	E	DRVR	INJB	34.2		OTH-Y	N-RES
	1976271	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160		CLR	DRY	DAY	W	E	PSNG	INJB	12.1		OTH-Y	N-RES
	1976271	STATE	9/3/2022	Morrow	002	COLUMBIA RIVER	160		CLR	DRY	DAY	W	E	DRVR	NONE	78.2		OTH-Y	N-RES
	1837442	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3		CLR	DRY	DAY	W	E	DRVR	NONE	36.1		OR-Y	OR-25
	1837442	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3		CLR	DRY	DAY	W	E	DRVR	NONE	64.1		OTH-Y	N-RES
	1837442	COUNTY	11/10/2019	Morrow	002	COLUMBIA RIVER	159.3		CLR	DRY	DAY	W	E	PSNG	INJC	62.2		UNK	UNK
	1978359	STATE	3/2/2022	Morrow	002	COLUMBIA RIVER	159.3		RAIN	WET	DARK	W	E	DRVR	NONE	00.9		UNK	UNK
	1978374	COUNTY	1/6/2022	Morrow	002	COLUMBIA RIVER	159.3		RAIN	ICE	DARK	W	S	DRVR	NONE	00.9		UNK	UNK
	1819438	STATE	10/29/2018	Morrow	002	COLUMBIA RIVER	159.4		CLR	DRY	DAY	S	N	DRVR	NONE	00.9		UNK	UNK
	1948330	COUNTY	1/1/2021	Morrow	002	COLUMBIA RIVER	159.4		CLD	WET	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
	1934239	NO RPT	11/30/2021	Morrow	002	COLUMBIA RIVER	159		CLR	DRY	DUSK	E	W	DRVR	NONE	00.2		OTH-Y	OR-25
	1934239	NO RPT	11/30/2021	Morrow	002	COLUMBIA RIVER	159		CLR	DRY	DUSK	E	W	DRVR	INJC	32.1		OTH-Y	OR-25
	1947945	COUNTY	12/31/2021	Morrow	002	COLUMBIA RIVER	158.77		SNOW	ICE	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
	1947945	COUNTY	12/31/2021	Morrow	002	COLUMBIA RIVER	158.77		SNOW	ICE	DAY	W	E	DRVR	NONE	00.9		UNK	UNK
	1943578	STATE	12/31/2021	Morrow	002	COLUMBIA RIVER	159		CLD	ICE	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
	1857184	STATE	2/5/2019	Morrow	002	COLUMBIA RIVER	159.23		SNOW	ICE	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
	1968532	COUNTY	5/4/2022	Morrow	002	COLUMBIA RIVER	159.31		CLR	DRY	DARK	E	W	DRVR	INJB	18.2		OR-Y	OR-25
	1978339	COUNTY	7/30/2022	Morrow	002	COLUMBIA RIVER	159.38		CLR	DRY	DAY	E	W	DRVR	NONE	00.9		UNK	UNK
	1789026	STATE	10/25/2018	Morrow	002	COLUMBIA RIVER	159.83		CLD	DRY	DAY	E	W	DRVR	INJB	65.1		OTH-Y	N-RES
	1898010	COUNTY	1/26/2020	Morrow			0.27	TOWER RD	CLR	DRY	DARK	S	N	DRVR	INJC	22.1		OR-Y	OR-25
	1898010	COUNTY	1/26/2020	Morrow			0.27	TOWER RD	CLR	DRY	DARK	S	N	PSNG	INJC	53.1		UNK	UNK
	1898010	COUNTY	1/26/2020	Morrow			0.27	TOWER RD	CLR	DRY	DARK	E	S	DRVR	NONE	66.1		OR-Y	OR-25
	1898078	NO RPT	5/25/2020	Morrow			0.29	TOWER RD	CLR	DRY	DAY	S	N	DRVR	NONE	00.9		UNK	UNK
	1898078	NO RPT	5/25/2020	Morrow			0.29	TOWER RD	CLR	DRY	DAY	N	N	DRVR	NONE	00.9		UNK	UNK
	1982909	COUNTY	10/10/2022	Morrow			2.24	TOWER RD	CLR	DRY	DARK	N	S	DRVR	INJB	26.1		OR-Y	OR-25
	1937187	COUNTY	10/20/2021	Morrow			2.8	TOWER RD	SNOW	ICE	DARK	UN	UN	DRVR	NONE	44.1		OR-Y	OR-25
	1937187	COUNTY	10/20/2021	Morrow			2.8	TOWER RD	SNOW	ICE	DARK	UN	UN	PSNG	INJC	31.1			UNK
	1976283	COUNTY	9/13/2022	Morrow			3.39	TOWER RD	CLR	DRY	DAY	E	W	DRVR	NONE	16.1		NONE	UNK
	1976283	COUNTY	9/13/2022	Morrow			3.39	TOWER RD	CLR	DRY	DAY	E	W	PSNG	INJB	14.2			UNK
	1937707	COUNTY	7/25/2021	Morrow			5	TOWER RD	CLR	DRY	DARK	N	S	DRVR	INJB	33.1		NONE	OR-25
	1857361	COUNTY	2/25/2019	Morrow			6.44	TOWER RD	SNOW	ICE	DARK	S	N	DRVR	NONE	00.9		UNK	UNK
	1857350	COUNTY	2/25/2019	Morrow			6.44	TOWER RD	SNOW	ICE	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
	1959119	NO RPT	4/7/2021	Morrow			7.44	TOWER RD	CLR	DRY	DAWN	S	N	DRVR	NONE	00.9		UNK	UNK
	1959119	NO RPT	4/7/2021	Morrow			7.44	TOWER RD	CLR	DRY	DAWN	N	S	DRVR	NONE	00.9		UNK	UNK
	1867805	COUNTY	10/28/2019	Morrow			7.94	TOWER RD	CLR	DRY	DARK	N	S	DRVR	NONE	00.9		UNK	UNK
	1935112	COUNTY	12/21/2021	Morrow			1.86	TOWER RD	SNOW	ICE	DAY	N	S	DRVR	INJC	52.1		OTH-Y	N-RES
	1903980	NO RPT	10/10/2020	Morrow			999.99	TOWER RD	UNK	UNK	DARK	UN	UN	DRVR	NONE	00.9		UNK	UNK
	1857276	COUNTY	2/11/2019	Morrow			999.99	TOWER RD	SNOW	ICE	DLIT	S	N	DRVR	NONE	00.9		UNK	UNK
	1857276	COUNTY	2/11/2019	Morrow			999.99	TOWER RD	SNOW	ICE	DLIT	S	N	DRVR	NONE	00.9		UNK	UNK

**Confederated Tribes *of the*
Umatilla Indian Reservation**

Board of Trustees & General Council



46411 Timine Way • Pendleton, OR 97801
(541) 429-7030 • fax (541) 276-3095
info@ctuir.org • www.umatilla.nsn.us

August 7, 2024

John Pouley, State Archaeologist
Oregon State Historic Preservation Office
Oregon Parks and Recreation Department
725 Summer Street NE, Suite C
Salem, Oregon 97301

Sent electronically to: john.pouley@opr.d.oregon.gov

Dear Mr. Pouley:

Amazon Data Services, Inc. has consulted with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) regarding their proposed data center, known as ADS Airport Road Boardman Project, near Boardman, Oregon. The CTUIR has been in discussions with Amazon Data Services, Inc. regarding the Project and we have come to a mutual agreement to mitigate the adverse effects the Project will have on historic property of religious and cultural significance to the CTUIR. The CTUIR is taking the initiative to inform the Oregon State Historic Preservation Office that the CTUIR's concerns have been addressed and we have no further concerns with the proposed Project with respect to historic properties of religious and cultural significance to the CTUIR.

Should you have questions or concerns, please feel free to contact Teara Farrow Ferman, Program Manager, Cultural Resources Protection Program, at (541) 429-7230 or TearaFarrowFerman@ctuir.org.

Respectfully,

Gary I. Burke, Chairman
Board of Trustees

cc: Tamra Mabbott, Planning Director, Morrow County

225
CC-GTH 00213075 2023 TR
RECEIVED
MAY 20 2024
BY: MR



LAND USE APPLICATION ZONING PERMIT

File Number _____ Date Received _____ Date Deemed Complete _____ Fee _____

Applicant / Contractor: Name(s) Integrus

Mailing Address 707 SW Washington Street - Suite 1200

Phone 503-715-3214 E-mail address jwalt@integrusarch.com

Legal Owner (if different from applicant):

Name(s) Amazon Data Services Inc.

Address 410 Terry Avenue North, Seattle, WA 98109

Property Description:

Township 4N Range 24E Section _____ Tax Lot 138^{LS} Zoning Designation ALI

Physical Address _____

Located within a UGB? No If yes, which city? Boardman Legal Access Boardman Airport Ln.

Subdivision/Partition 2022-16 Parcel 2 Lot Width 1987.10 ft Lot Depth 2209.03 ft

Size of Parcel 106.89 acres Size of Tract _____ acres

Proposed Set Backs: Front 10' ft Side 10' ft Side 10' ft Rear 10' ft

- (Prop Line to Fence)
- Proposed Structures:
- Data Center Bldg with 27 Generators Sq Ft 214,104 Bdrms 0 Baths 9 toilets, 2 urinals
 - Industrial Water Bldg with 2 Generators Sq Ft 2,666 Bdrms 0 Baths 0
 - Security Office Bldg with 1 Generator Sq Ft 6,502 Bdrms 0 Baths 3 toilets
- Perimeter/Interior Fencing over 6'-0"

Plot Plan: Attach a plot plan showing where on the lot the structures will be located. Identify set backs, existing structures, location of access, septic system, drainfield, and well if applicable. The drawing does not need to be to scale.

Certification: I, the undersigned, acknowledge that I am familiar with the standards and limitations set forth by the Morrow County Zoning and Subdivision Ordinance. I propose to meet all standards set forth by the County's Zoning and Subdivision Ordinance and any applicable State and Federal regulations. I certify that the statements and information provided with this application are true and correct to the best of my knowledge.

Signed: _____
(Applicant / Contractor)

Disciplined By
John Eichelberg
Contractor License
(Legal Owner)

Printed: Jesse Walt
(Applicant / Contractor)

John Eichelberg as Authorized Signatory
on behalf of Amazon Data Services, Inc.
(Legal Owner)

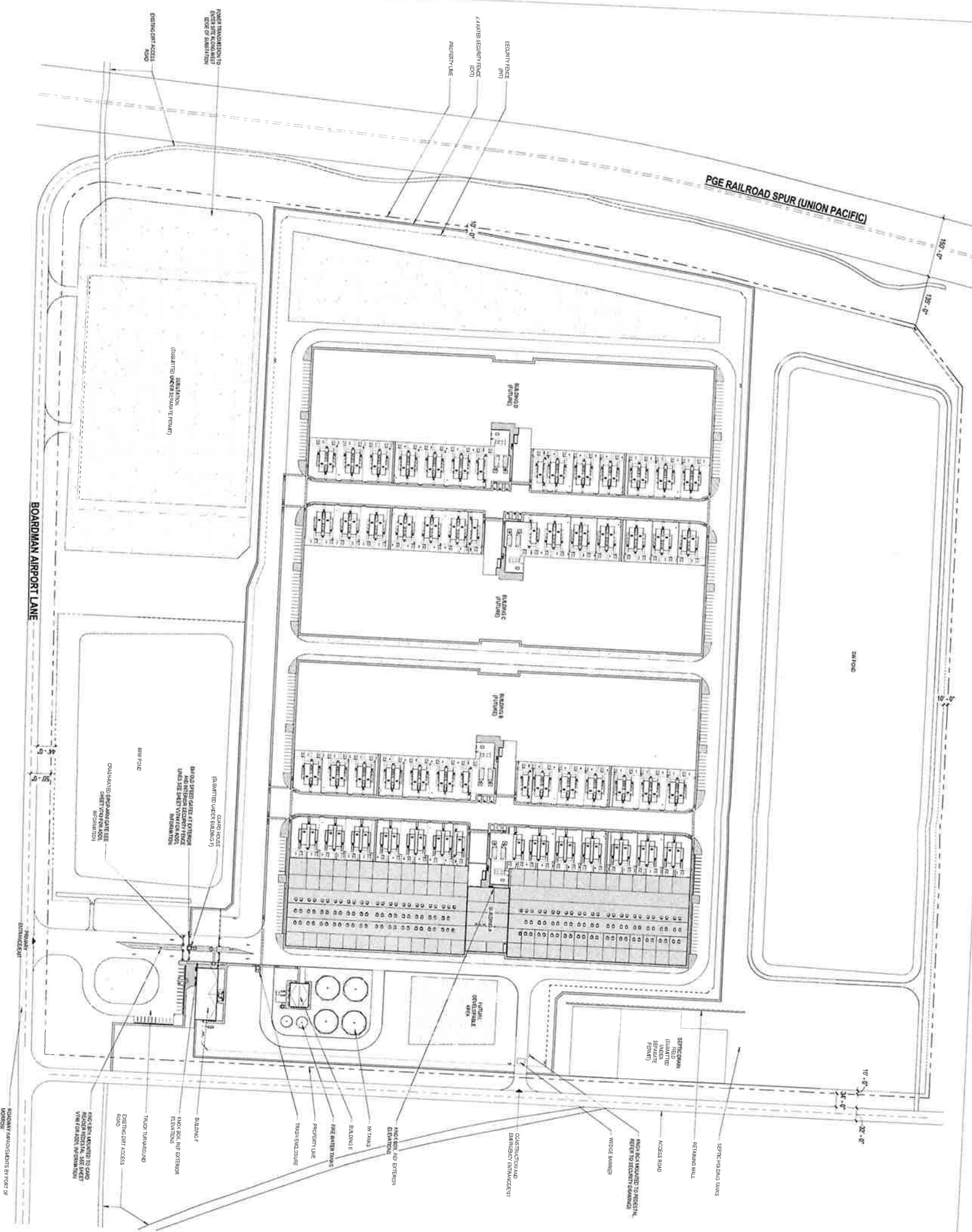
If this application is not signed by the property owner, a letter authorizing signature by the applicant must be attached.

Planning Approval Signature _____ Date _____

Morrow County Planning Department
P.O. Box 40, Irrigon Oregon 97844
(541) 922-4624 FAX: (541) 922-3472

- Distribution: Planning Department - Original Assessor's Office - Copy Building Department
- Port of Morrow Owner Applicant Building Official

BOO VERSION: 07/10/12
 PDF PRINT DATE: 10/22/12 10:58:52 AM



1 BOARDMAN AIRPORT ROAD CAMPUS ZONING PLAN (02.12.20)
 2010



PARKING STALL COUNTS:

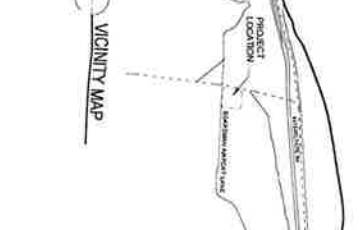
BUILDING A	7
BUILDING B	4
BUILDING C	4
BUILDING D	4
BUILDING E	4
BUILDING F	4
TOTAL	28

GENERATOR COUNTS:

BUILDING A	1
BUILDING B	1
BUILDING C	1
BUILDING D	1
BUILDING E	1
BUILDING F	1
TOTAL	6

SITE PLAN LEGEND:

- ▲ SITE ACCESS ENTRANCE (SEE SHEET 02)
- PROPERTY LINE
- LINE OF CONSTRUCTION
- ROAD CENTER LINE
- RAILROAD
- KALIATED SECURITY FENCE
- SECURITY FENCING
- TOPOGRAPHIC ELEVATION
- SIGNAGE
- LANDSCAPING
- SECURITY FENCE
- SECURITY POLE



CONFIDENTIAL

PROJECT ADDRESS: BOARDMAN AIRPORT LANE, BOARDMAN, OR

PROJECT RELAY PACKAGE

DATE: 10/22/12

PROJECT NO: 2010

DATE: 10/22/12

DESIGNER: [Redacted]

SCALE: 1/8" = 1'-0"

DATE: 10/22/12

PROJECT NO: 2010

DATE: 10/22/12

PROJECT NO: 2010

DATE: 10/22/12

PROJECT NO: 2010

DATE: 10/22/12

PROJECT NO: 2010

DATE: 10/22/12

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THIS DOCUMENT IS PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION. ALL DIMENSIONS AND LOCATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT ACCEPTS ALL RISKS ASSOCIATED WITH THIS PRELIMINARY DESIGN. THIS DOCUMENT IS THE PROPERTY OF [Redacted] AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS STRICTLY PROHIBITED. THE USER OF THIS DOCUMENT AGREES TO HOLD [Redacted] HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE USE OF THIS DOCUMENT.

INTRODUCTION

This application requests zoning permit approval, including a determination of consistency with Morrow County Zoning Ordinance (MCZO) 3.076 and 3.092, for a campus site plan, including the type and general location of all proposed primary and accessory uses/buildings as described in the Proposed development below.

PROPOSED DEVELOPMENT:

As illustrated on the enclosed site plan, the scope of the proposed campus plan development includes (4) single story, 215,461 sq. ft. data center buildings (BLDGS A, B, C & D), (1) single story 2,880 sq. ft. industrial water building (BLDG E) with (4) industrial water storage tanks and (2) fire water tanks, and (1) single story 6,502 sq. ft. security building (BLDG F). Site work includes perimeter security fencing, a storm water evaporation pond and septic drain field along the north edge of the site, an industrial waste-water evaporation pond and power sub-station along the south edge of the site. Site circulation provides drive aisles with associated parking stalls and access to loading docks and generator yards at each data center building as well as the security (SEC) and industrial water (IW) buildings.

Additional work by Port of Morrow and Pacific Power for site access and power will be provided as described below.

Road Improvements – Port of Morrow:

Per an agreement executed by Amazon Data Services (ADS) and the Port of Morrow, dated December 28, 2022, the Port of Morrow will be responsible for constructing and maintaining the primary access road to the site.

See EXHIBIT A- Roadwork Agreement

See EXHIBIT H - POM Airport Road Infrastructure Drawings-Submitted separately.

Transmission lines – Pacific Power:

Power to the site will be provided from an on-site substation as depicted on the campus site plan. There is an electric service agreement between ADS and Pacific Power evidencing a willingness to serve the site, dated as of February 2024. In addition, although not required under the code, the design team agrees to a subsequent condition of approval demonstrating that electric service is available to the site prior to issuance of the certificate of occupancy.

See submitted site plan for transmission line entry point into site.

Water Supply – Port of Morrow:

The water supply is anticipated to be a combination of groundwater and surface water, with groundwater being temporary until surface water is available. The design team agrees to a subsequent condition of approval demonstrating that water service is available to the site prior to issuance of the certificate of occupancy.

Planning Goal 11:

ADS's outside counsel has reviewed the County's memorandum to "Property File" dated September 28, 2023 regarding "Applicability of Goal 11 to Water for proposed development at Parcel 2 of Partition Plat No. 2007-08" (attached as Exhibit B). ADS's counsel agrees with County's legal counsels' conclusion that

a Goal 11 exception is not required for the proposed septic system nor is it required to provide urban-levels of water exclusively to urban industrially-zoned land.

See EXHIBIT B - PLANNING Goal 11 Interpretation

Stormwater Management: A new evaporating stormwater pond will be constructed at the north end of the campus. The pond has been sized to hold and evaporate the annual precipitation for the site.

Industrial Waste Water Management: Industrial wastewater (IWW) will be generated from the data center's non-contact cooling process. It will be conveyed to an on-site lined IWW evaporation pond (IWW pond). The applicant intends to permit the construction and use of the IWW pond with a Water Pollution Control Facility General Permit authorized by the Oregon Department of Environmental Quality. The design team agrees to a subsequent condition of approval demonstrating that provision of industrial wastewater service is available at the site prior to issuance of the certificate of occupancy.

Septic System: Site sanitary sewer will be addressed through an on-site septic system. This septic system will include treatment of effluent prior to discharge to on-site drain field. Oregon DEQ has evaluated the site and determined the soil profiles are suitable for on-site sewage disposal. The design team agrees to a subsequent condition of approval demonstrating that provision of sanitary service is available at the site prior to issuance of the certificate of occupancy.

SITE LOCATION:

The site is generally located south of I-84, west of Boardman Airport and east of PGE Railroad spur. The site is bound by an undeveloped parcel to the North, an un-improved roadway to the East, an un-improved portion of Boardman Airport Lane to the South and PGE Railroad spur to the West.

LEGAL DESCRIPTION:

Parcel 2, Partition Plat 2022-2-16, Township 4 North, Range 24 East, Section 24, Morrow County, Oregon. Tax lot 110

MORROW COUNTY ZONING ORDINANCE

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 3.076.A. below.

Zoning:	ALI Airport Light Industrial
---------	------------------------------

3076.A.- Airport Light Industrial Zone-ALI

Uses permitted within the ALI zone that are also located within the Airport safety and Compatibility Overlay Zone shall comply with applicable standards in the Airport Safety and Compatibility Overlay Zone.

3.076.B. Timely notice of applications for permits in the ALI zone shall be provided to the Oregon Department of Transportation, the Oregon Department of Aviation, and the United States Department of Navy.

3.076.C Uses Permitted Outright

- ✓ 2. Data Center
 - ✓ a. **Data Center**

3.076.E. Dimensional Requirements. The following Dimensional requirements apply to all buildings and structures constructed, placed or otherwise established in the ALI zone.

- ✓ 2. Minimum lot size: No Limitation
 - ✓ a. **Lot size: 106.89 acres**
- ✓ 3. Minimum lot coverage: No limitations
- 4. Minimum lot frontage: Minimum lot frontage shall be 300 feet on an arterial or collector street and 200 feet on a local street.
 - ✓ a. **Lot Frontage: 1,987.10 feet along Boardman Airport Lane**
 - ✓ b. **Lot Frontage: 2,209.03 feet along East access road**
- 5. Minimum Setbacks:
 - a. Front yard setbacks. The minimum front yard setback between a structure and the street right of way shall be 50 feet for an arterial street, 30 feet for a collector street, and 20 feet for a local street. Structures on corner lots shall observe the minimum front yard setback for both streets.
 - ✓ **Front yard setback to nearest building: 350.5 feet**
 - ✓ **Front yard setback to 8'-0" tall perimeter fence: 44 feet**
 - b. Side and Rear yard setback: There is no side or rear yard setback except as may be required by the Building Code of other siting requirements.
 - ✓ **Rear Yard setback to nearest structure: 620.5 feet**
 - ✓ **Rear yard setback to 8'-0" tall perimeter fence: 10 feet**
 - ✓ **Side Yard setback to nearest structure: 87 feet**
 - ✓ **Side Yard setback to 8'-0" tall perimeter fence: 10 feet**
 - c. Railroad Spur. There is no structure setback from a railroad spur where the spur will be utilized by the permitted use. Otherwise, the setback shall be 20 feet.
 - ✓ **Railroad spur setback to nearest structure: 433 feet**
 - ✓ **Railroad spur setback to 8'-0" tall perimeter fence: 135 feet**
- 6. Maximum Building Height: No maximum height. However, no structure shall be allowed to penetrate the airport's imaginary surface.
 - ✓ **Maximum building heights shown below are to the highest point of coping:**
 - ✓ **Building A: 37'-6", Building E: 17'-9", Building F: 17'-0"**
 - ✓ **Refer to Section 3.092-E.2 below for Height limitations in ASC Zone**

3.076 F. Transportation Impacts: Upon request by ODOT or Morrow County, a Traffic Impact Analysis (TIA) shall be required when projects on lands zoned ALI, cumulatively, have generated more than 400 passenger car equivalent trips per day on the local street network.

See Traffic Impact Analysis (TIA) Report submitted separately

SECTION 3.092. Airport Safety and Compatibility Zone, ASC.

3.092 A. The purpose of this overlay zone is to protect and support the continued operation of the Boardman public use airport by establishing compatibility and safety standards and to reduce potential safety hazards for persons living, working, or recreating near that airport.

3.092 B. Definitions

3.092 C. Imaginary Surface Delineation

3.092 D. Notice of Land Use and Permit Application within Overlay Zone Area

3.092 E. Height Limitation on Allowed Use in Underlying Zone

2. For areas within airport imaginary surfaces but outside of the approach and transition surfaces, where terrain is at higher elevations than the airport runway surfaces where existing structures on permitted development penetrate the airport imaginary surfaces, a local government may authorize structures up to 35' in height.

Per ODAV, all structures (permanent and temporary) must be run through the FAA's Notification Criteria Tool to determine if proposed structure heights are exempt from FAA construction submission requirements. Structures shown in bold below were determined to be exempt.

See EXHIBIT D – ODAV/FAA exemption email

The following structures were checked for Notification Criteria per Part 77 Notice of Criteria Tool with the following results.

Building A: Notice criteria not exceeded. See EXHIBIT E

Building B: Future Build-Notification Criteria to be submitted at later date

Building C: Future Build-Notification Criteria to be submitted at later date

Building D: Future Build-Notification Criteria to be submitted at later date

Building E: Notice criteria not exceeded. See EXHIBIT F

Building F: Notice criteria not exceeded. See EXHIBIT G

3.092 F. Procedures

3.092 G. Land use Compatibility Requirements

3.092 H. Prohibited Uses

3.092 G. Nonconforming Uses

SECTION 4.010. Access

A. 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. **An improved roadway extending from existing Boardman Airport Lane will be required to provide access to the main entry of the site and to the new access road that leads to the secondary site access point. Roadwork will be completed by Port of Morrow.**
- B. **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.
- a. **The proposed development has looped internal access roads capable of allowing a fire truck or emergency vehicle to turn around once inside. Entering the campus is protected by standard security measures. If the emergency vehicle does not need to enter the secure site, there is a vehicle turnaround at the primary entry that can accommodate a fire truck or emergency vehicle turn around on-site.**

SECTION 4.040. Off-Street Vehicle Parking

MINIMUM PARKING REQUIREMENTS

USE	MIN VEHICLE PARKING
F. Industrial	
1. Storage warehouse, manufacturing establishment, rail or trucking freight terminal	One space per employee on the largest shift.

- a. **Building A (Data Center)**
1. **50 employees based on the largest shift**
 2. **56 parking spaces provided. (49 standard + 3 ADA + 4 EV)**
- b. **Building E (Security Office)**
1. **20 employees based on largest shift**
 2. **24 parking stalls provided (22 standard + 2 ADA)**
- c. **Building F (Industrial Waste Water) has an FTE of 0 employees**
- a. **No parking provided**

SECTION 4.050. Off-Street Parking and Loading

Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to handle adequately the needs of the particular use.

- a. **Building A (Data Center)**
1. **2 Loading Docks provided**

4.050 G Parking designated exclusively for people with disabilities shall be provided in conformance with the Americans with Disabilities Act.

1. **Building A (Data Center)**

1. (2) ADA stalls 9' x 19' with 5'-0" access aisle. ADA spaces are dimensioned, signed and striped per ORS 447.233
 2. (1) Van accessible ADA stall, 9'x18' with 8'-0" access aisle. ADA space is dimensioned, signed and striped per ORS447.233
2. Building E (Security Office)
1. (2) ADA stalls 9' x 19' with 5'-0" access aisle. ADA spaces are dimensioned, signed and striped per ORS 447.233

SECTION 4.060. Design and Improvement Standards -Parking Lots

4.060 E. Access Aisles shall be a minimum of 24 feet wide for two-way traffic, The minimum aisle width for emergency vehicle access (with one-way traffic) is 20 feet.

- a. The proposed development has 30'-0" wide aisles for two-way traffic and 24'-0" wide aisles for one-way traffic.*

4.060 G. Service Aisles to off-street parking shall be a minimum of 24 feet wide for two-way traffic, and 20 feet wide of one-way traffic flow. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.

- a. The proposed development has service aisles that are a minimum of 24'-0" wide*

See Table 4.060-1 for minimum parking requirements

MINIMUM PARKING REQUIREMENTS TABLE 4.060-1

OFF-STREET PARKING DESIGN STANDARDS				
A	B	C	D	E
angle degree	stall width	stall to curb	aisle width	Curb length
0	8.5	8.5	12.0	23.0
45	8.5	19.4	12.0	23.0
60	8.5	20.0	15.0	9.8
75	8.5	19.6	24.0	8.8
90	8.5	19.0	24.0	8.5

- a. The proposed development incorporates 90 degree parking at all locations.*
- b. Stall sizes are as follows:*
1. 8'-6" standard stall and 9'-0" ADA stall
 2. 19'-0" stall to curb (standard and ADA)
 3. 24'-0" aisle min width
 4. 8'-6" curb length standard and 9'-0" curb length ADA

CORRECTED	OWNER 1	OWNER 2	MAIL ADDRESS	CITY	STATE	ZIPCODE
4N24E 108	USA (CORPS)					0
4N24E 115	COLUMBIA BASIN REAL ESTATE LLC		PO BOX 1191	HERMISTON	OR	97838
4N24E 135	CSS POTATO FARMS, LLC		5911 2ND AVE W	KEARNEY	NE	68847
4N24E 129	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 127	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 125	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 124	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 121	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 117	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N23E 110	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 100	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N23E 100	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
3N24E 100	THREEMILE CANYON FARMS, LLC		75906 THREEMILE RD	BOARDMAN	OR	97818
4N24E 114	UMATILLA ELECTRIC CO-OP		PO BOX 1148	HERMISTON	OR	97838
4N24E 130	PORT OF MORROW		PO BOX 200	BOARDMAN	OR	97818
4N24E 128	PORT OF MORROW		PO BOX 200	BOARDMAN	OR	97818
4N24E 126	PORT OF MORROW		PO BOX 200	BOARDMAN	OR	97818
4N24E 123	PORT OF MORROW		PO BOX 200	BOARDMAN	OR	97818
4N24E 110	PORT OF MORROW		PO BOX 200	BOARDMAN	OR	97818
4N24E 134	CITY OF BOARDMAN		PO BOX 229	BOARDMAN	OR	97818
4N24E 131	ANDERSON, NANCY		PO BOX 34	CHEHAUIS	WA	98532
4N24E 132	FARMLAND RESERVE, INC		PO BOX 511196	SALT LAKE CITY	UT	84151
4N24E 133	LOVE'S TRAVEL STOPS & COUNTRY STORES INC		PO BOX 5256	OAK BROOK	IL	60522
4N24E 113	TRUE ORGANIC PRODUCTS, LLC		PO BOX 7192	SPRECKLES	CA	93962
4N24E 138	AMAZON DATA SERVICES, INC		PO BOX 80416	SEATTLE	WA	98108
4N24E 137	AMAZON DATA SERVICES, INC		PO BOX 80416	SEATTLE	WA	98108
4N24E 136	AMAZON DATA SERVICES, INC		PO BOX 80416	SEATTLE	WA	98108

LUD-N-068-24 | Amazon Data Services | ALL: 3-mile Notice.
 4N24E TL138

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PLANNING DEPARTMENT

PO Box 40 | Irrigon, Oregon 97844 | (541) 922-4624

July 11, 2024

TO: Planning Commission
 FROM: Daisy Goebel, AICP- Principal Planner
 RE: Zoning Code Update Work Session

This work session is intended to discuss the following recommendations:

Updating Ministerial/Administrative Processes, Clear & Objective Standards

There are three types of applications we are discussing (see attachment A- Application Process Flowchart). State law requires that any application that requires “interpretation or the exercise of policy or legal judgement” go through a standardized public process. This update addresses the following problems with the code:

1. Zoning permits currently include subjective standards.
2. Review criteria doesn't include basic serviceability (water/sewer/electric).
3. Code is unclear/inconsistent on whether ministerial or administrative review is required.

The suggested changes separate the ministerial (clear and objective) “zoning permit” process from the Site Plan Review Process, which is an Administrative Land Use Decision. Zoning permits are used to review uses that are allowed outright, using only clear and objective standards. Zoning Permits are also required prior to building permit approval for development that is subject to site plan review or conditional use permit approval.

Our intention is to create a process where the subjective elements of a development are reviewed during the broader “site plan review” process; Staff will then review the clear and objective elements and confirm that conditions of approval have been met through the zoning permit process.

Subjective standards include TIA review, uses that have a distinct set of standards specified in the code or the ORS, development that includes new public roads, development within overlay zones, and applications that request variances to code standards.

Conditional Use Permit Review Process

The Planning Commission voted to move CUPs from Planning Commission review (quasi-judicial) to Staff Review (Administrative). The results of this discussion were not completely codified, so we are re-opening the discussion.

As currently written, all CUP applications are reviewed by the Planning Commission. In Morrow County, CUPs most commonly involve:

- Home Occupation Permits
- Residential Uses in Commercial Zones
- Renewable Energy Facilities in Resource Zones

- Aggregate Mining Operations

Other uses that are not common, but would currently require CUP approval include:

- Golf Courses in residential and EFU zones
- Sewage treatment facilities in residential zones
- Personal Use Airports in the EFU Zone
- Hospitals and mobile home parks in the SR zone

I recommend moving considering several CUP uses from quasi-judicial to administrative review and retaining quasi-judicial review of the more unconventional uses.

Consistent Terminology

- Replace “County Court” with “Board of Commissioners”
- Remove reference to “Site Development Review” except in the SO zone
- Remove “Planning Commission Secretary”

Clarification of Extensions/Vesting Requirements

Expiration Dates

- SPR/CUP approvals valid for 2 years. (One year extension)
- Dwellings in Farm/Forest Zones valid for 4 years. (2 year extension)

Extensions

- Director can grant one extension (clear/objective).
- Zoning permits can be extended one time with written approval for a maximum of one year.

Vesting

- Land Use Decisions are vested when Zoning Permit is granted.
- Zoning Permit is vested when building permit is granted.

Comment Period

- Code currently has a 21-day comment period and a 15-day appeal period
- Recommendation to consolidate the comment period and appeal period and provide only a 21-day appeal period where a public hearing may be requested.

Other Changes

- Allows shipping containers to be used as accessory structures.
- Article 10 currently has a separate set of code enforcement provisions that aren’t consistent with the adopted Code Enforcement Ordinance (ORD-2021-4). Recommend replacing that section with reference to the MCCEO for consistency.
- Allows Temporary Hardship Dwellings to be reviewed administratively.
- Removes “Special Uses” as a permit type.
- Allows conversion of existing dwellings to non-farm dwellings in EFU zone.
- Limits the number of extensions staff can grant for administrative decisions.
- Allows entities with the power of eminent domain to provide a resolution of public necessity in lieu of property owner authorization.

Attachments:

- A- Application Process Flowchart
- B- Recommended Amendments (Redline)
- C- Alternative EFU Draft

08272024 Proposed Changes

**MORROW COUNTY, OREGON
ZONING ORDINANCE
8/27/2024 Draft**

ARTICLE 1. INTRODUCTORY PROVISIONS

SECTION 1.010. TITLE.

This Ordinance shall be known as the Morrow County Zoning Ordinance of 1980, amended March 6, 1985, and amended and readopted in its entirety on November 7, 2001.

SECTION 1.020. PURPOSE.

The intent and purpose of this Ordinance is to promote the public health, safety and general welfare and to carry out the Comprehensive Plan of the County, the provisions of ORS Chapter 215, and the Statewide Planning Goals adopted pursuant to Oregon Revised Statutes (ORS) Chapter 197. Therefore, approvals granted pursuant to the provisions of this Ordinance shall be based on the following considerations among others: the characteristics of the various areas in the County, the suitability of an area for particular land uses, trends in land improvement, density of development, property values, the needs of economic enterprises in the future development of an area, needed access to particular sites in the County, natural resources, and the need for development or conservation thereof, and the public need for healthful, safe and aesthetic surroundings and conditions.

SECTION 1.030. DEFINITIONS.

As used in this ordinance, the following words and phrases shall have the meaning set forth in this section. Words and phrases not defined shall have the meaning commonly and ordinarily understood, as determined by the Planning Director, Planning Commission, or Board of Commissioners.

...

Event, Temporary. A temporary event is one that is held primarily on or is using public property that has an expected attendance of more than [50], but no more than [500] people, that will not continue for more than [72] hours in any three-month period, and that will be located in a rural or resource area. Temporary Events are permitted through a [ministerial/~~Type-I~~] process and are not considered “outdoor mass gatherings” as defined by ORS 433.735 or Agri-tourism events as provided for by ORS 215.283(4).

...

~~Nursery, Day. An institution, establishment, or place in which are commonly received at one time three or more children not of common parentage under the age of 14 years for a period or periods not exceeding 12 hours for the purpose of being given board, care, and training by someone other than parents or guardians for compensation or reward.~~

~~Family Child Care Home. A registered or certified childcare facility in a dwelling that cares for not more than 16 children, including children of the provider, in accordance with ORS 329A.~~

~~Childcare center. A childcare facility that cares for more than 16 children and is certified under ORS 329A.280.~~

...

Zoning Permit.- An authorization issued prior to the issuance of a building permit, or commencement of a use that is allowed outright, or has received prior land use approvals~~subject to administrative review~~, stating that the proposal ~~ed use is in accordance~~consistent with the clear and objective requirements of the corresponding land use zone and prior approvals, if applicable.

SECTION 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. At the Planning Director's sole discretion, the Director may refer any Zoning Permit application to the Planning Commission for consideration and decision, following notice and public hearing consistent with the public hearing procedures in Section 9.050.~~

SECTION 1.060. ABROGATION AND GREATER RESTRICTIONS.

This ordinance is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restriction.

SECTION 1.070. ADMINISTRATIVE TERMINOLOGY AND CONSTRUCTION.

...

B. Construction. Words used in the present tense include the future tense; words used in the singular include the plural and words used in the plural include the singular; the word "shall" is mandatory; the word "may" is permissive; the masculine shall include the feminine and ~~neuter~~neutral.

ARTICLE 2. ESTABLISHMENT OF ZONES

...

SECTION 2.010 IDENTIFIED ZONE DESIGNATIONS. For The purpose of this ordinance, the following zones are hereby identified.

Zone Designation	Abbreviated Designation	Code Section	Effective Date
Exclusive Farm Use Zone	EFU	3.010	08-01-2016
Resource Related Industrial Zone	RRI	3.015	10-01-2013
Forest Use Zone	FU	3.020	08-01-2016
Rural Service Center Zone	RSC	3.030	01-01-2011
Umatilla Depot Wildlife Habitat Zone	UDWH	3.035	11-01-2014
Rural Residential Zone	RR	3.040	09-28-2005
Farm Residential Zone	FR	3.041	09-28-2005
Small Farm 40 Zone	SF	3.042	08-01-2016
<u>Rural Residential Ten Zone</u>	<u>RR-10</u>	<u>3.042</u>	<u>7-15-2021</u>
Suburban Residential Zone	SR	3.050	03-06-1985

Suburban Residential 2A Zone	SR-2A	3.051	10-28-2006
General Commercial Zone	C-G	3.060	04-30-2015
Tourist Commercial Zone	TC	3.061	03-15-2006
General Industrial Zone	M-G	3.070	01-01-2011
Air/Industrial Park Zone	AI	3.071	03-06-1985
Space Age Industrial Zone	SAI	3.072	10-01-2013
Port Industrial Zone	PI	3.073	02-01-2014
Umatilla Army Depot Military Zone	UADM	3.074	11-01-2014
Rural Light Industrial Zone	RLI	3.075	03-15-2006
Airport Light Industrial Zone	ALI	3.076	06-17-2016
Airport Approach Zone	A-A	3.090	06-17-2016
Airport Hazard Zone	A-H	3.091	06-17-2016
Airport Safety and Compatibility Overlay Zone	ASC	3.092	06-17-2016
Flood Hazard Overlay Zone	FP	3.100	01-01-2011
Limited Use Overlay Zone	LU	3.110	03-06-1985
UMCD PI Limited Use Overlay Zone	(none)	3.120	11-01-2014
Speedway Limited Use Overlay Zone	SO	3.130	01-23-2008
Parkland Overlay Zone	PO	3.150	04-01-2011
Significant Resource Overlay Zone	SRO	3.200	10-01-2013
Historic Buildings and Sites	(none)	3.300	03-06-1985

SECTION 2.030. ZONING MAP. A zoning map or zoning map amendment adopted by Section 2.020 of this ordinance or by an amendment thereto shall be prepared by authority of the Planning Commission or by a modification by the ~~County Court~~Board of Commissioners of a map amendment so prepared. The map or map amendment shall be dated with the effective date of the ordinance that adopts the map or map amendment. A certified print of the adopted map or map amendment shall be maintained in the office of the County Clerk as long as this ordinance remains in effect.

SECTION 2.040. ZONE BOUNDARIES. Unless otherwise specified, zone boundaries are section lines, subdivision lines, lot lines, center lines of street or railroad rights-of-ways, water courses, ridges or rimrocks, or such lines extended. Whenever uncertainty exists as to the boundary of a zone as shown on the Zoning Map or amendment thereto, the following regulations shall control:

[ZONE-SPECIFIC CHANGES PROVIDED IN ARTICLE 3 DOCUMENTS]

ARTICLE 4. SUPPLEMENTARY PROVISIONS

SECTION 4.010 ACCESS.

...

H. Access Spacing Requirements for Development Accessing County Facilities. All developments shall have legal access to a County or public road. Except for interim access as provided in Section 4.010 ~~H-I~~ [Interim Access], access onto any County road in the unincorporated or incorporated urban area shall be permitted only upon issuance of an

access permit upon demonstration of compliance with the provisions of the County road standards and the standards of Section 4.010.

For County roadways designated as major collector or arterial in the Transportation System Plan, the standards in Table 4.010-2 apply for intersections created by a new public roadway, new private roadway or new private driveway. For County roadways designated as minor collectors or local access roads, intersections created by a new public roadway, new private roadway or new private driveway shall meet minimum County traffic safety and operational requirements, including sight distance, as determined by the County Engineer.

TABLE 4.010-2
ACCESS MANAGEMENT STANDARDS FOR MORROW COUNTY ROADWAYS

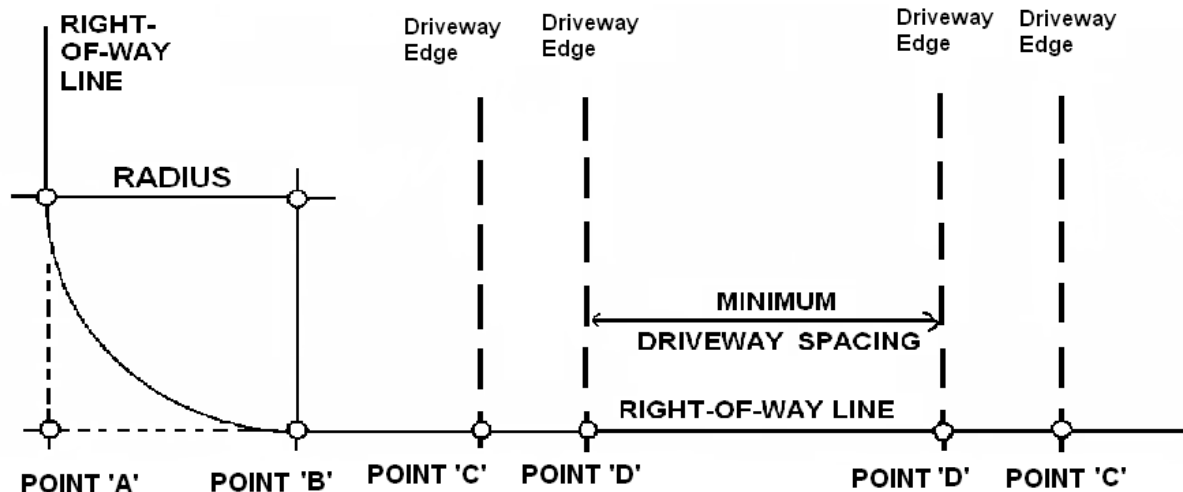
Classification	Access Spacing Standards for Public or Private Access (ft)		
	Public Roadway	Private Roadway	Private Driveway ^a
Arterial	600	600	300
Collector	300	300	100
Local	200	200	Access to each lot

a. For most roadways, at-grade crossings are appropriate. Also, allowed moves and spacing requirements may be more restrictive than those shown to optimize capacity and safety. Any access to a state highway requires a permit from the district office of ODOT and is subject to the access spacing standards in Table 4.010-1 in this section.

No use will be permitted to have direct access to a street or road except as specified below, or as provided in Section 4.010. ~~1H~~ (Interim Access). Access spacing shall be measured from existing or approved accesses on either side of a street or road. Measurements shall be made from easement or right-of-way line to easement or right-of-way line. (See following access diagram where R/W = Right-of-Way; P.I. = Point-of-Intersection where P.I. shall be located based upon a 90 degree angle of intersection between ultimate right-of-way lines, and 'C' and 'D' = each side of adjacent accesses to private property.

1. All minimum distances stated in the following sections shall be governed by sight distance requirements according to this Ordinance and applicable County Road Standards.
2. All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.
3. The minimum curb radius shown in the diagram below (i.e., distance from Point "A" to Point "B") shall be 15 feet. In areas zoned for industrial uses, the minimum curb radius shall be 30 feet. At intersections between facilities classified as major collector, arterial or highway, any new or modified intersection shall be designed to accommodate a WB-50 Semitrailer Design Vehicle. If either route is designated by the County as a truck route, the intersection shall be designed to accommodate a WB-65 Interstate Semitrailer Design Vehicle. The curb alignment shall be designed so that the design vehicle can complete a right turn without entering a lane used by opposing traffic.

4. All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.
5. Minimum spacing between driveways shall be measured from Point "D" to Point "D" as shown below (i.e., the edges of adjacent driveways closest to each other).
6. In all instances, access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. Additionally, access shall be located beyond the back of any left turn refuge either existing on the affected road or required to accommodate the proposed development. This requirement may result in an access spacing greater than one hundred (100) feet in the case of a collector, or 300 feet in the case of an arterial.
7. Access onto local roads will not be permitted within ten (10) feet of Point "B" as shown below. If no radius exists, access will not be permitted within twenty-five (25) feet of Point "A".
8. Access onto collector roads will not be permitted within fifty (50) feet of Point "B" as shown below. If no radius exists, access will not be permitted within sixty-five (65) feet of Point "A". Where a common or shared access is available it shall be used, provided that such use will not result in operational or safety problems. Minimum spacing between driveways shall be one-hundred (100) feet.
9. Direct access to an arterial will be permitted provided that Point 'C' of such access is more than three hundred (300) feet from any intersection Point 'A' or other access to that minor arterial.



I. Interim Access onto County Facilities. No development with sole access onto a County arterial or major collector shall be denied based only on an inability to provide an access that meets applicable access spacing standards. In such an event, the use may be issued an interim access permit which shall expire when access as required under this Ordinance becomes available. An interim access permit may be granted based upon the following:

1. The site is situated such that adequate access cannot otherwise be provided in accord with the access spacing requirements of this Code.
2. The interim access shall meet minimum County traffic safety and operational requirements, including sight distance.
3. Alternate access shall **not** be deemed adequate and connections to alternate access shall **not** be required if the resulting route of access would require a trip in excess of one (1) block or five-hundred (500) feet out of direction (whichever is less).
4. The property owner signs a consent to participate agreement for the formation of a Local Improvement District or similar financing mechanism for the primary purpose of constructing a public road or right-of-way providing access to the arterial or collector road; such access shall meet the minimum applicable County standard.
6. The property owner records an agreement to participate in any project that would consolidate access points where such project would not result in new or more severe traffic operation or safety problems.
7. The property owner records an agreement to abandon use of the existing private access way when an adequate alternative access becomes available.

JH. Conditions Requiring Variance Application. In the case of transportation improvement plans that do not meet the above minimum standards, the Morrow County Public Works Department may work with the applicant to determine whether an alternate design standard is appropriate (design modification). Design modifications are reviewed and approved by Morrow County Public Works Department staff. If upon mutual agreement it is determined that an alternate design standard cannot be met, an application for a design variance will be required, subject to review and approval by the Morrow County Planning Commission.

SECTION 4.020. SIGHT DISTANCE.

...

B. Accesses Exempt from Sight Distance Requirements. Accesses for the following development actions are exempt from the Sight Distance standards (Section 4.020.A), but are subject to improvements to maximize sight distance to the extent practicable by the Morrow County Public Works Department ~~County Operations Division~~ through an Access Permit or Right-of-way Permit:

1. Replacement dwellings;
2. Nonbuildable parcels;
3. Applications for one dwelling on an existing vacant parcel;
4. Home Occupation applications that don't include the construction or placement of new structures. in the EFU, FU, SF-40, FR-2 and RR-1 zones; or
5. Applications which will not add additional vehicle trips to an existing access which does not meet the sight distance standards.

SECTION 4.035 PERMIT REQUIREMENTS FOR LAND USE DEVELOPMENT. Except where otherwise noted, all proposed projects should meet the following Plot Plan, Site Plan Requirements as described in Table 4.035-1 below. A common threshold for a TIA (traffic impact analysis) applying to all types of development is 400 daily trips (e.g., 40 houses). Trip generation should be estimated using the current edition of **Trip Generation** by the Institute of Transportation Engineers, other similar published resources, or actual driveway counts of similar land uses. The County Planning Commission, County Planning Director or County Public Works Director or designee may require a TIA for any level of development. TIA requirements are described in the Transportation System Plan Appendix C.

Table 4.035-1
PERMIT REQUIREMENTS BY TYPE OF LAND USE DEVELOPMENT

<u>Application</u>	<u>Permit Type</u>	<u>Review Authority</u>
<u>Code/Plan Amendment</u>	<u>Legislative</u>	<u>Board of Commissioners</u>
<u>Conditional Use Permit</u>	<u>Quasi-Judicial</u>	<u>Planning Commission</u>
<u>Major Variance</u>	<u>Quasi-Judicial</u>	<u>Planning Commission</u>
<u>Subdivision Tentative Plan</u>	<u>Quasi-Judicial</u>	<u>Planning Commission</u>
<u>Administrative Review</u>	<u>Administrative</u>	<u>Staff</u>
<u>Land Partition/Replat</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Property Line Adjustment</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Minor Variance</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Site Plan Review</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Temporary Use Permit</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Temporary Hardship Variance</u>	<u>Administrative</u>	<u>Staff, with notice provided</u>
<u>Zoning Permit</u>	<u>Ministerial</u>	<u>Staff</u>
<u>Occupancy Permit</u>	<u>Ministerial</u>	<u>Staff</u>
<u>Land Use Compatibility Statement</u>	<u>Ministerial</u>	<u>Staff</u>
<u>Final Plat</u>	<u>Ministerial</u>	<u>Staff</u>

...
SECTION 4.045. BICYCLE PARKING REQUIREMENT.

This chapter also provides standards for bicycle parking, because children as well as adults need safe and adequate spaces to park their bicycles throughout the community. All uses subject to Design-Site Plan Review that are located within an Urban Growth Boundary shall provide bicycle parking in conformance with the following guidelines. Uses outside an Urban Growth Boundary are encouraged to provide bicycle parking based on these guidelines.

SECTION 4.070. SIGN LIMITATIONS AND REGULATIONS.

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I. Residents may request specific cautionary signage for individual resident(s) to be installed within County right-of-way. All costs including materials, installation, maintenance, and removal, shall be borne by the requestor, and shall otherwise conform with Morrow County Policy M-43674.

SECTION 4.110. MINIMUM STANDARDS FOR A MANUFACTURED HOME ON INDIVIDUAL LOTS OR PARCELS AS A SINGLE-FAMILY DWELLING.

...

A(5). When removing a manufactured home the owner of the property shall remove the foundation and all accessory structures and additions to the manufactured home and permanently disconnect sewer, water and other utilities if the manufactured home is removed from its foundation unless otherwise authorized by the County. In the event the owner fails to accomplish said work within 30-days from the day on which the manufactured home is moved from its foundation, the County may perform such work and place a lien against the property for the cost of such work. This condition shall not apply in the event that the manufactured home is replaced on the original foundation, or on the original foundation as modified, or by another approved manufactured home within 30-days of the original unit's removal. Said lien may be initiated by the County ~~Court~~Board of Commissioners.

B(8). When removing a manufactured home the owner of the property shall remove the foundation and all accessory structures and additions to the manufactured home and permanently disconnect sewer, water and other utilities if the manufactured home is removed from its foundation unless otherwise authorized by the County. In the event the owner fails to accomplish said work within 30-days from the day on which the manufactured home is moved from its foundation, the County may perform such work and place a lien against the property for the cost of such work. This condition shall not apply in the event that the manufactured home is replaced on the original foundation, or on the original foundation as modified, or by another approved manufactured home within 30-days of the original unit's removal. Said lien may be initiated by the County ~~Court~~Board of Commissioners.

SECTION 4.120 ACCESSORY STRUCTURES

- A. Accessory structures greater than 100 square feet must receive Zoning Permit approval prior to construction or placement.
- B. Shipping Containers. Shipping Containers may be used as accessory structures for on-site storage where they would otherwise comply with the applicable development standards identified in the underlying zone, subject to the following requirements:
 1. No more than two (2) shipping containers may be allowed on a single lot.
 2. Shipping containers shall not be used for human or animal habitation.
 3. Shipping containers shall be painted to visually conform with the surrounding local environment, including the concealment of any company logos and/or container nomenclature.
 4. Any improvements or modifications made to these containers must conform to all local and state building codes.

SECTION 4.160 STANDARDS FOR TRANSPORTATION IMPROVEMENTS. The intent of these provisions is to provide clear directions and guidelines when considering installation of transportation facilities in Morrow County.

A. Although some zone designations may address certain uses listed below, these provisions generally apply to all zones in the County. Thus, except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

1. Normal operation, maintenance, repair, and preservation of existing transportation facilities (roadways, bridges, etc.) including the use of stockpile sites in support of operation, maintenance, repair and preservation. (MC OR-1-2013)
2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
3. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
4. Landscaping as part of a transportation facility.
5. Emergency measures necessary for the safety and protection of property.
6. Acquisition of the right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except those that are located in exclusive farm use or forest zones.
7. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.
8. Establishment or continuation of no spray zones on private property.
9. Cattle guards to be installed per Morrow County Court Policy M-43673.
10. Pavement aprons to be installed at intersections of gravel roads or driveways with paved roads per Morrow County Court Resolution R-29-2000.
11. Any excavation within Morrow County right-of-way shall conform to Morrow County Ordinance MC-PW-1-81, the Road and Street Excavation Ordinance.

B. Uses Permitted by Conditional Use Permit.

1. Construction, major reconstruction, or widening of highways, roads, bridges, or other transportation projects that are not designed and constructed as part of a subdivision or planned development shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:
 - a. The project is designed to be compatible with existing land use patterns, noise generation, safety, and zoning.

- b. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
 - c. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
 - d. The project includes provision for bicycle and pedestrian circulation as consistent with the Transportation Element of the Comprehensive Plan and other requirements of this Ordinance.
2. Construction of rest areas, weigh stations, temporary aggregate storage, and aggregate processing sites.
 3. If review under this Section indicates that the use or activity is inconsistent with the Transportation Element of the Comprehensive Plan, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional use permit review.

C. Private Streets Outside an Urban Growth Boundary. All private streets providing access from a public roadway to a proposed land division shall meet the following standards:

1. Have a minimum sight distance in compliance with adopted County Standards at any intersection with a public road. Additional sight distance or advance warning signage or other devices may be required where known safety hazards exist.
2. For each private street, there shall be a legal recorded document which includes:
 - a. A legal description of the proposed easement;
 - b. Ownership of the street;
 - c. Use rights; and
 - d. A maintenance and construction agreement which includes Fire Marshal approved street specifications and turn around area (if required) and the allocation and/or method of determining liability for maintenance.
3. Where drainage conditions require it, a private street shall be ditched in conformance with the County Road Standards.
4. Private streets which access public or County roads shall be located, designed and constructed (within the public right-of-way) in accordance with adopted standards for County roads.
5. Prior to establishing a private driveway or a private street, the owner shall obtain an access permit for access to the intersecting public road. As a condition of granting access to a public road, the County may require the applicant to clean the ditch serving the parcel and remove sight obstructing vegetation in the vicinity of the access.

ARTICLE 5 DEVELOPMENT PERMITS

SECTION 5.0104.165- ZONING PERMITSITE PLAN REVIEW

~~Site Plan Review~~ A Zoning Permit is a non-discretionary or “ministerial” review conducted without public notice or a public hearing by the County Planning Director or designee. ~~Site Plan Review is for less complex developments and land uses that do not require site development or conditional use review and approval through a public hearing. A Zoning Permit is not intended to be a Land Use Decision as defined in ORS 197.015 nor a permit as defined in ORS 215.402. Where subjective analysis is required, the Director may elect to process any Zoning Permit application through the Administrative Review process provided in MCZO Article 9.~~

A. Purpose. ~~The purpose of Site Plan Review (ministerial review) is based on The purpose of Zoning Permit review is to clear and objective standards and ensures compliance with the basic development~~ clear and objective standards of the land use district, such as building setbacks, lot coverage, maximum building height, and similar provisions, and, if applicable, any precedent conditions of approval from a prior land use approval. Site Plan review also addresses conformity to floodplain regulations, consistency with the Transportation System Plan, and other standards identified below. Any subsequent conditions will be met prior to occupancy or commencement of the proposed development.

B. Pre-application review. Prior to filing a Zoning Permit ~~its application for site plan review~~, the applicant ~~shall~~ may confer with the County Planning Director or designee, who shall identify and explain the relevant review procedures and standards.

C. Applicability. ~~Site Plan Review~~ Zoning Permit Approval shall be required ~~for all prior to the construction, reconstruction, or alteration of any structure larger than 100 square feet or for any change of use or establishment of a new use that is allowed outright in the underlying zone or received prior land use approval. A Zoning Permit shall expire within one year of issuance unless a building permit has been issued or if no building permit is required, the use has commenced. A 12-month extension request may be granted when submitted to the Planning Department prior to the Zoning Permit expiration date.~~ land use actions requiring a Zoning Permit as defined in Section 1.050 of this Ordinance. The approval shall lapse, and a new application shall be required, if a building permit has not been issued within one year of Site Review approval, or if development of the site is in violation of the approved plan or other applicable codes.

D. Review- StandardsCriteria.

- ~~1. The lot area shall be adequate to meet the needs of the establishment.~~
1. The proposed land use is permitted by the allowed in the underlying land use district.
- ~~1.2.~~ If a land use approval is required for the proposed development, the land use approval has been granted and the proposed development is consistent with that land use decision. If the land use approval included conditions of approval, all precedent conditions of approval have been

met, and applicant has provided a compliance schedule for meeting the subsequent conditions prior to construction or operation, as may be applicable. A precedent condition is a condition that must be met prior to start of construction of the use or a phase of the use; a subsequent condition is a condition that must be met prior to start of operation of the use or a phase of the use.

- 2.3. The land use, building/yard setback, lot area, lot dimension, density, lot coverage, building height and other applicable development standards of the underlying land use district/zone and any sub-district(s)/overlay zone(s) are met. Development in flood plains shall comply with Section 3.100 Flood Hazard Overlay Zone of the Ordnce.
3. ~~Development in hazard areas identified in the Morrow County Comprehensive Plan shall safely accommodate and not exacerbate the hazard and shall not create new hazards.~~
4. ~~Off-street parking and loading-unloading facilities shall be provided as required in Section 4.040 and 4.050 of the Morrow County Zoning Ordinance. Safe and convenient p Pedestrian access to off-street parking areas also shall be provided as applicable.~~
5. ~~County transportation facilities shall be located, designed and constructed in accordance with the design and access standards in the Morrow County Transportation System Plan.~~
6. ~~Site planning, including the siting of structures, roadways and utility easements, shall provide, wherever practicable, for the protection of trees eight inch caliper or greater measured four feet from ground level, with the exception of noxious or invasive species, such as Russian olive trees.~~
 4. ~~Development shall comply with Section 3.200 Significant Resources Overlay Zone or 3.300 Historic Buildings and Sites protecting inventoried significant natural and historic resources.~~
 2. ~~The Unless applicant's use of water is exempt from permitting requirements under Oregon water law, the applicant shall determine if compliance is required with have received all necessary permits or licenses from the Oregon Water Resources Department water quantity and/or Oregon Department of Environmental Quality water quality designations prior to construction or operation, as applicable. If OWRD water permits or licenses are required for operations, applicant shall provide a compliance schedule for obtaining the required authorization.~~
 5.
 3. ~~All applicable permits for water, sanitary sewer, wastewater, solid waste, or power services for the site have been granted or Applicant has provided evidence that such services will be provided prior to operation of the use or phase of the use.~~
 6.
 7. ~~The applicant-site shall determine if previous not be the subject of outstanding Code Enforcement violations unless the purpose of the application is to rectify an outstanding violation. have been cleared as applicable.~~
 8. ~~The applicant shall determine the method of disposal for solid waste, with staff providing information to the applicant about recycling opportunities.~~

~~8.~~ The applicant shall obtain ~~the necessary any required~~ access permit(s) ~~from through~~ the Morrow County Public Works Department ~~as required by Morrow County Resolution R-29-2000 and/or Oregon Department of Transportation.~~

~~2.~~

E. Submittal Requirements. A Zoning Permit application site plan shall be submitted including all of the following information except for specific items determined at the pre-application review not to be applicable. All zoning permit plans site plans shall have dimensions clearly indicated. An applicant may provide the information on separate sheets, if necessary or desirable for clarity.

1. North arrow and scale.

2. Location of property boundaries, including adjacent public or private streets and rights of way.

3. Location of existing structures and natural features.

4. Areas affected by the proposed development with slopes in excess of 10 percent.

~~5.~~ ~~5.~~ Location of existing utilities and facilities, or proposed locations (sewer, water, fire hydrants, electricity, septic system, storm water facilities, etc.).

6. Proposed landscaping.

7. Exterior lighting.

8. Proposed Circulation plan for vehicles, pedestrians, and bicyclists, including existing and proposed points of access and sidewalks.

9. Parking lot layout, with circulation plan and striping details.

~~10.~~ ~~10.~~ Sign location and details.

11. Evidence to demonstrate compliance with the review standards in subpart (D).

F. Application Completeness/Request for Additional Information. The County Planning Director or designee shall determine the application to be complete based on the above standard criteria submittal requirements within 14-14 days of the application submittal. If the application is found to be incomplete or additional information is needed it may be requested from the applicant. A request for additional information beyond the standard review standards criteria cannot be used to rule an application incomplete.

~~G. Minimum Standards for Roadway Design Plans Submitted for County Review. Any transportation facility or transportation improvement to be constructed as part of a private development and subsequently dedicated to the County must first receive design approval by the Morrow County Public Works Department, based on applicable design criteria and the rationale for establishing the criteria to be provided by the County. Design approval shall also include all other pertinent issues related to roadway construction and operations,~~

~~including but not limited to drainage, maintenance, serviceability, and pavement design. Street design plans submitted for County approval shall be stamped by a registered professional engineer with appropriate experience.~~

~~H. Conditions Requiring Variance Application. In the case of transportation improvement plans that do not meet the above minimum standards, the Morrow County Public Works Department may work with the applicant to determine whether an alternate design standard is appropriate (design modification). Design modifications are reviewed and approved by Morrow County Public Works Department staff. If upon mutual agreement it is determined that an alternate design standard cannot be met, an application for a design variance will be required, subject to review and approval by the Morrow County Planning Commission.~~

SECTION 5.020 SITE PLAN REVIEW

- ~~A. **Purpose.** Site Plan Review is an administrative development review intended to review applications described in subsection D of this section that would otherwise be allowed outright in the underlying zone.~~
- ~~B. **Administrative Review.** Applications processed under this section are subject to the Administrative Review process described in Section 9.046.~~
- ~~C. **Pre-application review.** Prior to filing its application for Site Plan Review, the applicant may confer with the County Planning Director or designee, who shall identify and explain the relevant review procedures and standards.~~
- ~~D. **Applicability.** Applications that require Administrative Review include:~~
- ~~1. Applications for uses that are identified in Article 3, Zones as requiring Site Plan Review.~~
 - ~~2. Applications anticipated to generate 400 passenger car equivalent trips per day, which require a Traffic Impact Analysis (TIA).~~
 - ~~3. Applications that require water service other than an exempt onsite well (not exceeding 15,000 gallons per day) or an existing water right.~~
 - ~~4. Applications that require a DEQ permit for the proposed sewer and/or wastewater systems.~~
 - ~~5. Applications for development outside of a City Urban Growth Boundary that rely on a municipal water or sewer source and/or require the offsite extension of urban utility facilities for connection.~~
 - ~~6. Applications for development within the Airport Safety and Compatibility Overlay Zone (ASC).~~
 - ~~7. Applications for development within the Significant Resource Overlay Zone (SRO)~~
 - ~~8. Applications that include a variance request.~~

E. Review Criteria. Applications processed under this section shall comply with the following criteria, as applicable:

1. The standards listed in MCZO 5.010(D) are, or can be, met.
2. Water is or will be available to the site at a quantity and quality adequate for the proposed use. New developments that will rely on a non-exempt groundwater source must (1) provide an estimated annual water usage, and (2) identify the necessary OWRD authorizations required to serve the estimated water need. All other developments that do not rely on groundwater as a source of water may satisfy this review criteria by submitting a letter, notice, or memorandum of understanding from the service provider evidencing a commitment to serve the site, which shall indicate the source of the water (e.g., surface water, existing water right, etc.) and a targeted delivery for water to the site.
3. Adequate sewage disposal and wastewater management can be provided for the proposed use as determined by the service provider or by demonstrating compliance with applicable review authority standards, as set forth below. For new developments that will rely on third-party service providers for sewer and/or wastewater disposal, the applicant may satisfy this criterion by submitting a letter, notice, or memorandum of understanding from the service provider evidencing a commitment to serve the site. For new developments that will rely on on-site septic and/or industrial wastewater and/ or non-contact cooling water disposal and/or treatment, the applicant may satisfy this criterion by identifying the necessary ODEQ permits, as required by the state regulations, to be obtained prior to commencement of the proposed use or certificate of occupancy being granted.
4. Applicant's proposed plans for electrical services and solid waste disposal are adequate for the proposed use, as demonstrated by complying with applicable submittal requirements in Section F.
5. Development in hazard areas identified in the Morrow County Comprehensive Plan, Natural Hazard Mitigation Plan, or Community Wildfire Protection Plan shall comply with all applicable requirements.
6. Development shall comply with Section 3.200 Significant Resources Overlay Zone or 3.300 Historic Buildings and Sites protecting inventoried significant natural and historic resources, if applicable.
7. Development in flood plains shall comply with MCZO Section 3.100 Flood Hazard Overlay Zone.
8. Development in the Airport Safety and Compatibility Overlay Zone (ASC) is compliant with the standards and notice requirements identified in Section 3.092.
9. The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the

transportation system are mitigated adequately to achieve consistency with adopted County standards. County transportation facilities shall be located, designed, and constructed in accordance with the design and access standards in the Morrow County Transportation System Plan

F. Submittal Requirements. In addition to the applicable submittal requirements identified in Section 5.010, applications requiring Site Plan Review must include the following, as applicable:

1. Project information including: name of project, company, and/or property owner.
2. A Trip Generation Estimate identifying the number of anticipated passenger car equivalent trips per day expected to access the site during construction and during regular operations.
3. Proposed road improvement plans and/or road use agreement, as applicable.
4. Electric, water, septic, and industrial wastewater services plans, including a description of any existing services and the applicant's proposal for provision of such utility services to the site.
5. To demonstrate that electric, water, and sanitary sewer/wastewater services are available or can be made available at the site, either: (a) evidence that facilities with adequate capacity are permitted, or can be permitted, to serve the proposed development, or (b) a will serve letter from the providing utility demonstrating that service is available or can be made available to serve the proposed development.
6. Parking plans during construction and permanent parking plan with layout.
7. A Traffic Impact Analysis consistent with the requirements of Section 4.035 if traffic impacts are anticipated to exceed the thresholds identified in MCZO Section 4.035.

G. Conditions of Approval.

1. Site Plan Review approval may include clear and objective conditions of approval necessary (precedent or subsequent to Zoning Permit approval) to ensure compliance with the applicable review criteria. All subsequent conditions of approval, including construction of improvements (if any) shall be met prior to the issuance of a certificate of occupancy.
2. The Planning Director may require an applicant to provide traffic mitigation (or a fee-in-lieu of mitigation) as identified in or supported by the Traffic Impacts Analysis and/or County Transportation System Plan. Mitigation shall only be required to address level-of-service failures or safety concerns and must be proportionate to the anticipated traffic impact from the proposed development being reviewed. Traffic mitigation may include improvements to on- or off-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, street crossing improvements, and transit improvement plans.

H. Minimum Standards for Roadway Design Plans Submitted for County Review. Any transportation facility or transportation improvement to be constructed as part of a private development and subsequently dedicated to the County or the Public must first receive design approval by the Morrow County Public Works Department, based on applicable design criteria. Design approval may also include all other pertinent issues related to roadway construction and operations, including but not limited to drainage, maintenance, serviceability, and pavement design. Street design plans submitted for County approval shall be stamped by a registered professional engineer with appropriate experience.

ARTICLE 5. RESERVED

ARTICLE 6. CONDITIONAL USES

SECTION 6.010. AUTHORIZATION TO GRANT OR DENY CONDITIONAL USES.

A conditional use listed in this ordinance shall be permitted, altered or denied in accordance with the standards and procedures of this ordinance and this article by action of the Planning Commission unless exempted by Section 6.015. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in use or in lot area or an alteration of structure shall conform with the requirements for a conditional use.

SECTION 6.015. REQUIREMENTS UNDER A STATE ENERGY FACILITY SITE CERTIFICATE.

If a holder of a Site Certificate issued by the Oregon Energy Facility Siting Council requests a conditional use permit for an energy facility as outlined under ORS 469.401(3) and pays the requisite fee, the Planning Director shall issue such conditional use permit. The conditional use permit shall incorporate only the standards and conditions in Morrow County's land use and other ordinances as contained in the site certificate. Issuance of the Conditional Use Permit shall be done promptly, not taking more than four weeks once it has been determined that a valid Site Certificate has been issued, the applicant has submitted a complete application and the fee has been received.

SECTION 6.020. GENERAL CRITERIA.

In judging whether ~~or not~~ a conditional use proposal shall be approved or denied, the Commission shall weigh the proposal's appropriateness and desirability, or the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use, shall find that the following criteria are either met or can be met by observance of conditions.

A. The proposal will be consistent with the Comprehensive Plan and the objectives of the Zoning Ordinance and other applicable policies and regulations of the County.

B. If located within the Urban Growth Boundary of a city, that said city has had an opportunity

to review and comment on the subject proposal.

C. The proposal will not exceed carrying capacities of natural resources or public facilities.

SECTION 6.025. RESOURCE ZONE STANDARDS FOR APPROVAL.

- A. In the Exclusive Farm Use zone, a conditional use may be approved only when the County finds that the use will not:
1. Force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; or
 2. Significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.
- B. In the Forest Use Zone, a conditional use permit may be approved only when requirements that are designed to make the use compatible with forest operations and agriculture and to conserve values found on forest lands are met. A conditional use permit may be approved only when the County finds that the use will not:
1. Force a significant change in, or significantly increase the cost of, accepted farming or forest practices on agriculture or forest lands; or
 2. Significantly increase fire hazard or ~~significantly increase~~ fire suppression costs or ~~significantly increase~~ risks to fire suppression personnel; and
 3. A written statement recorded with the deed or written contract with the County is obtained from the land-owner that recognizes the rights of adjacent and nearby land-owners to conduct forest operations consistent with the Forest Practices Act and Rules. (MC OR-1-2013)

SECTION 6.030. GENERAL CONDITIONS.

In addition to the standards and conditions set forth in a specific zone, this article, and other applicable regulations; in permitting a new conditional use or ~~the an~~ alteration to an existing conditional use, the Commission may impose conditions which it finds necessary to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the County as a whole. These conditions may include the following:

- A. Limiting the manner in which the use is conducted including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.
- B. Establishing a special yard or other open space or lot area or dimension.
- C. Limiting the height, size or location of a building or other structure.
- D. Designating the size, number, location and nature of vehicle access points.
1. Where access to a county road is needed, a permit from Morrow County Public Works department is required. Where access to a state highway is needed, a permit from ODOT is required.
 2. In addition to the other standards and conditions set forth in this section, a Traffic Impact Analysis (TIA) will be required for all projects generating more than 400 passenger car equivalent trips per day. 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)

E. Increasing the amount of street dedication, roadway width or improvements within the street right-of-way.

1. It is the responsibility of the land-owner to provide appropriate access for emergency vehicles at the time of development. (MC-C-8-98)

F. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or loading area.

G. Limiting ~~or otherwise designating~~ the number, size, location, height, and lighting of signs.

H. Limiting the location and intensity of outdoor lighting and requiring its shielding.

I. Requiring diking, screening, landscaping or another facility to protect adjacent or nearby property and designating standards for its installation and maintenance.

J. Designating the size, height, location and materials for a fence.

K. Protecting and preserving existing trees, vegetation, water resources, wildlife habitat or other significant natural resources.

L. Other conditions necessary to permit the development of the County in conformity with the intent and purpose of this Ordinance and the policies of the Comprehensive Plan.

SECTION 6.040. PERMIT AND IMPROVEMENTS ASSURANCE.

The Commission may require an applicant to furnish the County with a performance bond or such other form of assurance that the Commission deems necessary to guarantee development in accordance with the standards established and the conditions attached in granting a conditional use permit.

SECTION 6.050. STANDARDS GOVERNING CONDITIONAL USES.

A conditional use shall comply with the standards of the zone in which it is located and with the standards set forth in this subsection.

A. Airports, aircraft landing fields, aircraft charter, rental, service and maintenance facilities not located in an Aircraft Approach Zone: The Planning Commission shall find that the location and site design of the proposed facility will not be hazardous to the safety and general welfare of surrounding properties, nor that the location will unnecessarily restrict existing and future development of surrounding lands as designated by the Comprehensive Plan.

B. Automobile wrecking yard or junk yard: In considering a conditional use application for an automobile wrecking yard or junk yard, the Commission shall require that it be enclosed and screened from public view by a sight-obscuring fence not less than six feet in height. If applicable, the Commission shall be assured that the proposal is in conformance with applicable State regulations.

C. Cemeteries: The Commission shall require evidence and shall find that the terrain and soil types of a proposed location are suitable for interment, and that the nature of the subsoil and drainage will not have a detrimental effect on ground water sources or domestic water supplies in the area of the proposed use.

D. Church, hospital, nursing home, convalescent home, retirement home:

1. Such uses may be authorized as a conditional use only after consideration of the following factors:
 - a. Sufficient area provided for the building, required yards, and off-street parking (related structures and uses such as a manse, parochial school, or parish house are considered separate principal uses and additional lot areas shall be required therefore).
 - b. Location of the site relative to the service area.
 - c. Probable growth and needs therefore.
 - d. Site location relative to land uses in the vicinity.
 - e. Adequacy of access to and from principal streets together with the probable effects on the traffic volumes of abutting and nearby streets.
2. Such uses or related buildings shall be at least 30 feet from a side or rear lotline.
3. Such uses may be built to exceed the height limitations of the zone in which it is located to a maximum height of 50 feet if the total floor area of the building does not exceed the area of the site and if the yard dimensions in each case are equal to at least two-thirds of the height of the principal structure.

E. Clinics, clubs, lodges, fraternal organizations, community centers and grange halls, golf courses, grounds and buildings for games or sports, country clubs, swimming, boating, tennis clubs, and similar activities, governmental structures and land uses, parks, playgrounds. In considering the above, the Planning Commission may authorize the conditional use after assurance that the following are to be provided:

1. Adequate access from principal streets.
2. Adequate off-street parking.
3. Adequate building and site design provisions to minimize noise and glare from the building and site.

F. Dog Pounds and Kennels: The Planning Commission may authorize a dog pound or kennel as a conditional use provided that building and site design provisions are adequate to minimize noise and odor. When necessary to protect surrounding properties, the Planning Commission may require a sight-obscuring fence or hedge, and may restrict vehicular access and loading facilities, especially those required by trucks transporting large animals.

G. Home Occupations, when permitted as a conditional use and conducted as an accessory use, shall be subject to the following limitations:

1. The home occupation is to be secondary to the main use of the property as a residence and shall be conducted within the same dwelling or in an accessory building on the same property.
2. No structural alterations shall be allowed to accommodate the home occupation except when otherwise required by law, and then only after the plans for such alteration have been reviewed and approved. Such structural alterations shall not detract from the outward appearance of the building as an accessory structure to a residence.
3. One non-illuminated sign not to exceed 200 square inches and bearing only the name and occupation of the resident shall be permitted. Applicant must show consistency with applicable sign provisions in Article 4 of this Ordinance.
4. No materials or mechanical equipment shall be used which will be detrimental to the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, interferences with radio or television reception, or other factors.
5. No materials or commodities shall be delivered to or from the property which are of such bulk or quantity as to require delivery by a commercial vehicle or a trailer or the parking of customer's vehicles in a manner or frequency as to cause disturbance or inconvenience to nearby residents or ~~so as to~~ necessitate off-street parking.
6. Retail sales shall be limited or accessory to a service.
7. Be operated by a resident or employee of a resident of the property on which the business is located.
8. The permit allowing a home occupation shall be reviewed every 12 months following the date the permit was issued and may continue the permit if the home occupation continues to comply with the requirements of this section.
9. Employ on the site no more than five full-time or part-time persons.
10. Not unreasonably interfere with other uses permitted in the zone in which the property is located.
11. When a bed and breakfast facility is sited as a home occupation on the same tract as a winery established pursuant to Section 3.010 and is operated in association with the winery:
 - a. The bed and breakfast facility may prepare and serve two meals per day to the registered guests of the bed and breakfast facility; and
 - b. The meals may be served at the bed and breakfast facility or at the winery.

H. Landfill, solid waste disposal site: The Planning Commission may authorize a landfill or other solid waste disposal site as a conditional use, subject to the following standards:

1. The facility shall be designed to minimize conflicts with existing and permitted uses allowed under plan designations for adjacent parcels as outlined in policies of the Comprehensive Plan.
2. The facility must be of a size and design to minimize noise or other detrimental effects when located adjacent to farm, forest, and grazing dwellings or a residential zone.
3. The facility shall be fenced when the site is located adjacent to dwelling(s) or a residential zone, and landscaping, buffering, and/or screening shall be provided.
4. If located in a forested area, the county shall condition approval to ensure that minimum fire safety measures will be taken, including but not limited to requiring that the area surrounding the facility is kept free from litter and debris.
5. Access roads or easements for the facility shall be improved to the county's Transportation System Plan standards and comply with grades recommended by the Public Works Director.
6. The county may limit hours of operation for the facility to be compatible with adjacent uses.
7. Comply with other conditions deemed necessary.

I. Mining, or other extraction activity: The following uses shall be permitted subject to the review standards of this Ordinance: mining more than 1000 cubic yards of material or excavation preparatory to mining of a surface area of more than one acre on land zoned for Farm Use (EFU and RRI) and 5000 cubic yards in other zones (i.e. PI, MG, SAI and FU) of material, stockpiling and processing of mineral and aggregate materials. Temporary use of offices, shops or other accessory structures used for the management and maintenance of mining and processing equipment; sale of mining products extracted and processed on-site; storage of transportation equipment or storage of machinery or equipment used in conjunction with on-site mining or processing; other activities including buildings and structures necessary and accessory to development or reclamation of a mineral or aggregate resource should be part of the overall conditional permit application. (MC OR-1-2013)

General Permitting Provisions:

1. New Permit: For an application for mining to be complete an applicant must provide a map and other documentation to show the permit area boundary, property lines and other pertinent information that will address the requirements of the Approval Criteria.
2. Continuation: When a mine has been lawfully permitted in the County and the owner or operator was issued and continuously renewed a State permit, the permit will remain valid as long as the operation still conforms to the Conditions of the local and State permits. After a period of inactivity of 12 years, and the

owner or operator wishes to renew mine activity, a new Zoning Permit ~~re-validation letter~~ (along with the usual Zoning Permit fee) must be submitted to the Planning Department in order to review the Conditions of Approval. Approval of this type of request is not a land use decision and shall be an administrative action by the Planning Director without a public hearing but shall be subject to an-at-least-a minimum 14-day notice to affected landowners.

3. Alteration: Requests for permit alteration shall be made when the operator or owner proposes changes to the mining activity that no longer conform to the requirements of the original permit. For alterations if the decision does not involve an amendment to the Comprehensive Plan, it shall be an administrative decision by the Planning Director without a public hearing but shall be subject to an-at-least-a minimum 14-day public notice period to provide an opportunity for any person adversely affected, or who is entitled to notice, to file an appeal.
4. Emergency Permits. In concurrence with a DOGAMI emergency operating permit, the Planning Director may issue an emergency aggregate mining approval in response to a natural disaster with the intent to abate the imminent threat. The permit will be valid for the duration of the concurrent DOGAMI permit. If after termination of the emergency operating permit the operator wishes to continue the mining operation, the operator shall follow the procedures for an aggregate mine approval as required in the use zone the mining operation is located in. (MC OR-1-2013)

Local Permit Approval Criteria: An application for mineral or aggregate mining must address provisions found in Article 6 Conditional Uses Section 6.020 General Criteria, Section 6.025 Resource Zone Standards for Approval when in a Farm or Forest Zone, and the following: Proposed hours and/or days of operation. The conditions as to when the mining and processing would be restricted to specific hours of operation or days when mining operations would be limited. For operations conducted after dark, limiting the location and intensity of outdoor lighting and requiring its shielding.

1. Limiting or otherwise designating the number, size, location, height, and lighting of signs. Signs other than safety signs must comply with the sign requirements in Section 4 of the Zoning Ordinance.
2. A rock crusher, washer or sorter shall not be located within 500 feet from a residential or commercial use unless it can be established that the use will meet DEQ performance standards for noise and not be expected to cause a noise nuisance at nearby residential or commercial uses. In farm or forest use zones the processing of rock, aggregate or minerals shall not be within one-half mile of a noise sensitive area if the operation operates more than nine hours per day or for more than five days per week. (ORS 467.120(2)).
3. All water necessary for the proposed operation shall be appropriated and legally available to the site.
4. The discharge of airborne contaminants and dust created by mining shall comply with applicable DEQ ambient air quality and emissions standards, or

approval shall be conditioned to ensure that such standards will not be violated.

5. A Reclamation Plan approved by DOGAMI will be required for mining operations. When reviewing an applicant's submittal regarding a proposed reclamation plan, Morrow County will review the plan against the following criteria:
 - a. A description of the present land use and planned beneficial use of the site following the mining activity. The applicant must demonstrate that the planned beneficial use is compatible with the Comprehensive Plan and Zoning Ordinance.
 - b. Provisions for the backfilling, recontouring, topsoil replacement, seedbed preparation, mulching, fertilizing, selection of plant species, seeding or planting rates, and schedules;
 - c. Provisions for adequate setbacks and slopes to protect adjacent property and public safety;
 - d. A proposed time schedule for surface mining and reclamation procedures for the removal or disposal of all equipment, refuse, structures, and foundations from the permit area except permanent structures that are part of an approved Reclamation Plan.

6. In accordance with the Transportation System Plan, the requirements of the Public Works Department or the Oregon Department of Transportation shall be complied with regarding the minimization of potential conflicts to local roads used for access and egress to the mining site.

7. Designating the size, number, location and nature of vehicle access points.
 - a. Where access to a county road is needed, a permit from Morrow County Public Works department is required. Where access to a state highway is needed, a permit from ODOT is required.

 - b. In addition to the other standards and conditions set forth in this section, a Traffic Impact Analysis (TIA) will be required for all projects generating more than 400 passenger car equivalent trips per day. 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)

8. Increasing the amount of street dedication, roadway width or improvements within the street right-of-way. It is the responsibility of the land-owner to provide appropriate access for emergency vehicles at the time of development. (MC-C-8- 98)

9. An application for a mining operation contiguous to an existing operation approved under this section shall be evaluated in conjunction with the existing site when it appears the sites will be managed and operated as one.

10. Ensuring adequate space for parking and loading.
11. Approvals for or that include operations that batch and blend mineral and aggregate into asphalt cement may not be authorized within two miles of a planted vineyard.(one or more vineyards totaling 40 acres or more that are planted as of the date the application for batching and blending is filed).
12. A plan for the control of noxious weeds. (MC OR-1-2013)

J. Commercial use or accessory use not wholly enclosed within a building or a retail establishment, office, service commercial establishment, financial institution, or personal or business service establishment on a lot in a residential zone. In any zone, permitting a commercial use or accessory use not wholly enclosed within a building or a retail establishment, office, service commercial establishment, financial institution, or personal or business service establishment on a lot abutting or across the street from a lot in a residential zone may be permitted as a conditional use subject to the following standards:

1. A sight-obscuring fence or evergreen hedge may be required by the Planning Commission when, in its judgment, such a fence or hedge or combination thereof is necessary to preserve the values of nearby properties or to protect the aesthetic character of the neighborhood or vicinity.
2. In addition to the requirements of the applicable zone, the Planning Commission may further regulate the placement and design of signs and lights in order to preserve the values of nearby properties; to protect them from glare, noise, or other distractions; or to protect the aesthetic character of the neighborhood or vicinity.
3. In order to avoid unnecessary traffic congestion and hazards, the Planning Commission may limit access to the property.

K. Commercial amusement establishment. A commercial amusement establishment may be authorized after consideration of the following factors:

1. Adequacy of access from principal streets together with the probable effect of traffic volumes of abutting and nearby streets.
2. Adequacy of off-street parking.
3. Adequacy of building and site design provisions to maintain a reasonable minimum of noise and glare from the building and site.

L. Mobile Home Park. A mobile home park shall be built to state standards in effect at the time of construction, the following provisions, and any additional conditions set forth in the Commission's approval prior to occupancy.

1. Evidence shall be provided that the park will be eligible for a certificate of sanitation as required by state law.
2. The space provided for each mobile home shall be provided with piped potablewater

and electrical and sewerage connections and shall not be less than 30 feet in width nor less than 40 feet in length.

3. The number of spaces for mobile homes shall not exceed 12 for each acre of the total area in the mobile home park. Except that the Commission may vary this density as follows:

a. If dedicated open space equals 50% or more of the total area of the park, a maximum 10% increase in units per acre may be granted.

b. If in addition to (a) a maintained playground area with approved equipment, such as goal posts, swings, slides, etc., is provided, the maximum increase in units per acre may be increased an additional 5%.

c. If in addition to (a) and (b) an approved recreation/community building is provided, an additional 10% increase of units/acre may be allowed (maximum total increase possible - 25%).

4. A mobile home shall occupy not more than 40 percent of the contiguous space provided for the exclusive use of the occupants of the mobile homes and exclusive of space provided for the common use of tenants, such as roadways, general use structures, parking spaces, walkways, and areas for recreation and landscaping.

5. No mobile home in the park shall be located closer than 15 feet from another mobile home or from a general use building in the park. No mobile home accessory building or other building or structure on a mobile home space shall be closer than 10 feet from a mobile home accessory building or other building or structure on another mobile home space. No mobile home or other building or structure shall be within 25 feet of a public street property boundary or 10 feet of another property boundary.

6. A mobile home permitted in the park shall meet the following standards as determined by an inspection by the building official:

a. It shall have a state insignia indicating compliance with Oregon State Home Construction Standards in effect at the time of manufacture and including compliance for reconstruction or equipment installation made after manufacture.

b. Notwithstanding deterioration which may have occurred due to misuse, neglect, accident or other cause, the mobile home shall meet the state standards for mobile home construction evidenced by the insignia.

c. It shall contain not less than 225 square feet of space as determined by measurement of the exterior of the unit exclusive of any trailer hitch device.

d. It shall contain a water closet, lavatory, shower or tub, and a sink in a kitchen or other food preparation space.

7. A mobile home permitted in the park shall be provided with a continuous skirting, and if a single-wide unit, shall be tied down with devices that meet state standards for

tie down devices.

8. There shall be no outdoor storage of furniture, tools, equipment, building materials or supplies belonging to the occupants or management of the park.

9. The land which is used for park purposes shall be surrounded, except at entry and exit places, by a sight-obscuring fence or hedge not less than six feet in height. The fence or hedge shall be maintained in a neat appearance.

10. If the park provides spaces for 50 or more mobile home units, each vehicular way in the park shall be named and marked with signs which are similar in appearance to those used to identify public streets. A map of the named vehicular ways shall be provided to the appropriate fire department.

11. If a mobile home space or permanent structure in a park within the Urban Growth Boundary of a city is more than 500 feet from a public fire hydrant, the park shall have water supply mains designed to serve fire hydrants and hydrants shall be provided within 500 feet of such space or structure. Each hydrant within the park shall be located on a vehicular way and shall conform in design and capacity to the public hydrants in the affected city.

12. Open Space. A minimum of at least 2,500 square feet plus 100 square feet per mobile home space shall be provided for a recreational play area group or community activities. (No play area is required if the individual mobile home spaces contain in excess of 4,000 square feet). The Planning Commission may require this area to be protected from streets, parking areas, or the like, by a fence or the equivalent, that conforms to fence regulations, but at least 30 inches in height where allowed by fence ordinances. Unless otherwise approved, no required open space area shall contain less than 2,500 square feet. Recreation areas shall be improved with grass, plantings, surfacing or buildings suitable for recreational use.

No recreation facility created within a mobile home park wholly to satisfy the requirements of this section shall be open to, or offered in itself to, the general public.

13. Parking space requirement. A parking space shall be provided for each mobile home space on the site. In addition, guest parking spaces shall also be provided in every mobile home park within 200 feet of the mobile home spaces and at a ratio of one parking space for each two mobile home spaces. Parking spaces shall have durable and dustless surfaces adequately maintained for all-weather use and shall be properly drained.

14. All mobile home parks over 10 acres in size shall be located so as to have access on a street designated as a collector street.

15. All trailer parks containing a total site area of 20 acres or more shall provide a secondary access to the trailer park. Such secondary access shall enter the public street system at least 150 feet from the primary access.

16. Lighting shall be installed along the access ways of the trailer park and the

recreation area with lights of 100 watts or better not over 100 feet apart. Wire for service to light poles and trailer spaces shall be underground.

17. Roadways within the park shall be improved with an all-weather dustless surface and shall not be less than 30 feet in width if parking is permitted on the margin of the roadway, or less than 20 feet in width if parking is not permitted on the edge of the roadway and an adequate designated area is provided and improved for guest parking and tenant recreational vehicles (such area shall be designed and improved to provide not less than one parking space per each two spaces in the park).

18. No mobile home park shall be created on a site less than one acre.

M. Multi-Family Dwelling Complex. A multi-family dwelling complex shall comply with the following provisions, and any additional conditions set forth in the Commission's approval, and shall be constructed pursuant thereto prior to occupancy.

1. The number of units permitted by the applicable zone per gross square footage of a site may be increased as follows:

a. If dedicated open space which is developed and landscaped equals 50% or more of the total area of the site, a maximum 10% increase in the number of units may be granted.

b. If in addition to (a) a maintained playground area with approved equipment, such as goal posts, swings, slides, etc., is provided, the number of units permitted may be increased 5%.

c. If in addition to (a) and (b) an approved recreational community building is provided, an additional 10% increase of units may be granted. (Maximum total increase possible is 25%).

2. There shall be no outdoor storage of furniture, tools, equipment, building materials or supplies belonging to the occupants or management of the complex.

3. If such a complex or any unit thereof is more than 500 feet from a public fire hydrant, such shall be provided at appropriate locations on a vehicular way and shall conform in design and capacity to the public hydrants in the affected way.

4. A minimum of at least 2,500 square feet plus 100 square feet per dwelling unit shall be provided for a recreational play area, group or community activities. Such area shall be improved with grass, plantings, surfacing, equipment or buildings suitable for recreational use. The Commission may require this area to be protected from streets, parking areas, or the like, by a fence or the equivalent. (No play area is required if more than 70% of the area is preserved as open space and is sufficiently developed and landscaped, or the development is to be occupied solely by the elderly.

5. All such complexes with more than 20 dwelling units shall be located so as to have access on a street designated as a collector unless otherwise approved by the Commission.

6. All such complexes shall provide both an ingress and egress.

7. All roadways and parking areas shall be paved, and roadways shall not be less than 20 feet in width, except as approved by the Commission.

8. A sight-obscuring fence or evergreen hedge may be required by the Commission when, in its judgment, such screening is necessary to preserve the values of nearby properties, protect the aesthetic character of the neighborhood or vicinity, and to provide security for occupants of the subject complex.

9. All accessory structures associated with such a complex shall be set back 50 feet from the property line of an abutting single-family residential lot or use.

N. Recreational Vehicle Park (RV Park). A recreational vehicle park shall be built to state building code and public health standards in effect at the time of construction, with the following provisions and any additional conditions set forth in the Commission's approval prior to occupancy. RV Parks constructed or operated on resource land to address temporary workforce housing needs shall conform with Oregon Administrative Rule.

1. Roadways shall be not less than 30 feet in width if parking is permitted on the margin of the roadway, or less than 20 feet in width if parking is not permitted on the edge of the roadway.

2. Roadways shall be paved with asphalt, concrete or similar impervious surface and designed to permit easy access to each RV space.

3. Trash receptacles for the disposal of solid waste materials shall be provided at a rate of one 30 gallon container for each four RV spaces and be located within 300 feet of each RV space.

4. Recreational Vehicles may be permitted to stay in RV Parks indefinitely provided that the following conditions are met:

a. It is lawfully connected to water and electrical supply systems and a sewage disposal system.

b. Winterizing and skirting shall be required.

c. There shall be no outdoor storage.

d. Occupancy of each RV shall not exceed the number of persons for which the RV was designed and manufactured.

e. A copy of the park rules shall be submitted by the park owner and kept on file in the Planning Department. (MC-C-1-01)

5. The total number of parking spaces in the park, exclusive of parking provided for the exclusive use of the manager or employees of the park shall be equal to one space per RV space. Parking spaces shall be covered with crushed gravel or paved with asphalt, concrete or similar material.

O. Radio, television tower, utility station or substation:

1. In a residential zone, all equipment storage on the site may be required to be within an enclosed building.
2. The use may be required to be fenced and provided with landscaping.
3. The minimum lot size for a public utility facility may be waived on finding that the waiver will not result in noise or other detrimental effects to adjacent property.
4. Transmission towers, hoses, overhead wires, plumbing stations, and similar gear shall be so located, designed and installed as to minimize their conflict with scenic values.

P. Vehicle Repair, Truck Stop, Truck Depot

Q. Venue for events or activities

SECTION 6.060. PROCEDURE FOR TAKING ACTION ON A CONDITIONAL USE APPLICATION.

The procedure for taking action on a conditional use application shall follow the procedures outlined in Article 9 and as further defined below:

A. A property owner may initiate a request for a conditional use by filing an application with the Planning Department, using forms prescribed pursuant to Article 9. Applications shall be filed with the Planning Department at least 35 days prior to the Planning Commission meeting of submittal thereto.

B. If an application for a conditional use involves property and a use located within the Urban Growth Boundary of an incorporated city the Joint Management Agreement in place with that city will govern. (MC OR-1-2013)

SECTION 6.070. TIME LIMIT TO INITIATE A CONDITIONAL USE.

- A. On land zoned for Farm Use or Forest Use a conditional use permit is valid for two years from the date of the final decision. The County may grant ministerially where applicable criteria for the decision have not changed an extension period of up to 12 months on land zoned for Farm Use or Forest Use if:
1. An applicant makes a written request for an extension of the development approval period;
 2. The request is submitted to the county prior to the expiration of the approval period;
 - 2-3. Provisions of the County Code applicable to the original approval have not changed.
 3. ~~The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and~~
 4. ~~The county determines that the applicant was unable to begin or continue development during the approval period for reasons for which the applicant was not responsible.~~

- B. Non-Farm Dwelling and Forest Template Dwelling permits are valid for four years and an extension, when requested using the provisions above, is valid for two years.
- C. On land zoned other than Farm or Forest Use, a conditional use is valid for two years. In the case of appeals, the two-year permit period shall be tolled until a decision by a review authority with final jurisdiction is made that is not appealed.

An additional one-year extensions may be authorized by county staff without providing notice and opportunity for a hearing under the following conditions:

1. An applicant makes a written request for an extension of the development approval period;
2. The request is submitted to the county prior to the expiration of the approval period, excepting any request under consideration on the date of adoption of this amendment;
- ~~2.3. Provisions of the County Code applicable to the original approval have not changed.~~
3. ~~The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and~~
4. ~~The county finds that any of the following conditions occurred within the approval period:~~
 - a. ~~State or Federal permits were applied for, but not issued within the approval period.~~
 - b. ~~At least 10 percent of the cost of development, based on estimated or actual expenditures, has been expended to develop plans, file for permits, and complete other preliminary designs such as sewage disposal, provision of potable water, storm water management and other engineering designs necessary for the development.~~
 - c. ~~Provisions of the County Code applicable to the original approval have not changed.~~

- D. Approval of an extension granted under this Section is a ~~ministerial~~ administrative decision, is not a land use decision as described in ORS 197.015 and is not subject to appeal as a land use decision.

~~E.~~ The time periods described above do not take effect until all appeals are complete. (MC OR-1-2013)

~~E.F.~~ A Zoning Permit is required prior to building permit approval for all structures approved through the Conditional Use Permit process. A Conditional Use Permit is vested when an associated Zoning Permit has been approved for the development.

SECTION 6.075. LENGTH OF PERMITS, PERMIT HOLDER, RENEWAL AND REVOCATION.

- A. Length of Permit and Permit Holder: The County may evaluate how long a particular conditional use is expected to remain valid. Some conditional uses may be considered “permanent” as a fully developed use that “runs with the land” and it attaches to and benefits the land and is not limited to a particular landowner. The County may require the owner of the original conditional use permit to record the permitted use on the deed record. The permit is the responsibility of the current owner

of the property, whether that is the original applicant or a successor.

A conditional use permit may allow a use that would benefit the permit owner on a sporadic or temporary basis until the purpose for the conditional use permit no longer exists. Upon termination of the use, the land must be in a condition that it may be re-developed in compliance with its current zoning designation. The County may authorize a conditional use permit until a particular date, for a stated period of time, or until the occurrence of a particular event. Additionally, the County may stipulate that a Conditional Use Permit will be reviewed or renewable after a stated time period.

- B. **Reviews and Renewals.** If a review or renewal date is included as a condition by which a conditional use permit is granted, initial review would be ministerial and completed by the Planning Director. The holder of the conditional use permit will be required to make application and pay the requisite fee for review. The review would evaluate the permit conditions and adherence to them, determine if any changes had taken place with the uses allowed in the zone, and determine whether any complaints had been logged concerning the property or the conditional use. If any concerns arise further review will take place at a public hearing with notice. If no concerns arise the permit will be renewed.

For conditional use permits without a review or renewal condition, or if complaints are received concerning a conditional use permit, the County may review any valid conditional use permit for compliance with the conditions of the permit. This review would be a ministerial review done by the Planning Director. If it is deemed necessary by the Planning Director to amend or revoke the permit, a public hearing with notice must be held before the Planning Commission. If action is based on a complaint the complainant may be required to pay any permit review or renewal application fees.

- C. **Revocation or Vacation.** Any conditional use permit may be vacated by the current landowner or by the County after appropriate notice and hearing when:
- The use has been terminated and there is no expectation by the land owner and the County that the use will continue;
 - The use is not being conducted in compliance with the stated conditions of the permit, or
 - The County finds that the use jeopardizes the public health, safety and welfare of Morrow County and the use does not conform to the Morrow County Code Enforcement Ordinance or other adopted ordinances. (MC OR-1-2013)

SECTION 6.080. OCCUPANCY ZONING PERMIT.

~~The Commission may require an occupancy-A zoning permit is required prior to building permit approval for any conditional use permitted and approved pursuant to the provisions of this Ordinance.- A Conditional Use Permit is vested when an associated Zoning Permit has been approved for the development. The Commission shall consider such a requirement for any use authorized by a conditional use permit for which the conditions have been established by the Commission upon approval of such use. The requirement of an Occupancy Permit shall be for the intent of insuring the zoning permit requirement is to ensure permit compliance with the requirements and conditions of the approved Conditional Use Permit, and said permit shall not be issued except as set forth by the Commission. The authority to issue an Occupancy Permit upon compliance with the requirements and conditions of a conditional use permit may be delegated by the~~

~~Commission at the time of approval of a specific conditional use permit to the Secretary of the Commission, the Planning Director, and/or the Building Official.~~

ARTICLE 7. DIMENSIONAL ADJUSTMENTS, VARIANCES, ~~SPECIAL OR~~ TEMPORARY USE PERMITS, AND NON-CONFORMING USES

SECTION 7.010 PURPOSE

Article 7 provides standards and procedures for adjustments, variances, and ~~special or~~ temporary use permits, which are modifications to development standards that are not otherwise permitted elsewhere in the Morrow County Zoning Ordinance or are development standards for certain uses that would be reviewed outside of a particular use zone's criteria.

The Planning Director or the Planning Commission, dependent upon the criteria identified below, may authorize dimensional adjustments or variances from the requirements of this ordinance, or authorize special or temporary use permits, where it can be shown that owing to special and unusual circumstances related to a specific lot or desired activity, strict application of the ordinance would cause an undue or unnecessary hardship. In granting these permits, Planning Director decisions would be done either under clear and objective standards; or when discretion is applied by providing notice as required by law. Those decisions identified to be approved by the Planning Commission, conditions may be attached when the Planning Commission finds it necessary to protect the best interest of the surrounding property or vicinity and otherwise achieve the purpose of this ordinance.

SECTION 7.020 INTENT

Adjustments and variances are intended to provide relief to code standards in specific situations. Both procedures are intended to ensure that the resulting development is compatible with adjacent properties and is consistent with the intent of the Code.

DIMENSIONAL ADJUSTMENTS. Dimensional adjustments provide relief from specific code provisions when a code provision has the unintended effect of preventing reasonable development in conformance with all other code requirements.

VARIANCES. Variances provide greater flexibility to code standards than dimensional adjustments where special circumstances exist or the physical characteristics of a site or its surroundings prevent reasonable development in compliance with a code standard.

~~Special or Temporary Use Permits are available to meet needs that may not be available within the use zone, or for certain limited duration or special need identified by the land owner or user.~~

~~**SPECIAL USE PERMITS.** Special use permits are generally defined by their unique characteristics. Characteristics of special use permits could be that the use is incompatible with other uses of the land on the subject property or in the vicinity, permanent improvements may be required to the site or buildings, there could be significant impact on the surrounding area, and conditions may be warranted.~~

TEMPORARY USE PERMITS. Temporary permits tend to be short term or seasonal in nature and may be for a special event or an emergent need. They are generally defined

by limited or no adverse impact on the surrounding area.

SECTION 7.100 DIMENSIONAL ADJUSTMENTS

The following define those instances that a Dimensional Adjustment may be appropriate:

- That the literal application of the ordinance would create practical difficulties resulting in greater private expense than public benefit. An unnecessary hardship will be found when the site cannot be put to any beneficial use under the terms of the applicable ordinance.
- That the condition creating the difficulty is not general throughout the surrounding area but is unique to the applicant's site.
- That the condition was not created by the applicant. A self-created difficulty will be found if the applicant knew or should have known of the restriction at the time the site was purchased.

A. GENERAL EXCEPTIONS TO LOT SIZE REQUIREMENTS.

1. The following lot size exceptions shall only apply to lots within the Rural Service Center, Rural Residential, Farm Residential and Suburban Residential Zones.

Any parcel of land or portion thereof which is to be dedicated to a public or semi-public entity for a road, canal, railroad, utility or other public use shall be exempt from the minimum lot size requirements set forth by this Ordinance, excepting that the area available for development must be able to support the development and necessary infrastructure.

2. The following lot size exceptions shall only apply to lots within the Exclusive Farm Use, Small Farm 40, and Forest Use Zones.

Whereas land sections in the county are affected by survey adjustments, minimum requirements relative to lot sizes where applicable shall be considered as standard metes and bounds land section divisions; i.e., 160, 80, 40, 20, etc. Lot sizes therefore, may be reasonably smaller than set forth by this Ordinance if a total section acreage reduction is due to a survey adjustment or other man-made barriers over which the applicant has had no control. Applicability would be that a 158 acre parcel in the Exclusive Farm Use zone would be eligible for a farm dwelling under the acreage test if the parcel adjustment was created by such a survey adjustment, or road or other dedicated rights-of-way.

B. GENERAL EXCEPTIONS TO YARD REQUIREMENTS. The following exceptions to yard requirements are authorized for a lot in any zone.

1. Average Front Yard Setback: If there are buildings on both abutting lots which are within 100 feet of the intervening lot, and the buildings have front yards of less than the required depth for the zone, the depth of the front yard for the intervening lot need not exceed the average depth of the front yards of the abutting lots.
2. Non Building Features: Steps, terraces, platforms, and porches having no roof covering, and fences not interfering with the vision clearance requirements (see Article 4 of this Ordinance) may occupy a yard and not impact setback requirements.

3. Signs: Signs conforming to the requirements of this Ordinance (see Article 4) and all other applicable Ordinances may be permitted in required yards.
4. Canopies: A canopy installed as a temporary structure is allowable within the setback requirement. Should a canopy become a permanent attachment to the structure, necessary setback requirements will be required.
5. A side yard or rear yard may be reduced to three feet for an accessory structure erected more than 65 feet from a front lot line, provided the structure is detached from other buildings by five feet or more and does not exceed a height of one story nor an area of 450 square feet.

C. **NONCONFORMING LOTS OF RECORD.** Any lot which is smaller than the minimum area required in any zone may be occupied by an allowed use in the zone provided that:

1. The lot was a lot in a duly platted and recorded subdivision on or before the date of this Ordinance, was a parcel created by an approved land partitioning prior to such date, or was held in a single ownership on a deed as recorded in the office of the County Clerk at the time of the passage of this Ordinance.
2. The use conforms to all other requirements of that zone.
3. If there is an area deficiency, residential use shall be limited to a single dwelling unit.
4. Approval for sewage disposal is obtained and the approval has provisions for any needed future replacement.

D. **EXCEPTION TO BUILDING HEIGHT LIMITATIONS.** The following types of structures or structural parts are not subject to the building height limitations of this Ordinance: chimneys, tanks, church spires, belfries, domes, monuments, fire and hose towers, observation towers, transmission towers, smokestacks, flagpoles, radio and television towers, masts, cooling towers, elevator shafts, and other similar projections. This exception does not apply within the Airport Approach, ~~or Airport, Airport Safety and Compatibility Overlay, or Airport~~ Hazard Zones.

E. **PROJECTIONS FROM BUILDINGS.** Architectural features such as cornices, eaves, canopies, sunshades, gutters, chimneys and flues shall not project more than three (3) feet into a required yard. Any projection beyond three (3) feet would require additional setback to meet the setback requirements required within the subject Use Zone.

F. **PLANNED UNIT DEVELOPMENT.** In any residential zone, the stated minimum lot area for residential purposes may be amended by ruling of the Planning Commission, provided that it is replaced by a Planned Unit Development with approval under Article 6 Planned Unit Development of the Subdivision Ordinance.

G. **APPROVAL CRITERIA:** The Planning Director, or their designee, may grant a Dimensional Adjustment upon finding that the following criteria are met. The burden is on the applicant to demonstrate compliance with the criteria.

1. Approval of the Dimensional Adjustment does not create a violation(s) of any other adopted ordinance or code standard;
2. An application for a Dimensional Adjustment is limited to one (1) lot or parcel per application;
3. Requests for more than one Dimensional Adjustment on the same lot or parcel shall be consolidated on one application and reviewed concurrently by the County;
4. Not more than three (3) Dimensional Adjustments may be approved for one lot or parcel in a continuous 12-month period; and
5. All applicable building code requirements and engineering design standards shall be met.

SECTION 7.200 VARIANCES

A Variance can serve multiple purposes and is designed to provide relief from the literal requirements of a regulation found within this Zoning Ordinance. The result of approving a Variance should result in improved planning that would benefit the applicant and the broader community, and it may be the first step in reevaluating requirements or allowed uses within a use zone.

- A. **MINOR VARIANCE.** For the purposes of this Ordinance, a "Minor Variance" is an "Area or Dimensional" Variance that meets one of the following conditions.
1. A request involving a deviation from a minimum lot size requirement of not more than 10%; or
 2. A request involving a deviation from a yard or setback requirement of not more than 25%; or
 3. A request for the expansion of a nonconforming use by not more than 10%.

A minor variance may be granted when the Planning Director, or designee, provides notice to adjoining and affected landowners, offers the opportunity to provide comment and request a hearing, and determines the following:

1. Granting the minor variance will equally or better meet the purpose of the regulation to be modified, and
2. If in a rural zone, that farm and forest uses or practices will not be significantly affected; if in a residential zone, that the proposal will not significantly detract from the livability or appearance of the residential area; or if in a commercial or industrial zone, that the proposal will be consistent with the desired character of the area, and
3. Any identified impacts resulting from the minor variance are mitigated to the extent practical, and
4. Granting the minor variance is the minimum necessary deviation from the requirement to satisfy the identified problem.

- B. **MAJOR VARIANCE.** The following are examples of Variances that could be considered: siting a manufactured home that is not in compliance with current manufactured home requirements, allowing for less frontage than required, allowing for a smaller lot size than required, approve a variance when a dimensional adjustment does not accomplish the needs of the property owner, and other similar or related instances. Use Variances amend or change the use of a property or structure. Area Variances tend to amend or change the area needed to validate a lot or parcel, or reduce necessary setbacks. Financial hardship does not qualify for a use or area Variance.

APPROVAL CRITERIA. The Planning Commission may grant a Major Variance upon finding that all of the following criteria are met. The burden is on the applicant to demonstrate compliance with the criteria.

1. The variance relates to a specific lot or parcel of land.
2. The Variance can be granted without substantial detriment to the public good. It would allow for a building or site plan that is more compatible with adjacent land and land uses, or it does not create a conflict with adjacent uses.
3. The Variance does not hinder compliance with applicable building code requirements or engineering design standards.
4. Approval of the Variance does not create a violation of this or any other adopted ordinance or code standard.
- 4.5. Applicant shall provide evidence from the providing fire district that services can be provided in the event of an emergency.
- 5.6. Application for a Variance should include all necessary Variances anticipated for the proposed development.
- 6.7. Application for a Variance is limited to one per year.

SECTION 7.300 ~~SPECIAL USE~~ TEMPORARY HARDSHIP VARIANCES

~~Morrow County may allow the following land uses that may or may not be specifically listed as an allowed use in a designated zone. When considering a request for a Special Use the Planning Commission will use the specific criteria to balance whether the detriment to the local community caused by granting a Special Use is outweighed by the benefit to the property owner and/or the larger community. Any change in use, relocation or expansion would require a new or amended use authorization.~~

MEDICAL HARDSHIP. A medical hardship is a ~~Special Use of permit to use~~ a manufactured home, recreational vehicle or an existing building necessary for a relative or other designated caregiver to care for or provide custody for an elderly, mentally handicapped, or infirm person whom a medical professional certifies needs this kind of care or custody. This certification will be on the medical professional's stationery or stamped by the medical professional's office, and will indicate that the patient is not physically or mentally capable of maintaining himself/herself in a residence on a separate property and is dependent on someone being close by for assistance. As an alternative, the medical professional can stamp and sign the application form available through the Planning Department for a medical hardship. Financial hardship conditions, child care, and other convenience arrangements not relating to physical and/or mental impairment are not considered an infirm condition.

The provisions of this section are to apply when the proposed use does not qualify as a continuation of a nonconforming use, not permitted by right, nor permitted through the operations of other more pertinent procedures and provisions of this zoning ordinance. Medical hardship ~~Special Use permits~~ variances for dwellings are not to be construed, permitted nor utilized as a means to abrogate the intent, purpose or procedures of the County's Comprehensive Plan or Zoning Ordinance regulations. A medical hardship variance shall be approved by the Planning Director as an Administrative decision.

No medical hardship ~~Special Use permit~~ variance shall be granted that would have the effect of creating a permanent zone change or result in a hardship when the use is not

permitted to continue at the expiration of the permit periods. Further, no medical hardship ~~Special Use permit~~variance will be granted which has the effect of conferring a special privilege for which other property within the same zone would not be equally eligible.

- A. As a medical hardship ~~Special Use~~variance in any zone that allows dwellings, the ~~Planning Director Commission~~ may allow ~~as a Special Use~~the use of one manufactured home, recreational vehicle, or temporary use of an existing building complying with the standards of Section 4.110, as applicable, and providing that no additions, except approaches or handicapped ramps, to the temporary residence shall be permitted in conjunction with a primary dwelling with the following findings:
1. That an accessory dwelling is necessary to care for or provide custody of an elderly, mentally handicapped, or infirm person who a medical professional certifies needs this kind of care or custody as required in A. above.
 2. Electric, water and sewer utility connections shall be made to the temporary residence. If the medical hardship dwelling will not use a public sanitary sewer system, the dwelling shall use the same subsurface sewage disposal system used by the existing dwelling if that disposal system is adequate to accommodate the additional dwelling or as otherwise allowed and conditioned by the ~~Planning Director Commission~~.
 3. Within 90 days of the end of the medical hardship, the manufactured dwelling or recreational vehicle shall be removed, or, in the case of an existing building, the building shall be removed, demolished, or returned to an allowed ~~non-residential~~ use.
- B. As a medical hardship Special Use in a resource zone, the following are also applicable:
1. That the medical hardship dwelling use will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use;
 2. The medical hardship dwelling use will not significantly increase the cost of accepted farm or forest practices on lands devoted to farm or forest use. Department of Environmental Quality review and removal requirements also apply.
 3. The landowner for the hardship dwelling shall sign and record in the deed records for the County a Right-to-Farm or a Right-to-Forest Statement binding the landowner and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from customary farm or forest practices.
 4. A temporary residence approved under this sub-section is not eligible for replacement under Section 3.010 or 3.020.
- C. A medical hardship ~~Special Use permit~~variance granted under this section is void when the elderly, mentally handicapped, or infirm existing resident or other person who is the subject of the permit no longer needs care, moves to another residence, is absent from the residence for more than 120 days or leaves the residence with no likelihood of returning for continued residency of at least 30 days. Exception to the 120-day limit can be provided for in the case of extraordinary circumstances such as extended hospitalization. These extensions can be approved by the Planning Director for up to an additional 60

days without Planning Commission approval. Additional extensions will require Planning Commission review and approval.

- D. The County Planning Director or designee shall review permits issued under this section every two years and may revoke permits when they are found to be out of compliance. After the initial approval by the Planning ~~Commission-Director~~ any required renewal shall be applied for as a medical hardship extension. The decision to approve a medical hardship extension shall be an administrative decision of the Planning Director.
- E. Any dwelling authorized by a medical hardship ~~Special-Use permit~~variance must be located as close as possible to the primary dwelling. Unless there are physical limitations of the land this should be within 100 feet of the primary dwelling.
- F. County Zoning and Building Permits will be required. A Rural Address will also be required to facilitate emergency response.
- G. A medical hardship ~~Special-Use permit~~variance is valid for up to 2 years from the date of initial issuance, i.e., permits issued in an odd-numbered year will expire in the next odd- numbered year. All permits will have an expiration date of January 31. The County will process all medical hardship ~~Special-Use permit~~variance renewal requests once per year in January. The County will give permittees not less than 30 calendar days written notice of the pending expiration of their Special Use permits, advising that a renewal will be required. Failure to receive notification of pending expiration does not constitute an extension of time for the permit. The Planning Director shall not renew the medical hardship ~~Special-Use permit~~variance until the permittee has shown compliance with the conditions for issuance specified in this Section at the time of renewal and the County has received evidence of the continued validity of the medical hardship.

SECTION 7.400 TEMPORARY USES

A Temporary Use Permit may be approved to allow the limited use of structures or activities which are short term or seasonal in nature and do not conflict with the zoning designation in which they are located. No Temporary Use Permit shall be issued that would have the effect of permanently re-zoning or granting a special use privilege not shared by other properties in the same zoning designation. Examples of a temporary use may be special events or an emergent need. Permanent improvements to the site or structures are not allowed with a temporary permit. Reasonable conditions may be imposed.

- A. TEMPORARY STORAGE OF A MANUFACTURED HOME. The Planning Director or their designee can authorize storage of a manufactured or mobile home on an individual bare lot or parcel for not more than six months. Authorization for the storage of a manufactured home shall be obtained through application for a Zoning Permit and must meet the following conditions:
 1. It will not be used for residential or other purposes.
 2. There will be no electrical, plumbing or sewer connections to the stored manufactured or mobile dwelling.
 3. All normal setback standards of the zone will be met.
 4. The manufactured dwelling will not be located in a Floodplain or other natural hazard area.
 5. Only one manufactured dwelling storage permit may be issued to a property owner for a specific lot or parcel within any five-year period.

B. TEMPORARY USE OF A RECREATIONAL VEHICLE. The Planning Director or their designee can authorize the following uses of a Recreational Vehicle, which are not designed for residential purposes according to standards and specifications of the Uniform Building Code which has been established to protect public health, safety and welfare. Recreational vehicles shall not be used for housing or residential purposes except:

1. When the recreational vehicle is located on an individual lot or parcel during the construction of a dwelling. The Zoning Authorization for the approved dwelling must also authorize this temporary use.
2. For temporary housing to accommodate visitors of the primary residence in a residential or farm use zone not to exceed 30 days in any 12 month period. Property owners found in violation of this requirement will be subject to enforcement action.
3. For seasonal recreational (i.e. summer camping or hunting season) use by the land owner or lessee in the Forest Use Zone after obtaining a Zoning Permit and Rural Address.

C. TEMPORARY USES GENERALLY. Temporary Uses, other than those outlined above, can be considered under this provision. To be eligible the Temporary Use needs to be for a limited duration not to exceed 12 months, not addressed in other portions of this Zoning Ordinance, be able to meet the limited or expanded approval criteria below, and not involve the construction or alternation of any permanent building or structure.

D. APPROVAL CRITERIA: The Planning Director, or their designee, may grant a Temporary Use upon finding that the following criteria are met. The burden is on the applicant to demonstrate compliance with the criteria.

1. The proposed Temporary Use is not specified in this Ordinance and is not so recurrent as to require a specific or general regulation to control it.
2. The proposed Temporary Use will not become permanent.
3. Approval of the Temporary Use does not create a violation(s) of any other adopted ordinance or code standard;
4. An application for a Temporary Use is limited to one (1) lot or parcel per application;
5. Requests for more than one Temporary Use on the same lot or parcel shall be consolidated on one application and reviewed concurrently by the County;
6. Not more than three (3) Temporary Uses may be approved for one lot or parcel in a continuous 12-month period;
7. Temporary uses will not exceed 12 months, can be renewed up to two times, but will not exceed a total of 36 months; and
8. All applicable building code requirements and engineering design standards shall be met.
9. Any Temporary Use permit shall clearly set forth the purpose for which the permit is granted and shall clearly indicate the time period for which the permit is issued. No temporary permit shall be transferable to any other owner or occupant.

E. Should the proposed Temporary Use not meet the above standards, or should the Planning Director determine a public hearing is warranted, the Planning Commission will further consider the Temporary Use and the additional Approval Criteria below:

- ~~10.1.~~ Reasonable conditions may be imposed by the Planning Commission to minimize the potential impact of the proposed use to other uses in the vicinity, such as special yards and spaces; control of points of vehicular ingress/egress; landscaping and maintenance thereof; control of noise, odors, or other nuisances; and limitation of certain activities.
- ~~11.2.~~ All structures and uses for which a Temporary Use permit is issued shall meet all other requirements of the zoning district in which they are located and shall:
- a. meet all applicable health and sanitation requirements;
 - b. meet all applicable building code requirements; and
 - c. be removed upon expiration of the temporary permit.

SECTION 7.500 NONCONFORMING USES

A use or activity that was lawful prior to the adoption, revision, or amendment of this Zoning Ordinance, but that fails by reason of such adoption, revision, or amendment to conform to the present requirements of the Zoning district.

Subject to the provisions of this section, a nonconforming use or structure may be continued, but may not be altered or ~~expanded~~~~tended~~. The extension of a nonconforming use to a portion of a structure which was arranged or designed for the nonconforming use at the time of passage of this Ordinance is not an enlargement or expansion of a nonconforming use. A nonconforming structure which conforms with respect to use may be altered or ~~expantended~~ if the alteration or ~~expate~~ extension does not cause the structure to deviate further from the standards of this Ordinance.

If a nonconforming use is discontinued for a period of one year, further use of the property shall conform to this Ordinance.

If a nonconforming use is replaced by another use, the new use shall conform to this Ordinance.

If a nonconforming structure or a structure containing a nonconforming use is destroyed by any cause to an extent exceeding 80 percent of its fair market value as indicated by the records of the County Assessor and is not returned to use and in actual operating condition within one year from the date of destruction, a future structure or use on the site shall conform to this Ordinance.

Nothing contained in this Ordinance shall require any change in the plans, construction, alteration, or designated use of a structure for which a building permit has been issued by the county and construction has commenced prior to the adoption of this Ordinance provided the structure, if nonconforming or intended for a nonconforming use, is completed and in use w-ithin two years from the time the permit is issued.

SECTION 7.600 PROCEDURE FOR TAKING ACTION ON AN APPLICATION.

The procedure for taking action on an application shall follow the procedures outlined in Article 9 and as further defined below:

- A. A property owner may initiate a request for a dimensional adjustment, variance, ~~special use~~ or temporary use permit by filing an application with the Planning Department, using forms prescribed pursuant to this Article and Article 9 where applicable. Applications shall be filed with the Planning Department in a timely manner, and at least 35 days prior to a Planning Commission meeting should Planning Commission action be required.
- B. If an application ~~is for a property for a use~~ located within the Urban Growth Boundary of an incorporated city the Joint Management Agreement in place with that city will govern.

SECTION 7.700 TIME LIMIT TO INITIATE A PERMIT

- A. On land zoned for Farm Use or Forest Use a permit may be valid for two years from the date of the final decision. The County may grant ministerially where applicable criteria for the decision have not changed an extension period of up to 12 months on land zoned for Farm Use or Forest Use if:
1. An applicant makes a written request for an extension of the development approval period;
 2. The request is submitted to the county prior to the expiration of the approval period;
 - ~~2-3. Provisions of the County Code applicable to the original approval have not changed.~~
 - ~~3. The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and~~
 - ~~4. The county determines that the applicant was unable to begin or continue development during the approval period for reasons for which the applicant was not responsible.~~
- B. On land zoned other than Farm or Forest Use, a permit may be valid for two years. In the case of appeals, the two year permit period shall be tolled until a decision by a review authority with final jurisdiction is made that is not appealed.

An additional one-year extensions may be authorized by county staff without providing notice and opportunity for a hearing under the following conditions:

1. An applicant makes a written request for an extension of the development approval period;
2. The request is submitted to the county prior to the expiration of the approval period, excepting any request under consideration on the date of adoption of this amendment;
- ~~2-3. Provisions of the County Code applicable to the original approval have not changed.~~
- ~~3. The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and~~
- ~~4. The county finds that any of the following conditions occurred within the approval period:~~
 - ~~a. State or Federal permits were applied for, but not issued within the approval period.~~
 - ~~b. At least 10 percent of the cost of development, based on estimated or actual expenditures, has been expended to develop plans, file for permits, and complete other preliminary designs such as sewage~~

~~disposal, provision of potable water, storm water management and other engineering designs necessary for the development.~~
~~c. Provisions of the County Code applicable to the original approval have not changed.~~

C. Approval of an extension granted under this Section is ~~an administrative~~ ministerial decision, is not a land use decision as described in ORS 197.015 and is not subject to appeal as a land use decision.

D. The time periods described above do not take effect until all appeals are complete.

SECTION 7.800 LENGTH OF PERMITS, PERMIT HOLDER, RENEWAL AND REVOCATION

A. Length of Permit and Permit Holder: The County may evaluate how long a particular permit is expected to remain valid. Some uses may be considered “permanent” as a fully developed use that “runs with the land” and it attaches to and benefits the land and is not limited to a particular landowner. The County may require the owner of the original permit to record the permitted use on the deed record. The permit is the responsibility of the current owner of the property, whether that is the original applicant or a successor.

A permit may allow a use that would benefit the permit owner on a sporadic or temporary basis until the purpose for the permit no longer exists. Upon termination of the use, the land must be in a condition that it may be re-developed in compliance with its current zoning designation. The County may authorize a permit until a particular date, for a stated period of time, or until the occurrence of a particular event. Additionally, the County may stipulate that a permit will be reviewed or renewable after a stated time period.

B. Reviews and Renewals. If a review or renewal date is included as a condition by which a permit is granted, initial review would be ministerial and completed by the Planning Director. The holder of the permit will be required to make application and pay the requisite fee for review. The review would evaluate the permit conditions and adherence to them, determine if any changes had taken place with the uses allowed in the zone, and determine whether any complaints had been logged concerning the property or the conditional use. If any concerns arise further review will take place at a public hearing with notice. If no concerns arise the permit will be renewed.

For permits without a review or renewal condition, or if complaints are received concerning a permit, the County may review any valid permit for compliance with the conditions of the permit. This review would be a ministerial review done by the Planning Director. If it is deemed necessary by the Planning Director to amend or revoke the permit, a public hearing with notice must be held before the Planning Commission. If action is based on a complaint the complainant may be required to pay any permit review or renewal application fees.

C. Revocation or Vacation. Any permit may be vacated by the current landowner or by the County after appropriate notice and hearing when:

- The use has been terminated and there is no expectation by the land owner

- and the County that the use will continue;
- The use is not being conducted in compliance with the stated conditions of the permit, or
- The County finds that the use jeopardizes the public health, safety and welfare of Morrow County and the use does not conform to the Morrow County Code Enforcement Ordinance or other adopted ordinances.

SECTION 7.900 OCCUPANCY PERMIT

The County may require an occupancy permit for any permitted and approved use pursuant to the provisions of this Ordinance. The County shall consider such a requirement for any use authorized by a permit for which conditions have been established upon approval of such use. The requirement of an Occupancy Permit shall be for the intent of insuring permit compliance and said permit shall not be issued except as set forth by the County. The authority to issue an Occupancy Permit upon compliance with the requirements and conditions of a permit may be delegated by the County at the time of approval of a specific permit to the Planning Commission, the Planning Director, and/or the Building Official.

ARTICLE 8. AMENDMENTS

SECTION 8.010. AUTHORIZATION TO INITIATE AMENDMENTS. An amendment to the text of this Ordinance or to a zoning map may be initiated by the County ~~Court Board~~ of Commissioners, the County Planning Commission, or by application of a property owner. The request by a property owner for an amendment shall be accomplished by filing an application with the Planning Department using forms prescribed pursuant to Article 9.

SECTION 8.020. PUBLIC HEARINGS ON AMENDMENTS. The Planning Commission shall conduct at least one public hearing on the proposed amendment within 60 days after the amendment is proposed and shall recommend to the County ~~Court Board~~ of Commissioners approval, disapproval or modified approval of the proposed amendment. After receiving the recommendation of the Planning Commission, the County ~~Court~~ Board of Commissioners shall hold at least one public hearing on the proposed amendment.

SECTION 8.030. NOTICE. Notice will be provided according to Article 9 of this Ordinance. -It will be reasonably calculated to give actual notice to interested persons, including news media as required, and to those which have requested notice, of the time and place for any and all hearings.

SECTION 8.040. CRITERIA. The proponent of the application or permit has the burden of proving justification for its approval. The more drastic the request or the greater the impact of the application or permit on the neighborhood, area, or county, the greater is the burden on the applicant. The following criteria shall be considered by the Planning Commission in preparing a recommendation and by the County ~~Court Board~~ of Commissioners in reaching their decision.

A. The local conditions have changed and would warrant a change in the zoning of the subject property(ies).

B. The public services and facilities are sufficient to support a change in designation including, but not limited to, water availability relevant to both quantity and quality, waste and storm water management, other public services, and streets and roads.

1. Amendments to the zoning ordinance or zone changes which significantly affect a transportation facility shall assure that land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

- a. Limiting allowed land uses to be consistent with the planned function of the transportation facility or roadway;
 - b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,
 - c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel to meet needs through other modes.
2. A plan or land use regulation amendment significantly affects a transportation facility if it:
- a. Changes the functional classification of an existing or planned transportation facility;
 - b. Changes standards implementing a functional classification;
 - c. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
 - d. Would reduce the level of service of the facility below the minimal acceptable level identified in the Transportation System Plan. (MC-C-8-98)

C. That the proposed amendment is consistent with unamended portions of the Comprehensive Plan and supports goals and policies of the Comprehensive Plan, that there is a public need for the proposal, and that the need will be best served by allowing the request. If other areas in the county are designated for a use as requested in the application, then a showing of the necessity for introducing that use into an area not now so zoned and why the owners there should bear the burden, if any, of introducing that zone into their area.

D. The request addresses issues concerned with public health and welfare, if any.

SECTION 8.050. LIMITATIONS ON REAPPLICATIONS. No application of a property owner for an amendment to the text of this ordinance or to the zoning map shall be considered by the Planning Commission within the six (6) month period immediately following denial of a previous application; if in the opinion of the Planning Commission, new evidence or a change of circumstances warrant it, however, the Planning

Commission may permit a new application.

SECTION 8.060. FINAL DECISION. The decision of the County ~~Court Board of Commissioners~~ will be final unless appealed. Eligibility to appeal is governed by Oregon Revised Statute and Oregon Administrative Rule.

MC OR-1-2013

ARTICLE 9. ADMINISTRATIVE PROVISIONS

SECTION 9.010. ADMINISTRATION. The ~~Secretary of the~~ Planning Commission and the County Planning Director have the power and the duty to enforce the provisions of this Ordinance. The Board of Commissioners may appoint agents to issue zoning permits and to otherwise assist the ~~Secretary or~~ Planning Director in the processing of applications.

SECTION 9.020. Approval or denial of an application for a use permitted by this Ordinance shall be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon in rendering the decision and explains the justification for the decision based on the criteria, standards and facts set forth.

SECTION 9.030. APPEALS. A person may appeal to the Board of Commissioners ~~from~~ a decision or requirement made by the Planning Commission. A person may appeal to the Planning Commission ~~from~~ a decision or requirement made pursuant to this Ordinance by the Commission Secretary, Planning Director or other county official. Written notice of the appeal must be filed with the county within 15 days after the decision or requirement is made. The notice of appeal shall state the nature of the decision or requirement and the grounds for appeal.

A. An appeal or review proceeding shall be based upon, ~~but not limited to~~, the record of the decision being appealed or reviewed.

B. Following the hearing, the Board of Commissioners or Planning Commission may overrule or modify any decision or requirement and shall set forth findings for such decision.

C. The procedure, public notice and type of hearing for an appeal or review shall be in the same manner as for any application under this Ordinance.

SECTION 9.040. FORM OF PETITIONS, APPLICATIONS AND APPEALS. Petitions, application, and appeals provided for in this Ordinance shall be made on forms prescribed by the county. Applications shall be accompanied by plans and specifications, drawn to scale, showing the information listed in this Section and such other information as is needed to determine conformance with this Ordinance.

A. One copy of a completed application form that includes the following information:

1. An accurate legal description, tax account number(s), map and location of all properties that are the subject of the application.

2. Name, address, telephone number and authorization **signature** of all record property owners or contract owners, and the name, address and telephone number of the applicant, if different from the property owner(s).

B. A complete list of the permit approvals sought by the applicant.

C. A current preliminary title report for the subject property(ies).

D. A complete and detailed narrative description of the proposed development that describes existing site conditions, existing buildings, public facilities and services, presence of wetlands, steep slopes and other natural features, a discussion of the approval criteria for all permits required for approval of the development proposal that explains how the criteria are or can be met, and any other information indicated by the County-City as being required.

E. Up to 20 copies of all reports, plans, site plans and other documents required by the section of the code corresponding to the specific approval(s) sought. At least one copy of the site plan and all related drawings shall be in a readable/legible 8-1/2 by 11 inch format for inclusion into the city's-County's bound record of the application.

F. A site plan shall include the following information. All site plans shall have dimensions clearly indicated. An applicant may provide the information on separate sheets, if necessary or desirable for clarity.

1. North arrow and scale

2. Location of property boundaries, including adjacent public or private streets and rights of way

3. Location of existing structures and natural features

4. ~~Topography, with contours at no greater than 10 foot intervals, preferably less~~

5. Location of utilities and facilities, or proposed locations (sewer, water, fire, electricity, hydrants, septic system, storm water facilities, etc.)

6. Proposed landscaping

7. Exterior lighting.

8. Circulation plan for vehicles, pedestrians, and bicyclists, including existing and proposed points of access and sidewalks.

9. Parking lot layout, with circulation plan and striping details.

10. Sign location and details

~~G.~~ All required application fees, including a deposit for costs of consultant review when required.

SECTION 9.045. COMPLETENESS REVIEW.

A. Upon submission, the County Planning Department shall date stamp the application form and verify that the appropriate application fee has been submitted. The Planning Director shall review the application and all information submitted with it and evaluate whether the application is complete pursuant to the requirements in Section 9.040(A) enough to process. Within 30 days of receipt of the application, the Planning Director shall complete this initial review and issue to the applicant a written statement indicating whether the application is complete ~~enough to process~~, and, if not, what information must be submitted to make the application complete.

B. Upon receipt of a letter indicating the application is incomplete, the applicant has 180 days from the date the application was filed within which to submit the missing information, or provide written notice to the county that only some of the missing information or none of the information will be provided (see ORS 215.427(2)), or the application shall be rejected, and all materials and the unused portion of the application fee returned to the applicant. If the applicant submits the requested information within the 180-day period, the County shall again verify whether the application, as augmented, is complete. An application shall be rejected if it has not been made complete within the 180-day time period, unless the applicant refuses in writing to submit additional information.

C. Once the County determines the application is complete enough to process, or the applicant provides written notice that some or all of the missing information will not be provided, fails to submit additional information, the County shall declare the application complete and take final action on the application within 150 days of that date unless the applicant waives or extends the 150-day period. The 150-day period, however, does not apply in the following situations:

1. Any hearing continuance or other process delay requested by the applicant shall be deemed an extension or waiver, as appropriate, of the 150-day period.
2. The 150-day period does not apply to any application for a permit that is not wholly within the County's authority and control.
3. The 150-day period does not apply to any application for an amendment to the County's comprehensive plan or land use regulations nor to any application for a permit, the approval of which depends upon a plan amendment.

D. The approval standards which control the County's review and decision on a complete application are those which were in effect on the date the application was first submitted.

SECTION 9.046. ADMINISTRATIVE REVIEW.

- A. Uses allowed with standards that are authorized by this Ordinance are identified as administrative land use decisions and shall be processed in the manner described in ORS 215.416.
- B. The Planning Director may approve or deny an application for a permit without a hearing if the Planning Director or designee gives notice of ~~the application~~~~the decision~~ and provides an opportunity for any person who is adversely affected or aggrieved, or who is entitled to notice under paragraph (C(1)) of this subsection, to request a hearing before the Planning Commission.

~~C.A. A tentative decision by the Planning Director to approve, modify, or deny a land use request shall include written modifications and conditions, if any, and findings and conclusions which shall specifically address the relationship between the proposal and the applicable criteria for approval listed elsewhere in this chapter.~~

1. ~~In addition:~~Notice of Application.

- a. Written notice of the ~~tentative application~~~~decision by the Planning Director~~ shall be mailed to those persons described in paragraph (i) of this subsection. The notice shall inform the applicant and the surrounding property owners that the Planning Director will issue a ~~final~~ decision, with or without ~~modifications and/or conditions, or denial of the land use request at the conclusion of the 14-day comment period~~21 calendar days from the date of the notice; unless a public hearing is requested.
 - (i) Notice of a decision of this subsection shall be provided to the applicant and to the owners of record of property on the most recent property tax assessment roll where such property is located:
 - (a) Within 100 feet of the property that is the subject of the notice when the subject property is wholly or in part within an urban growth boundary;
 - (b) Within 250 feet of the property that is the subject of the notice when the subject property is outside an urban growth boundary and not within a farm or forest use zone; or
 - (c) Within 750 feet of the property that is the subject of the notice when the subject property is within a farm or forest zone.
- b. Notice shall also be provided via email to any identified affected agencies of the proposal, per ORS 197.180.
- c. When a proposal includes a parcel or parcels in an Interchange Area Management Plan (IAMP) Management Area, the County shall provide written or email notification to ODOT prior to the decision.

- d. Notice shall also be provided to any neighborhood or community organization recognized by the governing body ~~and~~ whose boundaries include the site (see ORS 215.716).
- e. Notice shall be provided to the Department of Land Conservation and Development for lands within the farm or forest use zone.

D.C. The purpose of the notice is to provide affected property owners and agencies the opportunity to review the request ~~and the tentative findings and conclusions of the Planning Department~~, and to either offer comments or requested conditions, or request a public hearing be held to deliberate on issues they deem are significant.

E.D. The notice shall include the following information:

1. The nature of the application and the proposed use or uses which could be authorized;
2. Street address or other easily understood location of the subject property and County-assigned planning file number;
3. A statement that a copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost, at the Planning Department during normal business hours; and
4. The name and telephone number of the planning staff person responsible for the application or is otherwise available to answer questions about the application.
5. A statement that any person who is adversely affected or aggrieved or who is entitle to notice under paragraph (C)(1) of this subsection may request a hearing before the Planning Commission.

E. After the conclusion of the 14-day comment period, the Planning Director shall issue a tentative decision and provide a copy of the findings to the applicant and participants who comment on the application. A tentative decision by the Planning Director to approve, modify, or deny a land use request shall include written modifications and conditions, if any, and findings and conclusions which shall specifically address the relationship between the proposal and the applicable criteria for approval listed elsewhere in this chapter.

~~4.~~

F.E. If no ~~request for a public hearing~~ appeal is received within 1424 ~~days~~ of the mailing of the notice of decision, then the Planning Director's tentative decision shall become the final decision, ~~although conditions of approval may be added, modified, or deleted based on information received subsequent to notification.~~

~~G.F.~~ Failure of a property owner to receive notice as provided in this section shall not invalidate such proceedings if the mailing affidavit demonstrates that the notice was mailed to the address listed on the County Assessor's tax records.

~~H. Notice of the final decision shall be sent to the applicant and any property owner, person, or agency which commented on the request, and to any other persons who requested such notice.~~

~~I. If the proposed final decision is significantly different from that which was proposed in the tentative findings and conclusions that were sent out per this Section, then the process outlined in Paragraph C of this Section will be repeated.~~

~~J. The final decision of the Planning Department on a land use request may be appealed within 15 days to the Planning Commission.~~

K. Within the Planning Director's sole discretion, or at the applicant's request, the Director may refer any application to the Planning Commission for consideration and decision, following notice and a public hearing consistent with the public hearing procedures in Section 9.050. Considerations the Director may base such a referral upon include, without limitation, the following:

1. The application warrants evaluation and comment by an outside agency such as the Fire Marshal's Office, Oregon Department of Transportation, a city, etc.
2. The application presents impacts to public facilities, systems or services that are difficult to quantify or evaluate or which may exceed current or planned system capacities and would benefit from public testimony, agency comment, or the development of a more detailed factual record.
3. The application presents impacts to, or conflicts with, other properties, property owners and users that are difficult to evaluate without public testimony, the development of a more detailed factual record, and the formulation of conditions to mitigate, reduce or eliminate anticipated impacts.
4. The application presents impacts to protected resources or lands with special status with which the proposal may conflict, and which would benefit from public testimony, the development of a more detailed factual record, and the formulation of conditions to mitigate, reduce or eliminate anticipated impacts.
5. The application involves the interpretation of ambiguous terms of the Morrow County Development Code, the Morrow County Comprehensive Plan, state law, conflicting regulations, or otherwise requires the exercise of legal or policy judgment in evaluating the proposal.
6. Any other factor or consideration that, in the Director's opinion, warrants

broader public comment or review.

SECTION 9.050. PUBLIC HEARINGS.

A. Each notice of hearing authorized by this Ordinance shall be published in a newspaper of general circulation in the County at least 20 days prior to the date of hearing, except that a notice for a hearing before the Planning Commission on an amendment that requires two public hearings as specified in Article 8, may be given no less than 10 days in advance of the first public hearing.

B. In addition:

1. A notice of hearing shall be provided at least twenty (20) days prior to the date of the hearing to the applicant and to owners of record of property on the most recent property tax assessment roll where such property is located; ~~mailed to all owners of property within 250 feet of the property for which has been requested in the application. The notice of hearing shall be mailed at least twenty (20) days prior to the date of hearing.~~

- a. Within 100 feet of the property which is the subject of the notice where the subject property is wholly or in part within an urban growth boundary;
- b. Within 250 feet of the property which is the subject of the notice where the subject property is outside an urban growth boundary and not within a farm or forest zone; or
- c. Within 500 feet of the property which is the subject of the notice where the subject property is within a farm or forest zone

2. When a proposal includes a parcel or parcels in an Interchange Area Management Plan (IAMP) Management Area, the County shall provide ~~written~~ notification to ODOT at least twenty (20) days prior to the date of hearing.

~~a.~~ 3. Notice shall also be provided to any identified affected agencies of the proposal, per ORS 197.180.

C. Failure of a person to receive the notice prescribed in this section shall not impair the validity of the hearing.

D. The notice provisions of this section shall not restrict the giving of notice by other means, including mail, email, the posting of property, or the use of radio and television.

E. The notice shall include the following information:

1. The time, date and location of the public hearing;
2. Street address or other easily understood location of the subject property and County-assigned planning file number;
3. A description of the applicant's proposal, along with a list of citations of the approval criteria that the County will use to evaluate the proposal;
4. A statement that any interested party may testify at the hearing or submit

written comments on the proposal at or prior to the hearing, and that a staff report will be prepared and made available to the public at least 7 days prior to the hearing;

5. A statement that any issue which is intended to provide a basis for an appeal to the Land Use Board of Appeals must be raised before the close of the public record. Issues must be raised and accompanied by statements or evidence sufficient to afford the County and all parties to respond to the issue;

6. A statement that the application and all supporting materials and evidence submitted in support of the application may be inspected at no charge, and that copies may be obtained at cost, at the Planning Department during normal business hours; and

7. The name and telephone number of the planning staff person responsible for the application or is otherwise available to answer questions about the application.

F. The Planning Commission and the Board of Commissioners may recess a hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposal being considered. Upon recessing, the time and date when the hearing is to be resumed shall be announced.

G. General rules for hearing.

1. The Hearing Body conducts the hearing in a quasi-judicial capacity; there shall be no audience demonstration or other conduct which would disrupt the hearing.

2. Persons may speak only after being recognized by the Chair and must state their full name and address for the record.

3. The Hearing Body considers only testimony and information that is relevant to the issue of the requested change, and will not allow immaterial or repetitious testimony.

H. Order of Procedure.

1. Call for abstentions.

2. Staff report and summary.

3. Proponent's case. The proponent and those favoring the proposal will be heard first.

4. Cross-examination of each proponent by the Hearing Body.

5. Opponent's case. Those opposed shall be heard next. Groups who are represented by a spokesperson or who were entitled to receive notice of the hearing are requested to proceed first. Opponents may submit questions of the

proponent to the Chair.

6. Cross-examination of each opponent by the Hearing Body.

7. Rebuttal. Both the proponents and opponents may submit rebuttal testimony; the proponent shall have final opportunity.

8. Close the hearing.

I. Decision of the Hearing Body. Upon closing the hearing, the Hearing body will deliberate the question and reach a decision or continue the matter for further study or decision, to a time and place then announced.

J. Recess of Hearing. The Hearing Body may recess a hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposal being considered. Upon recessing, the time and date when the hearing is to be resumed shall be announced.

1. If a hearing is recessed, the record shall be left open in accordance with the time frames identified in ORS 197.797.

K. Notice of Decision. The County shall send, by first class mail, a notice of all decisions rendered under this Ordinance to all persons with standing, i.e., the applicant, all others who participated either orally or in writing before the close of the public record and those who specifically requested notice of the decision. The notice of decision shall include the following information:

1. The file number and date of decision;
2. The name of the applicant, owner and appellant (if different);
3. The street address or other easily understood location of the subject property;
4. A brief summary of the decision, and if an approval, a description of the permit authorized or approval granted;
5. A statement that the decision is final unless appealed, and description of the requirements for perfecting an appeal;
6. The contact person, address and a telephone number whereby a copy of the final decision may be inspected or copies obtained.

SECTION 9.060. SEWAGE DISPOSAL APPROVAL. No zoning permit shall be issued for any use or structure which will have an individual sanitary subsurface disposal system until written approval is obtained by the applicant for said system.

SECTION 9.070. FILING FEES. An application required by this Ordinance shall be accompanied by a filing fee in the amount as set forth by the Board of Commissioners in a County Fee ordinance. Said permit fees may be amended by the Board of Commissioners order after conducting a hearing thereon.

A. Payment. All fees shall be due and payable at the time the application or appeal is submitted. No application or appeal shall be accepted without the proper fee being paid.

B. At its sole discretion, the County may contract for review of an application by appropriate professionals, including but not limited to a civil engineer, planner, traffic engineer, wildlife biologist, or other specialist, and may require an applicant to reimburse the County for costs of such services. The County may require a deposit from the applicant, to cover estimated costs of consulting services.

C. Application Withdrawal:

- ~~1. If an applicant elects to withdraw an application prior to a final decision on the action, the Planning Director may issue a refund at the applicant's written request of the unused portion of the application fee(s), not to exceed the following amounts:~~
 - ~~a. If the application is withdrawn within 30 days of submittal, prior to the County's issuance of a completeness determination, up to 100% of the application fee.~~
 - ~~b. If the application is withdrawn after the County has issued a completeness determination, but prior to providing public notice, up to 75% of the application fee.~~
 - ~~c. If the application is withdrawn after public notice has been provided, but prior to the first hearing, up to 50% of the application fee.~~
 - ~~d. If the application is withdrawn after the first hearing, but prior to a decision on the application, up to 25% of the application fee.~~
 - ~~e. If the application is withdrawn after a final decision is made, no refund is available.~~
- ~~2. If an application is re-submitted after it has been withdrawn, the standards and criteria in place at the time of the most recent submittal will govern the review of the application.~~

SECTION 9.075. PERMIT EXPIRATION AND EXTENSIONS.

- A. In accordance with OAR 660-033-0140, the following permit expiration dates shall apply in the Exclusive Farm Use and Forest Use zones:
1. A discretionary decision, except land divisions and those residential developments listed below in 9.075(A)(4) approving a proposed development on agricultural or forest land outside an urban growth boundary under ORS 215.210 to 215.293 and 215.317 to 215.438 or under county legislation or regulation adopted pursuant thereto is void two years from the date of the final decision if the development action is not initiated in that period.
 2. An extension of up to one year may be granted if:
 - a. The applicant makes a written request for an extension of the development approval period;

- ~~b.~~ The request is submitted to the county prior to the expiration of the approval period;
 - ~~b.~~ Provisions of the County Code applicable to the original approval have not changed.
 - ~~c.~~ The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and
 - ~~d.~~ The county determines that the applicant was unable to begin or continue development during the approval period for reasons for which the applicant was not responsible.
- ~~3.~~ Additional one-year extensions may be authorized where applicable criteria for the decision have not changed.
- ~~4.3.~~ Permits approved for a proposed residential development on resource land outside of an urban growth boundary shall be valid for four years. An extension of two years may be granted subject to the provisions of 9.075 (2) ~~(a—d)~~.
- ~~a.~~ No more than five additional one-year extensions may be authorized under this subsection.
- B. For all permits not in the Farm or Forest zones, the following permit expirations shall apply:
1. A zoning permit shall become void after 1 year unless the building permit has been issued, or, if no building permit is required, if the development action has commenced.
 - a. A 12-month extension may be granted when submitted to the Planning Department prior to the expiration of the approval period.
 2. A conditional use or an administrative land use decision is valid for two years. An additional one-year extensions may be authorized by county staff without providing notice and opportunity for a hearing under the following conditions:
 - a. An applicant makes a written request for an extension of the development approval period;
 - b. The request is submitted to the county prior to the expiration of the approval period, excepting any request under consideration on the date of adoption of this amendment;
 - ~~b.~~ c. Provisions of the County Code applicable to the original approval have not changed.
 - ~~c.~~ The applicant states reasons that prevented the applicant from beginning or continuing development within the approval period; and

- ~~d. The county finds that any of the following conditions occurred within the approval period:~~
- ~~(i) State or Federal permits were applied for, but not issued within the approval period.~~
 - ~~(ii) At least 10 percent of the cost of development, based on estimated or actual expenditures, has been expended to develop plans, file for permits, and complete other preliminary designs such as sewage disposal, provision of potable water, storm water management and other engineering designs necessary for the development.~~
 - ~~(iii) Provisions of the County Code applicable to the original approval have not changed.~~
3. Final Plats for partitioning will be completed within two years from the date of the Commission action or the approval of the partitioning will expire and said approval will be declared null and void. A one-year extension may be granted when a written request is made prior to the expiration of the permit ~~with stated reasons for the request for which the applicant was not responsible.~~
- C. Approval of an extension granted under this Section is an ~~an~~ **administrative ministerial** decision, is not a land use decision as described in ORS 197.015 and is not subject to appeal as a land use decision.
- D. The time periods described above do not take effect until all appeals are complete. (MC OR-1-2013)

SECTION 9.080. REVOCATION. The Planning Commission may revoke or modify any permit granted under the provisions of this Ordinance on any one or more of the following grounds:

- A. A permit may be revoked on the basis of fraud, concealment, or misrepresentation or on the basis of wrong information supplied on the application, or wrong information given to the Commission at a public hearing.
- B. A permit may be revoked on the basis that the use for which such permit was granted is not being exercised within the time limit set forth by the Commission or this Ordinance.
- C. A permit may be revoked on the basis that the use for which such permit was granted has ceased to exist or has been suspended for one year or more.
- D. A permit may be revoked or modified on the basis that the permit granted is being, or recently has been exercised contrary to the terms or conditions of such approval, or in violation of any statute, code, resolution, law or regulation.
- E. A permit may be revoked or modified on the basis that the use for which the permit was granted was so exercised as to be detrimental to the public health, safety

or welfare, or in such a manner to constitute a nuisance.

F. Any permit granted pursuant to this Ordinance shall become null and void if not exercised within the time period specified in such permit, or if no time period is specified in the permit, within one year from the date of approval of said permit.

G. The Commission shall hold a public hearing on any proposed revocation after giving written notice to the permittee and other affected persons as set forth in this Ordinance. The Commission shall render its decision within 45 days after the conclusion of the hearing. In the case where the permittee is not satisfied with the action of the Commission, he/she may appeal the Commission's decision to the Board of Commissioners in the manner provided in section 9.030 of this Ordinance.

ARTICLE 10. GENERAL PROVISIONS

SECTION 10.010. INTERPRETATION. Where the conditions imposed by a provision of this Ordinance are less restrictive than comparable conditions imposed by any other provisions which are more restrictive, the more restrictive shall govern.

SECTION 10.020. SEVERABILITY. The provisions of this Ordinance are severable. If any section, sentence, clause, or phrase of this Ordinance is adjudged by a court of competent jurisdiction to be invalid, the decision shall not eaffect the validity of the remaining portions of the Ordinance.

SECTION 10.030. REMEDIES. Violations of the Morrow County Zoning Ordinance are subject to the provisions set forth in the Morrow County Code Enforcement Ordinance (ORD-2021-4)

~~In case a building or other structure is, or is proposed to be, located, constructed, maintained, repaired, altered, or used, or any land is or is proposed to be used in violation of this Ordinance, the County Court or a person whose interest in real property in the county is or may be affected by the violation, may, in addition to other remedies provided by law, institute injunction, mandamus, abatement, or other appropriate proceedings to prevent, temporarily or permanently enjoin, abate, or remove the unlawful location, construction, maintenance, repair, alteration or use. When a temporary restraining order is granted in a suit instituted by a person who is not exempt from furnishing bonds or undertakings under state law, the person shall furnish undertaking as provided in ORS 32.010 to 32.060.~~

~~**SECTION 10.040. VIOLATION DECLARED A NUISANCE.** The location, erection, construction, maintenance, repair, alteration or use of a building or structure or the subdivision, other partitioning, or other use of land, in violation of this Ordinance is declared a nuisance.~~

~~**SECTION 10.050. CRIMINAL PENALTIES.**~~

~~A. The location, erection, construction, maintenance, repair, alteration or use of a building or structure or the subdivision, other partitioning or other use of land, in violation of this Ordinance is punishable upon conviction by a fine of not more than \$500 for a noncontinuing offence and a fine of not more than \$1,000 for a continuing offence.~~

~~B. Each and every day in which a location, erection, maintenance, repair, alteration or use of a building or structure or the subdivision, other partitioning or other use of land, in violation of this Ordinance continues is a separate offence.~~

SECTION 10.060. REPEAL. All previous Morrow County Zoning Ordinances, whether permanent, interim or special purpose, and all amendments thereto are hereby repealed.

SECTION 10.070. REPEAL OF ORDINANCES AS AFFECTING EXISTING LIABILITIES. The repeal of any ordinance shall not have the effect to release or extinguish any penalty, forfeiture, or liability incurred under such ordinance, unless a provision of this ordinance shall so expressly provide, and such ordinance repealed shall be treated as still remaining in force for the purpose of sustaining any proper action or prosecution for the enforcement of such penalty, forfeiture, or liability, and for the purpose of a person or persons who violated this repealed ordinance or a part thereof prior to the effective date of this Ordinance.

SECTION 10.080. ENACTMENT This Ordinance was adopted by the Morrow County Court on November 7, 2001. This Ordinance shall become effective 90 days after the date of its adoption by the Morrow County Court. (MC-C-3-01)

08272024 Article 3 revision

SECTION 3.010. EXCLUSIVE FARM USE, EFU ZONE

A. Purpose. The purpose of the Exclusive Farm Use Zone is to preserve, protect and maintain agricultural lands for farm use, consistent with historical, existing and future needs, including economic needs, which pertain to the production of agricultural products. The EFU Zone is also intended to allow other uses that are compatible with agricultural activities, such as forest use, fish and wildlife habitat, and to maintain, improve, and utilize the quality of air, water and land resources of the county. It is also the purpose of the EFU Zone to qualify farms for farm use valuation under the provisions of Oregon Revised Statute (ORS) Chapter 308.

The EFU Zone has been applied to lands designated as Agriculture in the Comprehensive Plan (except for lands Zoned Space Age Industrial). The provisions of the EFU Zone reflect the agricultural policies of the Comprehensive Plan as well as the requirements of ORS Chapter 215 and Oregon Administrative Rule (OAR) Chapter 660 Division 33. The minimum parcel size and other standards established by this Zone are intended to promote commercial agricultural operation.

B. Uses Permitted Outright. In the EFU zone, the following uses and activities and their accessory buildings and uses are permitted subject to Zoning Permit approval in accordance with MCZO Section 5.010. Unless otherwise mandated by MCZO 5.020, authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10). ~~the general provisions set forth by this ordinance:~~

1. Farm use.
2. Propagation or harvesting of a forest product.
3. Agricultural buildings customarily provided in conjunction with farm use.
4. Creation of, restoration of, or enhancement of wetlands.
5. Climbing and passing lanes within the right of way existing as of July 1, 1987.
6. Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
7. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.

8. Minor betterment of existing public road and highway related facilities such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

9. Fire service facilities providing rural fire protection services.

10. Firearms training facility in existence on September 9, 1995.

11. An Expedited single-event agritourism or commercial event permit as described in subsection K(2).

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4.C. Uses Subject to Administrative Review. In the EFU Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

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5.1. Operations for the exploration for and production of geothermal resources as defined by ORS 522.005 and oil and gas as defined by ORS 520.005, including the placement and operation of compressors, separators and other customary production equipment for an individual well adjacent to the wellhead.

6.2. Operations for the exploration for minerals as defined by ORS 517.750.

~~7.1. Climbing and passing lanes within the right of way existing as of July 1, 1987.~~

~~8.1. Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.~~

~~9.1. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.~~

~~10.1. Minor betterment of existing public road and highway related facilities such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public owned property utilized to support the operation and maintenance of public roads and highways.~~

[44.3.](#) Irrigation reservoirs, canals, delivery lines and those structures and accessory operational facilities, not including parks or other recreational structures and facilities, associated with a district as defined in ORS 540.505.

~~[42.1.](#) Fire service facilities providing rural fire protection services.~~

[43.4.](#) Onsite filming and activities accessory to onsite filming for 45 days or less as provided for in ORS 215.306.

~~[44.1.](#) Firearms training facility in existence on September 9, 1995.~~

[45.5.](#) An outdoor mass gathering of more than 3,000 persons that is expected to continue for more than 24 hours but less than 120 hours in any three-month period, as provided in ORS 433.735.

[46.6.](#) A site for the takeoff and landing of model aircraft subject to Subsection D.12.

[47.7.](#) A facility for the processing of farm crops, biofuel or poultry subject to Subsection D.1.

[48.8.](#) Dog training classes or testing trials subject to Subsection D.4.

[49.9.](#) Farm stands subject to Subsection D.5.

[20.10.](#) A winery subject to ORS 215.452-.456

[24.11.](#) A cider business as provided in ORS 215.451

[22.12.](#) Agri-tourism and other commercial events or activities subject to Section J.

[23.13.](#) Land application of reclaimed water, agricultural or industrial process water or biosolids, or the onsite treatment of septage prior to the land application of biosolids subject to Subsection D.8.

[24.14.](#) Utility facility service lines subject to Subsection D.9.

[25.15.](#) Utility facilities necessary for public service, including associated transmission lines as defined in Article 1 and wetland waste treatment systems, but not including commercial facilities for the purpose of generating electrical power for public use by sale or transmission towers over 200 feet in height as provided in Subsection D.10.

[26.16.](#) Churches, and cemeteries in conjunction with churches, subject to Subsection D.17. This use is not permitted on high-value farmland except that existing churches on high-value farmland may be expanded subject to Subsection D.19.

~~[27.1.](#) Any outdoor gathering of more than 3,000 persons that is anticipated to continue for more than 120 hours in any three month period is subject to review by a county planning commission under ORS 433.763.~~

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~~28-17.~~ Dwelling customarily provided in conjunction with farm use subject to Subsection D.18 and Section E.

~~29-18.~~ A dwelling on property used for farm use located on the same lot or parcel as the dwelling of the farm operator, and occupied by a relative of the farm operator or farm operator's spouse if the farm operator does, or will, require the assistance of the relative in the management of the farm use subject to Subsections D.3, and D.18.

~~30-19.~~ Accessory farm dwellings for year-round and seasonal farm workers subject to Subsection D.18 and Section F.

~~31-20.~~ One single-family lot of record dwelling on a lawfully created lot or parcel subject to Subsection D.18 and Section G.

~~32-21.~~ Single-family residential dwelling, not provided in conjunction with farm use subject to Subsection D.18 and Section H.

~~33-22.~~ Replacement dwelling to be used in conjunction with farm use if the existing dwelling has been listed in a county inventory as historic property as defined in ORS 358.480 and listed on the National Register of Historic Places subject to Subsection D.18.

~~23.~~ Alteration, restoration, or replacement of a lawfully established dwelling subject to Subsection D.18 and Section I.

~~24.~~ Temporary hardship dwelling subject to Subsection D.18 and Article 7.

~~25.~~ Residential home as defined in ORS 197.660, in existing dwellings, subject to Subsection D.18.

~~26.~~ Room and board arrangements for a maximum of five unrelated persons in existing residences subject to Subsection D.18.

~~27.~~ Parking of up to seven log trucks.

~~34-28.~~ Confined animal feeding operation subject to Subsection D.2

~~C-D.~~ Conditional Uses. The following uses are permitted subject to county review, any specific standards for the use set forth in Section D, Article 6, the general standards for the zone, and any other applicable standards and review process in the ordinance:

1. A facility for the primary processing of forest products subject to Subsection D.2.
2. The propagation, cultivation, maintenance and harvesting of aquatic species that are not under the jurisdiction of the State Fish and Wildlife Commission or insect species.

~~3-1.~~ Temporary hardship dwelling subject to Subsection D.18 and Article 7.

~~4.1. Residential home as defined in ORS 197.660, in existing dwellings, subject to Subsection D.18.~~

~~5.1. Room and board arrangements for a maximum of five unrelated persons in existing residences subject to Subsection D.18.~~

~~6.1. Parking of up to seven log trucks.~~

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~~7.3. Home occupations as provided in Article 6.~~

~~8.4. Commercial dog boarding kennels, as provided in Article 6, or dog training classes or testing trials that cannot be established under Subsection B.18.~~

~~9.5. A landscape contracting business, as defined in ORS 671.520, or a business providing landscape architecture services, as described in ORS 671.318, if the business is pursued in conjunction with the growing and marketing of nursery stock on the land that constitutes farm use.~~

~~10.6. Commercial activities in conjunction with farm use, including the processing of farm crops into biofuel not permitted under Subsection B.17, but excluding activities in conjunction with a marijuana crop, and subject to D.6.~~

~~11.7. Guest ranches subject to temporary provisions relating to guest ranches in ORS 215.~~

~~12.8. Operations conducted for mining and processing of geothermal resources as defined by ORS 522.005 and oil and gas as defined by ORS 520.005 not otherwise permitted.~~

~~13.9. Operations conducted for mining, crushing or stockpiling of aggregate and other mineral and other subsurface resources subject to ORS 215.298.~~

~~14.10. Processing as defined by ORS 517.750 of aggregate into asphalt or portland cement.~~

~~15.11. Processing of other mineral resources and other subsurface resources.~~

~~16.12. Construction of additional passing and travel lanes requiring the acquisition of right of way but not resulting in the creation of new land parcels.~~

~~17.13. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings but not resulting in the creation of new land parcels.~~

~~18.14. Improvement of public road and highway related facilities, such as maintenance yards, weigh stations and rest areas, where additional property or right of way is required but not resulting in the creation of new land parcels.~~

~~19.15. Transportation improvements on rural lands allowed by and subject to the requirements of OAR 660-012-0065.~~

[20-16](#) Personal-use airports for airplanes and helicopter pads, including associated hangar, maintenance and service facilities subject to Subsection D.7.

[24-17](#) Utility and transmission towers over 200 feet in height.

[22-18](#) Commercial utility facilities for the purpose of generating power for public use by sale, not including wind power generation facilities or photovoltaic solar power generation facilities subject to Subsection K.1.

[23-19](#) Wind power generation facilities as commercial utility facilities for the purpose of generating power for public use by sale subject to Subsection K.2.

[24-20](#) Photovoltaic solar power generation facilities as commercial utility facilities for the purpose of generating power for public use by sale subject to Subsection K.3.

[25-21](#) A site for the disposal of solid waste for which a permit has been granted under ORS 459.245 by the Department of Environmental Quality together with equipment, facilities or buildings necessary for its operation. This use is not permitted on high-value farmland except that existing facilities on high-value farmland may be expanded subject to Subsection D.19 and Article 6.

[26-22](#) Composting facilities for which a permit has been granted by the Department of Environmental Quality under ORS 459.245 and OAR 340-093-0050 and 340-096-0060 subject to Subsection D.11. This use is not permitted on high-value farmland except that existing facilities on high-value farmland may be expanded subject to Subsection D.19.

[27-23](#) Onsite filming and activities accessory to onsite filming for more than 45 days as provided for in ORS 215.306.

[28-24](#) Living history museum and subject to Subsections D.13 and D.17.

[29-25](#) Public parks and playgrounds subject to Subsections D.14 and D.17.

[30-26](#) Expansion of existing county fairgrounds and activities directly relating to county fairgrounds governed by county fair boards established pursuant to ORS 565.210.

[34-27](#) Operations for the extraction and bottling of water.

[32-28](#) Public or private schools for kindergarten through grade 12, including all buildings essential to the operation of a school, primarily for residents of the rural area in which the school is located, subject to Subsection D.17. This use is not permitted on high value farmland except that existing schools on high value farmland may be expanded subject to D.19.

~~33-29~~ Private parks, playgrounds, hunting and fishing preserves, and campgrounds subject to Subsections D.15 and D.17. This use is not permitted on high value farmland except that existing private parks on high value farmland may be expanded subject to Subsection D.19.

30. Golf courses subject to Subsections D.16 and D.17. This use is not permitted on high value farmland as defined in ORS 195.300 except that existing golf courses on high-value farmland may be expanded subject to Subsection D.19.

31. Any outdoor gathering of more than 3,000 persons that is anticipated to continue for more than 120 hours in any three-month period is subject to review by a county planning commission under ORS 433.763.

D.E. Use Standards

1. A farm on which a processing facility is located must provide at least one-quarter of the farm crops processed at the facility. A farm may also be used for an establishment for the slaughter, processing or selling of poultry or poultry products pursuant to ORS 603.038. If a building is established or used for the processing facility or establishment, the farm operator may not devote more than 10,000 square feet of floor area to the processing facility or establishment, exclusive of the floor area designated for preparation, storage or other farm use. A processing facility or establishment must comply with all applicable siting standards but the standards may not be applied in a manner that prohibits the siting of the processing facility or establishment. A county may not approve any division of a lot or parcel that separates a processing facility or establishment from the farm operation on which it is located.

2. A facility for the primary processing of forest products shall not seriously interfere with accepted farming practices and shall be compatible with farm uses as defined in Section 1.030 of this Ordinance. Such facility may be approved for a one-year period that is renewable and is intended to be only portable or temporary in nature. The primary processing of a forest product, as used in this Section, means the use of a portable chipper or stud mill or other similar methods of initial treatment of a forest product in order to enable its shipment to market. Forest products as used in this Section means timber grown upon a tract where the primary processing facility is located.

3. To qualify for a relative farm help dwelling:

- a. A dwelling shall be occupied by relatives whose assistance in the management and farm use of the existing commercial farming operation is required by the farm operator. However, farming of a marijuana crop may not be used to demonstrate compliance with the approval criteria for a relative farm help dwelling. The farm operator shall continue to play the predominant role in the management and farm use of the farm.

- b. A relative farm help dwelling must be located on the same lot or parcel as the dwelling of the farm operator and must be on real property used for farm use.
4. Dog training classes or testing trials conducted outdoors, or in farm buildings that existed on January 1, 2013, are limited as follows:
- a. The number of dogs participating in training does not exceed 10 per training class and the number of training classes to be held on-site does not exceed six per day; and
 - b. The number of dogs participating in a testing trial does not exceed 60 and the number of testing trials to be conducted on-site does not exceed four per calendar year.
5. A farm stand may be approved if:
- a. The structures are designed and used for sale of farm crops and livestock grown on the farm operation, or grown on the farm operation and other farm operations in the local agricultural area, including the sale of retail incidental items and fee-based activity to promote the sale of farm crops or livestock sold at the farm stand if the annual sales of the incidental items and fees from promotional activity do not make up more than 25 percent of the total annual sales of the farm stand; and
 - b. The farm stand does not include structures designed for occupancy as a residence or for activities other than the sale of farm crops and livestock and does not include structures for banquets, public gatherings or public entertainment.
 - c. As used in this Section, "farm crops or livestock" includes both fresh and processed farm crops and livestock grown on the farm operation, or grown on the farm operation and other farm operations in the local agricultural area.
 - d. As used in this Subsection, "processed crops and livestock" includes jams, syrups, apple cider, animal products and other similar farm crops and livestock that have been processed and converted into another product but not prepared food items.
 - e. As used in this Section, "local agricultural area" includes Oregon or an adjacent county in Washington, Idaho, Nevada or California that borders the Oregon county in which the farm stand is located.
 - f. A farm stand may not be used for the sale, or to promote the sale, of marijuana products or extracts.
 - g. Farm Stand Development Standards
 - (1) Adequate off-street parking will be provided pursuant to the requirements in Article 4 of this Ordinance.

(2) Roadways, driveway aprons, driveways and parking surfaces shall be surfaces that prevent dust, and may include paving, gravel, cinders, or bark/wood chips.

(3) All vehicle maneuvering will be conducted on site. No vehicle backing or maneuvering shall occur within adjacent roads, streets or highways.

(4) No farm stand building or parking is permitted within the right-of-way.

(5) Approval is required from County Public Works regarding adequate egress and access. All egress and access points shall be clearly marked.

(6) Vision clearance areas at street intersections must be clear of obstruction, consistent with the requirements in Article 4 of this Ordinance.

(7) All outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties, roads and highways.

(8) Signs are permitted where consistent with the requirements of Article 4 of this Ordinance.

h. Permit approval is subject to compliance with the established sanitation requirements, the Department of Agriculture requirements, and the development standards of this zone.

6. Commercial activities in conjunction with farm use may be approved when:

a. The commercial activity is either exclusively or primarily a customer or supplier of farm products;

b. The commercial activity is limited to providing products and services essential to the practice of agriculture by surrounding agricultural operations that are sufficiently important to justify the resulting loss of agricultural land to the commercial activity; or

c. The commercial activity significantly enhances the farming enterprises of the local agricultural community, of which the land housing the commercial activity is a part. Retail sales of products or services to the general public that take place on a parcel or tract that is different from the parcel or tract on which agricultural product is processed, such as a tasting room with no on-site winery, are not commercial activities in conjunction with farm use.

7. A personal-use airport, as used in this Section, prohibits aircraft other than those owned or controlled by the owner of the airstrip. Exceptions to the activities allowed under this definition may be granted through waiver action by the Oregon Department of Aviation in specific instances. A personal-use airport lawfully existing as of September 13, 1975, shall continue to be allowed subject to any applicable rules of the Oregon Department of Aviation.

8. Agricultural process or industrial process water or biosolids, or the onsite treatment of septage prior ~~to the~~ land application of biosolids for agricultural, horticultural or silvicultural production, or for irrigation in connection with a use allowed in an EFU zone is subject to the issuance of a license, permit or other approval by the Department of Environmental Quality under ORS 454.695, 459.205, 468B.050, 468B.053 or 468B.055, or in compliance with rules adopted under 468B.095, and with the requirements of ORS 215.246, 215.247, 215.249 and 215.251. For the purposes of this section, onsite treatment of septage prior to the land application of biosolids is limited to the treatment using treatment facilities that are portable, temporary and transportable by truck trailer, as defined in ORS 801.580, during a period of time within which land application of biosolids is authorized under the license, permit or other approval.

9. Utility facility service lines are utility lines and accessory facilities or structures that end at the point where the utility service is received by the customer and that are located on one or more of the following:

- a. A public right of way;
- b. Land immediately adjacent to a public right of way, provided the written consent of all adjacent property owners has been obtained; or
- c. The property to be served by the utility.

10. A utility facility that is necessary for public service.

- a. A utility facility is necessary for public service if the facility must be sited in the exclusive farm use zone in order to provide the service.

(1) To demonstrate that a utility facility is necessary, an applicant must show that reasonable alternatives have been considered and that the facility must be sited in an exclusive farm use zone due to one or more of the following factors:

- (a) Technical and engineering feasibility;
- (b) The proposed facility is locationally-dependent. A utility facility is locationally-dependent if it must cross land in one or more areas zoned for exclusive farm use in order to achieve a reasonably direct route or to meet unique geographical needs that cannot be satisfied on other lands;
- (c) Lack of available urban and nonresource lands;
- (d) Availability of existing rights of way;
- (e) Public health and safety; and
- (f) Other requirements of state and federal agencies.

(2) Costs associated with any of the factors listed in Subsection (1) may be considered, but cost alone may not be the only consideration in determining that a utility facility is necessary for public service. Land costs shall not be included when considering alternative locations for substantially similar utility facilities and the siting of utility facilities that are not substantially similar.

(3) The owner of a utility facility approved under Subsection a shall be responsible for restoring, as nearly as possible, to its former condition any agricultural land and associated improvements that are damaged or otherwise disturbed by the siting, maintenance, repair or reconstruction of the facility. Nothing in this Subsection shall prevent the owner of the utility facility from requiring a bond or other security from a contractor or otherwise imposing on a contractor the responsibility for restoration.

(4) The county shall impose clear and objective conditions on an application for utility facility siting to mitigate and minimize the impacts of the proposed facility, if any, on surrounding lands devoted to farm use in order to prevent a significant change in accepted farm practices or a significant increase in the cost of farm practices on surrounding farmlands.

(5) Utility facilities necessary for public service may include on-site and off-site facilities for temporary workforce housing for workers constructing a utility facility. Such facilities must be removed or converted to an allowed use under the EFU Zone or other statute or rule when project construction is complete. Off-site facilities allowed under this Subsection are subject to Article 6. Temporary workforce housing facilities not included in the initial approval may be considered through a minor amendment request. A minor amendment request shall have no effect on the original approval.

(6) In addition to the provisions of Subsection D.10.a(1) through (4), the establishment or extension of a sewer system as defined by OAR 660-011-0060(1)(f) shall be subject to the provisions of 660-011-0060.

(7) The provisions of Subsection a do not apply to interstate natural gas pipelines and associated facilities authorized by and subject to regulation by the Federal Energy Regulatory Commission.

b. An associated transmission line is necessary for public service upon demonstration that the associated transmission line meets either the following requirements of Subsection (1) or Subsection (2) of this Subsection.

(1) An applicant demonstrates that the entire route of the associated transmission line meets at least one of the following requirements:

(a) The associated transmission line is not located on high-value farmland, as defined in ORS 195.300, or on arable land;

(b) The associated transmission line is co-located with an existing transmission line;

(c) The associated transmission line parallels an existing transmission line corridor with the minimum separation necessary for safety; or

(d) The associated transmission line is located within an existing right of way for a linear facility, such as a transmission line, road or railroad, that is located above the surface of the ground.

(2) After an evaluation of reasonable alternatives, an applicant demonstrates that the entire route of the associated transmission line meets, subject to Subsections D.10.b(3) and (4), two or more of the following criteria:

(a) Technical and engineering feasibility;

(b) The associated transmission line is locationally-dependent because the associated transmission line must cross high-value farmland, as defined in ORS 195.300, or arable land to achieve a reasonably direct route or to meet unique geographical needs that cannot be satisfied on other lands;

(c) Lack of an available existing right of way for a linear facility, such as a transmission line, road or railroad, that is located above the surface of the ground;

(d) Public health and safety; or

(e) Other requirements of state or federal agencies.

(3) As pertains to Subsection (2), the applicant shall demonstrate how the applicant will mitigate and minimize the impacts, if any, of the associated transmission line on surrounding lands devoted to farm use in order to prevent a significant change in accepted farm practices or a significant increase in the cost of farm practices on the surrounding farmland.

(4) The county may consider costs associated with any of the factors listed in Subsection (2), but consideration of cost may not be the only consideration in determining whether the associated transmission line is necessary for public service.

11. Composting operations and facilities shall meet the performance and permitting requirements of the Department of Environmental Quality under OAR 340-093-0050 and 340-096-0060. Buildings and facilities used in conjunction with the composting operation shall only be those required for the operation of the subject facility. Onsite sales shall be limited to bulk loads of at least one unit (7.5 cubic yards) in size that are transported in one vehicle. This use is not permitted on high value farmland except that existing facilities on high value farmland may be expanded subject to Subsection D.19.

a. Compost facility operators must prepare, implement and maintain a site-specific Odor Minimization Plan that:

- (1) Meets the requirements of OAR 340-096-0150;
- (2) Identifies the distance of the proposed operation to the nearest residential zone;
- (3) Includes a complaint response protocol;
- (4) Is submitted to the DEQ with the required permit application; and
- (5) May be subject to annual review by the county to determine if any revisions are necessary.

b. Compost operations subject to Section D.11.a include:

- (1) A new disposal site for composting that sells, or offers for sale, resulting product;
or
- (2) An existing disposal site for composting that sells, or offers for sale, resulting product that:
- (3) Accepts as feedstock nonvegetative materials, including dead animals, meat, dairy products and mixed food waste (type 3 feedstock); or
- (4) Increases the permitted annual tonnage of feedstock used by the disposal site by an amount that requires a new land use approval.

12. Buildings and facilities associated with a site for the takeoff and landing of model aircraft shall not be more than 500 square feet in floor area or placed on a permanent foundation unless the building or facility preexisted the use approved under this Section. The site shall not include an aggregate surface or hard surface area unless the surface preexisted the use approved under this Section. An owner of property used for the purpose authorized in this Section may charge a person operating the use on the property rent for the property. An operator may charge users of the property a fee that does not exceed the operator's cost to maintain the property, buildings and facilities. As used in this Section, "model aircraft" means a small-scale version of an airplane, glider, helicopter, dirigible or balloon that is used or intended to be used for flight and is controlled by radio, lines or design by a person on the ground.

13. A living history museum shall be related to resource based activities and shall be owned and operated by a governmental agency or a local historical society. A living history museum may include limited commercial activities and facilities that are directly related to the use and enjoyment of the museum and located within authentic buildings of the depicted historic period or the museum administration building, if areas other than an exclusive farm use zone cannot accommodate the museum and related activities or if the museum administration buildings and parking lot are located within one quarter mile of an urban growth boundary. "Local historical society" means the local historical society, recognized as such by the county governing body and organized under ORS Chapter 65.

14. Public parks may include:

a. All outdoor recreation uses allowed under ORS 215.213 or 215.283.

b. The following uses, if authorized in a local or park master plan that is adopted as part of the local comprehensive plan, or if authorized in a state park master plan that is adopted by OPRD:

(1) Campground areas: recreational vehicle sites; tent sites; camper cabins; yurts; teepees; covered wagons; group shelters; campfire program areas; camp stores;

(2) Day use areas: picnic shelters, barbecue areas, swimming areas (not swimming pools), open play fields, play structures;

(3) Recreational trails: walking, hiking, biking, horse, or motorized off-road vehicle trails; trail staging areas;

(4) Boating and fishing facilities: launch ramps and landings, docks, moorage facilities, small boat storage, boating fuel stations, fish cleaning stations, boat sewage pumpout stations;

(5) Amenities related to park use intended only for park visitors and employees: laundry facilities; recreation shops; snack shops not exceeding 1500 square feet of floor area;

(6) Support facilities serving only the park lands wherein the facility is located: water supply facilities, sewage collection and treatment facilities, storm water management facilities, electrical and communication facilities, restrooms and showers, recycling and trash collection facilities, registration buildings, roads and bridges, parking areas and walkways;

(7) Park Maintenance and Management Facilities located within a park: maintenance shops and yards, fuel stations for park vehicles, storage for park equipment and supplies, administrative offices, staff lodging; and

(8) Natural and cultural resource interpretative, educational and informational facilities in state parks: interpretative centers, information/orientation centers, self-supporting interpretative and informational kiosks, natural history or cultural resource museums, natural history or cultural educational facilities, reconstructed historic structures for cultural resource interpretation, retail stores not exceeding 1500 square feet for sale of books and other materials that support park resource interpretation and education.

c. Visitor lodging and retreat facilities if authorized in a state park master plan that is adopted by OPRD: historic lodges, houses or inns and the following associated uses in a state park retreat area only:

(1) Meeting halls not exceeding 2000 square feet of floor area;

(2) Dining halls (not restaurants).

15. Private Campgrounds are subject to the following:

a. Except on a lot or parcel contiguous to a lake or reservoir, private campgrounds shall not be allowed within three miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR chapter 660, division 4. A campground shall be designed and integrated into the rural agricultural and forest environment in a manner that protects the natural amenities of the site and provides buffers of existing native trees and vegetation or other natural features between campsites. Campgrounds shall not include intensively developed recreational uses such as swimming pools, tennis courts, retail stores or gas stations. Overnight temporary use in the same campground by a camper or camper's vehicle shall not exceed a total of 30 days during any consecutive six-month period.

b. Campsites may be occupied by a tent, travel trailer, yurt or recreational vehicle. Separate sewer, water or electric service hook-ups shall not be provided to individual camp sites except that electrical service may be provided to yurts allowed by Subsection c.

c. A private campground may provide yurts for overnight camping. No more than one-third or a maximum of 10 campsites, whichever is smaller, may include a yurt. The yurt shall be located on the ground or on a wood floor with no permanent foundation.

16. Accessory uses provided as part of a golf course shall be limited consistent with the following standards:

a. An accessory use to a golf course is a facility or improvement that is incidental to the operation of the golf course and is either necessary for the operation and maintenance of the golf course or that provides goods or services customarily provided to golfers at a golf course. An accessory use or activity does not serve the needs of the non-golfing public. Accessory uses to a golf course may include: Parking; maintenance buildings; cart storage and repair; practice range or driving range; clubhouse; restrooms; lockers and showers; food and beverage service; pro shop; a practice or beginners course as part of an 18 hole or larger golf course; or golf tournament. Accessory uses to a golf course do not include: Sporting facilities unrelated to golfing such as tennis courts, swimming pools, and weight rooms; wholesale or retail operations oriented to the non-golfing public; or housing;

b. Accessory uses shall be limited in size and orientation on the site to serve the needs of persons and their guests who patronize the golf course to golf. An accessory use that provides commercial services (e.g., pro shop, etc.) shall be located in the clubhouse rather than in separate buildings; and

c. Accessory uses may include one or more food and beverage service facilities in addition to food and beverage service facilities located in a clubhouse. Food and beverage service facilities must be part of and incidental to the operation of the golf course and must be limited in size and orientation on the site to serve only the needs of persons who patronize the golf course and their guests. Accessory food and beverage service facilities shall not be designed for or include structures for banquets, public gatherings or public entertainment.

17. Three-mile setback. For uses subject to Subsection 17:

a. No enclosed structure with a design capacity greater than 100 people, or group of structures with a total design capacity of greater than 100 people, shall be approved in connection with the use within three miles of an urban growth boundary, unless an exception is approved pursuant to ORS 197.732 and OAR chapter 660, division 4, or unless the structure is described in a master plan adopted under the provisions of OAR chapter 660, division 34.

b. Any enclosed structures or group of enclosed structures described in Subsection a within a tract must be separated by at least one-half mile. For purposes of this Subsection, "tract" means a tract that is in existence as of June 17, 2010.

c. Existing facilities wholly within a farm use zone may be maintained, enhanced or expanded on the same tract, subject to other requirements of law, but enclosed existing structures within a farm use zone within three miles of an urban growth boundary may not be expanded beyond the requirements of this ordinance.

18. Single-family dwelling deeds. The landowner shall sign and record in the deed records for the county a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937.

19. Expansion standards. Existing facilities wholly within a farm use zone may be maintained, enhanced or expanded on the same tract, subject to other requirements of law. An existing golf course may be expanded consistent with the requirements of Subsection C.34 and Article 6.

20. Confined animal feeding operations. A confined animal feeding operation may exist within a farm use zone if:

- a. A Land Use Compatibility Statement must be issued for the site.
- b. A new large confined animal feeding operation is to include a setback or buffer, composed of a natural or created vegetative barrier, berm or terrain, if the parcel of land on which the new large confined animal feeding operation would be located is adjacent to a parcel on which:

- (1) A residential structure is lawfully sited; or

- A structure that was lawfully sited when constructed, but no longer conforms with or is allowed under new or changed land use requirements, is sited.

E.F. Dwellings Customarily Provided in Conjunction with Farm Use

1. Large Tract Standards. On land not identified as high-value farmland as defined in Article 1, a dwelling may be considered customarily provided in conjunction with farm use if:

- a. The parcel on which the dwelling will be located is at least
 - (1) 160 acres and not designated rangeland; or;
 - (2) 320 acres and designated rangeland
- b. The subject tract is currently employed for farm use.
- c. The dwelling will be occupied by a person or persons who will be principally engaged in the farm use of the subject tract, such as planting, harvesting, marketing or caring for livestock, at a commercial scale.

d. Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on the subject tract.

2. Farm Income Standards (non-high value). On land not identified as high-value farmland, a dwelling may be considered customarily provided in conjunction with farm use if:

a. The subject tract is currently employed for the farm use on which, in each of the last two years or three of the last five years, or in an average of three of the last five years, the farm operator earned the lower of the following:

(1) At least \$40,000 in gross annual income from the sale of farm products; or

(2) Gross annual income of at least the midpoint of the median income range of gross annual sales for farms in the county with gross annual sales of \$10,000 or more according to the 1992 Census of Agriculture, Oregon; and

b. Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on lands designated for exclusive farm use pursuant to ORS Chapter 215 owned by the farm or ranch operator or on the farm or ranch operation;

c. The dwelling will be occupied by a person or persons who produced the commodities that grossed the income in Subsection a; and

d. In determining the gross income required by Subsection a:

(1) The cost of purchased livestock shall be deducted from the total gross income attributed to the farm or ranch operation;

(2) Only gross income from land owned, not leased or rented, shall be counted; and

(3) Gross farm income earned from a lot or parcel that has been used previously to qualify another lot or parcel for the construction or siting of a primary farm dwelling may not be used.

3. Farm Income Standards (high-value). On land identified as high-value farmland, a dwelling may be considered customarily provided in conjunction with farm use if:

a. The subject tract is currently employed for the farm use on which the farm operator earned at least \$80,000 in gross annual income from the sale of farm products in each of the last two years or three of the last five years, or in an average of three of the last five years; and

b. Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on lands designated for exclusive farm use owned by the farm or ranch operator or on the farm or ranch operation; and

c. The dwelling will be occupied by a person or persons who produced the commodities that grossed the income in Subsection a;

d. In determining the gross income required by Subsection a:

- (1) The cost of purchased livestock shall be deducted from the total gross income attributed to the farm or ranch operation;
- (2) Only gross income from land owned, not leased or rented, shall be counted; and
- (3) Gross farm income earned from a lot or parcel that has been used previously to qualify another lot or parcel for the construction or siting of a primary farm dwelling may not be used.

4. Farm Capability Standards.

a. On land not identified as high-value farmland, a dwelling may be considered customarily provided in conjunction with farm use if:

- (1) The subject tract is at least as large as the median size of those commercial farm or ranch tracts capable of generating at least \$10,000 in annual gross sales that are located within a study area that includes all tracts wholly or partially within one mile from the perimeter of the subject tract;
- (2) The subject tract is capable of producing at least the median level of annual gross sales of county indicator crops as the same commercial farm or ranch tracts used to calculate the tract size in Subsection (1);
- (3) The subject tract is currently employed for a farm use, at a level capable of producing the annual gross sales required in Subsection (1);
- (4) The subject lot or parcel on which the dwelling is proposed is not less than 20 acres;
- (5) Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on the subject tract;
- (6) The dwelling will be occupied by a person or persons who will be principally engaged in the farm use of the subject tract, such as planting, harvesting, marketing or caring for livestock, at a commercial scale; and
- (7) If no farm use has been established at the time of application, land use approval shall be subject to a condition that no building permit may be issued prior to the establishment of the farm use required by Subsection (3).
- (8) In determining the gross sales capability required by Subsection (3):

(a) The actual or potential cost of purchased livestock shall be deducted from the total gross sales attributed to the farm or ranch tract;

(b) Only actual or potential sales from land owned, not leased or rented, shall be counted; and

(c) Actual or potential gross farm sales earned from a lot or parcel that has been used previously to qualify another lot or parcel for the construction or siting of a primary farm dwelling may not be used.

b. In order to identify the commercial farm or ranch tracts to be used in Subsection (1), the potential gross sales capability of each tract in the study area, including the subject tract, must be determined, using the gross sales figures prepared by the county pursuant to OAR 660-033-0135(2)(c).

5. Additional Farm Income Standards.

a. For the purpose of Subsections 2 or 3, noncontiguous lots or parcels zoned for farm use in the same county or contiguous counties may be used to meet the gross income requirements. Lots or parcels in eastern or western Oregon may not be used to qualify a dwelling in the other part of the state.

b. Prior to the final approval for a dwelling authorized by Subsections 2 and 3 that requires one or more contiguous or non-contiguous lots or parcels of a farm or ranch operation to comply with the gross farm income requirements, the applicant shall complete and record with the county clerk the covenants, conditions, and restrictions form provided by the county (Exhibit A to OAR Chapter 660 Division 33). The covenants, conditions and restrictions shall be recorded for each lot or parcel subject to the application for the primary farm dwelling and shall preclude:

(1) All future rights to construct a dwelling except for accessory farm dwellings, relative farm assistance dwellings, temporary hardship dwellings or replacement dwellings allowed by ORS Chapter 215; and

(2) The use of any gross farm income earned on the lots or parcels to qualify another lot or parcel for a primary farm dwelling.

c. The covenants, conditions and restrictions are irrevocable, unless a statement of release is signed by an authorized representative of the county or counties where the property subject to the covenants, conditions and restrictions is located;

6. Commercial Dairy Farm Standards. A dwelling may be considered customarily provided in conjunction with a commercial dairy farm and capable of earning the gross annual income requirements by Subsections 2 or 3 above, subject to the following requirements:

a. The subject tract will be employed as a commercial dairy as defined in Subsection g;

- b. The dwelling is sited on the same lot or parcel as the buildings required by the commercial dairy;
- c. Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on the subject tract;
- d. The dwelling will be occupied by a person or persons who will be principally engaged in the operation of the commercial dairy farm, such as the feeding, milking or pasturing of the dairy animals or other farm use activities necessary to the operation of the commercial dairy farm;
- e. The building permits, if required, have been issued for and construction has begun for the buildings and animal waste facilities required for a commercial dairy farm; and
- f. The Oregon Department of Agriculture has approved the following:
 - (1) A permit for a "confined animal feeding operation" under ORS 468B.050 and 468B.200 to 468B.230; and
 - (2) A Producer License for the sale of dairy products under ORS 621.072.
- g. As used in this Section, "commercial dairy farm" is a dairy operation that owns a sufficient number of producing dairy animals capable of earning the gross annual income required by Subsections 2 or 3, whichever is applicable, from the sale of fluid milk.

7. Relocated Farm Operations. A dwelling may be considered customarily provided in conjunction with farm use if:

- a. Within the previous two years, the applicant owned and operated a different farm or ranch operation that earned the gross farm income in each of the last five years or four of the last seven years as required by Subsection 2 or 3, whichever is applicable;
- b. The subject lot or parcel on which the dwelling will be located is:
 - (1) Currently employed for the farm use that produced in each of the last two years or three of the last five years, or in an average of three of the last five years the gross farm income required by Subsection 2 or 3, whichever is applicable; and
 - (2) At least the size of the applicable minimum lot size under Section L;
- c. Except for seasonal farmworker housing approved prior to 2001, there is no other dwelling on the subject tract;
- d. The dwelling will be occupied by a person or persons who produced the commodities that grossed the income in Subsection a; and
- e. In determining the gross income required by Subsection a and Subsection b:

(1) The cost of purchased livestock shall be deducted from the total gross income attributed to the tract; and

(2) Only gross income from land owned, not leased or rented, shall be counted.

8. Farming of a marijuana crop, and the gross sales derived from selling a marijuana crop, may not be used to demonstrate compliance with the approval criteria ~~for~~ a primary farm dwelling.

F.G. Accessory Farm Dwellings

1. Accessory farm dwellings may be considered customarily provided in conjunction with farm use if each accessory farm dwelling meets all the following requirements:

a. The accessory farm dwelling will be occupied by a person or persons who will be principally engaged in the farm use of the land and whose seasonal or year-round assistance in the management of the farm use, such as planting, harvesting, marketing or caring for livestock, is or will be required by the farm operator;

b. The accessory farm dwelling will be located:

(1) On the same lot or parcel as the primary farm dwelling;

(2) On the same tract as the primary farm dwelling when the lot or parcel on which the accessory farm dwelling will be sited is consolidated into a single parcel with all other contiguous lots and parcels in the tract;

(3) On a lot or parcel on which the primary farm dwelling is not located, when the accessory farm dwelling is limited to only a manufactured dwelling with a deed restriction. The deed restriction shall be filed with the county clerk and require the manufactured dwelling to be removed when the lot or parcel is conveyed to another party. The manufactured dwelling may remain if it is reapproved under these provisions;

(4) On any lot or parcel, when the accessory farm dwelling is limited to only attached multi-unit residential structures allowed by the applicable state building code or similar types of farmworker housing as that existing on farm or ranch operations registered with the Department of Consumer and Business Services, Oregon Occupational Safety and Health Division under ORS 658.750. A county shall require all accessory farm dwellings approved under this Subsection to be removed, demolished or converted to a nonresidential use when farmworker housing is no longer required. "Farmworker housing" shall have the meaning set forth in 215.278 and not the meaning in 315.163; or

(5) On a lot or parcel on which the primary farm dwelling is not located, when the accessory farm dwelling is located on a lot or parcel at least the size of the applicable minimum lot size under ORS 215.780 and the lot or parcel complies with the gross farm income requirements in OAR 660-033-0135(3) or (4), whichever is applicable; and

c. There is no other dwelling on the lands designated for exclusive farm use owned by the farm operator that is vacant or currently occupied by persons not working on the subject farm or ranch and that could reasonably be used as an accessory farm dwelling.

2. In addition to the requirements in Subsection 1, the primary farm dwelling to which the proposed dwelling would be accessory, meets one of the following:

a. On land not identified as high-value farmland, the primary farm dwelling is located on a farm or ranch operation that is currently employed for farm use, as defined in ORS 215.203, on which, in each of the last two years or three of the last five years or in an average of three of the last five years, the farm operator earned the lower of the following:

(1) At least \$40,000 in gross annual income from the sale of farm products. In determining the gross income, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract; or

(2) Gross annual income of at least the midpoint of the median income range of gross annual sales for farms in the county with gross annual sales of \$10,000 or more according to the 1992 Census of Agriculture, Oregon. In determining the gross income, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract;

b. On land identified as high-value farmland, the primary farm dwelling is located on a farm or ranch operation that is currently employed for farm use, as defined in ORS 215.203, on which the farm operator earned at least \$80,000 in gross annual income from the sale of farm products in each of the last two years or three of the last five years or in an average of three of the last five years. In determining the gross income, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract; or

c. It is located on a commercial dairy farm as defined in Section 1.030; and

(1) The building permits, if required, have been issued and construction has begun or been completed for the buildings and animal waste facilities required for a commercial dairy farm;

(2) The Oregon Department of Agriculture has approved a permit for a "confined animal feeding operation" under ORS 468B.050 and 468B.200 to 468B.230; and

(3) A Producer License for the sale of dairy products under ORS 621.072.

3. No division of a lot or parcel for an accessory farm dwelling shall be approved pursuant to this Subsection. If it is determined that an accessory farm dwelling satisfies the requirements of this ordinance, a parcel may be created consistent with the minimum parcel size requirements in Subsection L.1.

4. An accessory farm dwelling approved pursuant to this Section cannot later be used to satisfy the requirements for a dwelling not provided in conjunction with farm use pursuant to Subsection B.32.

5. For purposes of this Subsection, "accessory farm dwelling" includes all types of residential structures allowed by the applicable state building code.

6. Farming of a marijuana crop shall not be used to demonstrate compliance with the approval criteria for an accessory farm dwelling.

7. No accessory farm dwelling unit may be occupied by a relative of the owner or operator of the farmworker housing. "Relative" means a spouse of the owner or operator or an ancestor, lineal descendant or whole or half sibling of the owner or operator or the spouse of the owner or operator.

G.H. Lot of Record Dwellings

1. A lot of record dwelling may be approved on a pre-existing lot or parcel if:

a. The lot or parcel on which the dwelling will be sited was lawfully created and was acquired and owned continuously by the present owner as defined in Subsection 5:

(1) Since prior to January 1, 1985; or

(2) By devise or by intestate succession from a person who acquired and had owned continuously the lot or parcel since prior to January 1, 1985.

b. The tract on which the dwelling will be sited does not include a dwelling;

c. The lot or parcel on which the dwelling will be sited was part of a tract on November 4, 1993, no dwelling exists on another lot or parcel that was part of that tract;

d. The proposed dwelling is not prohibited by, and will comply with, the requirements of the acknowledged comprehensive plan and land use regulations and other provisions of law;

e. The lot or parcel on which the dwelling will be sited is not high-value farmland except as provided in Subsections 3 and 4; and

- f. When the lot or parcel on which the dwelling will be sited lies within an area designated in the comprehensive plan as habitat of big game, the siting of the dwelling is consistent with the limitations on density upon which the acknowledged comprehensive plan and land use regulations intended to protect the habitat are based.
2. When the lot or parcel on which the dwelling will be sited is part of a tract, the remaining portions of the tract are consolidated into a single lot or parcel when the dwelling is allowed;
3. Notwithstanding the requirements of Subsection G.1.e, a single-family dwelling may be sited on high-value farmland if:
- a. It meets the other requirements of Subsections 1 and 2;
 - b. The lot or parcel is protected as high-value farmland as defined in Section 1.030;
 - c. The Planning Director determines that:
 - (1) The lot or parcel cannot practicably be managed for farm use, by itself or in conjunction with other land, due to extraordinary circumstances inherent in the land or its physical setting that do not apply generally to other land in the vicinity.
 - (a) For the purposes of this Section, this criterion asks whether the subject lot or parcel can be physically put to farm use without undue hardship or difficulty because of extraordinary circumstances inherent in the land or its physical setting. Neither size alone nor a parcel's limited economic potential demonstrates that a lot or parcel cannot be practicably managed for farm use.
 - (b) Examples of "extraordinary circumstances inherent in the land or its physical setting" include very steep slopes, deep ravines, rivers, streams, roads, railroad or utility lines or other similar natural or physical barriers that by themselves or in combination separate the subject lot or parcel from adjacent agricultural land and prevent it from being practicably managed for farm use by itself or together with adjacent or nearby farms.
 - (c) A lot or parcel that has been put to farm use despite the proximity of a natural barrier or since the placement of a physical barrier shall be presumed manageable for farm use;
 - (2) The dwelling will comply with the provisions of Article 6; and
 - (3) The dwelling will not materially alter the stability of the overall land use pattern in the area by applying the standards set forth in Subsection H.1.
4. Notwithstanding the requirements of Subsection G.1.e, a single-family dwelling may be sited on high-value farmland if:

- a. It meets the other requirements of Subsections 1 and 2;
 - b. The tract on which the dwelling will be sited is:
 - (1) Not high-value farmland defined in Section 1.030; and
 - (2) Twenty-one acres or less in size; and
 - c. The tract is bordered on at least 67 percent of its perimeter by tracts that are smaller than 21 acres, and at least two such tracts had dwellings on January 1, 1993; or
 - d. The tract is not a flaglot and is bordered on at least 25 percent of its perimeter by tracts that are smaller than 21 acres, and at least four dwellings existed on January 1, 1993, within one-quarter mile of the center of the subject tract. Up to two of the four dwellings may lie within an urban growth boundary, but only if the subject tract abuts an urban growth boundary; or
 - e. The tract is a flaglot and is bordered on at least 25 percent of its perimeter by tracts that are smaller than 21 acres, and at least four dwellings existed on January 1, 1993, within one-quarter mile of the center of the subject tract and on the same side of the public road that provides access to the subject tract. The governing body of a county must interpret the center of the subject tract as the geographic center of the flag lot if the applicant makes a written request for that interpretation and that interpretation does not cause the center to be located outside the flag lot. Up to two of the four dwellings may lie within an urban growth boundary, but only if the subject tract abuts an urban growth boundary:
 - (1) "Flaglot" means a tract containing a narrow strip or panhandle of land providing access from the public road to the rest of the tract.
 - (2) "Geographic center of the flaglot" means the point of intersection of two perpendicular lines of which the first line crosses the midpoint of the longest side of a flaglot, at a 90-degree angle to the side, and the second line crosses the midpoint of the longest adjacent side of the flaglot.
5. For purposes of Subsection 1, "owner" includes the wife, husband, son, daughter, mother, father, brother, brother-in-law, sister, sister-in-law, son-in-law, daughter-in-law, mother-in-law, father-in-law, aunt, uncle, niece, nephew, stepparent, stepchild, grandparent or grandchild of the owner or a business entity owned by any one or a combination of these family members;
6. The county assessor shall be notified that the governing body intends to allow the dwelling.

7. An approved single-family dwelling under this Section may be transferred by a person who has qualified under this Section to any other person after the effective date of the land use decision.

8. The county shall provide notice of all applications for lot of record dwellings on high value farmland to the State Department of Agriculture. Notice shall be provided in accordance with land use regulations and shall be mailed at least 20 calendar days prior to the public hearing.

H.I. Dwellings Not in Conjunction with Farm Use

Non-farm dwelling. A non-farm dwelling is subject to the following requirements:

1. The dwelling or activities associated with the dwelling will not force a significant change in or significantly increase the cost of accepted farming or forest practices on nearby lands devoted to farm or forest use;
2. Non-farm dwelling suitability standards.
 - a. The dwelling, including essential or accessory improvements or structures, is situated upon a lot or parcel, or, in the case of an existing lot or parcel, upon a portion of a lot or parcel, that is generally unsuitable land for the production of farm crops and livestock or merchantable tree species, considering the terrain, adverse soil or land conditions, drainage and flooding, vegetation, location and size of the tract. A new parcel or portion of an existing lot or parcel shall not be considered unsuitable solely because of size or location if it can reasonably be put to farm or forest use in conjunction with other land; and
 - b. A new parcel or portion of an existing lot or parcel is not "generally unsuitable" simply because it is too small to be farmed profitably by itself. If a parcel or portion of a lot or parcel can be sold, leased, rented or otherwise managed as a part of a commercial farm or ranch, then it is not "generally unsuitable." A new parcel or portion of an existing lot or parcel is presumed to be suitable if it is composed predominantly of Class I-VI soils. Just because a new parcel or portion of an existing lot or parcel is unsuitable for one farm use does not mean it is not suitable for another farm use; or

c. If the lot or parcel is under forest assessment, the dwelling shall be situated upon generally unsuitable land for the production of merchantable tree species recognized by the Forest Practices Rules, considering the terrain, adverse soil or land conditions, drainage and flooding, vegetation, location and size of the parcel. If a lot or parcel is under forest assessment, the area is not "generally unsuitable" simply because it is too small to be managed for forest production profitably by itself. If a lot or parcel under forest assessment can be sold, leased, rented or otherwise managed as a part of a forestry operation, it is not "generally unsuitable". If a lot or parcel is under forest assessment, it is presumed suitable if it is composed predominantly of soils capable of producing 20 cubic feet of wood fiber per acre per year. If a lot or parcel is under forest assessment, to be found compatible and not seriously interfere with forest uses on surrounding land it must not force a significant change in forest practices or significantly increase the cost of those practices on the surrounding land.

3. The dwelling will not materially alter the stability of the overall land use pattern of the area. In determining whether a proposed nonfarm dwelling will alter the stability of the land use pattern in the area, a county shall consider the cumulative impact of nonfarm dwellings on other lots or parcels in the area similarly situated by applying the standards set forth in (a) through (c) below. If the application involves the creation of a new parcel for the nonfarm dwelling, a county shall consider whether creation of the parcel will lead to creation of other nonfarm parcels, to the detriment of agriculture in the area by applying the standards set forth in (a) through (c) below;

a. Identify a study area for the cumulative impacts analysis. The study area shall include at least 2,000 acres or a smaller area not less than 1000 acres, if the smaller area is a distinct agricultural area based on topography, soil types, land use pattern, or the type of farm or ranch operations or practices that distinguish it from other, adjacent agricultural areas. Findings shall describe the study area, its boundaries, the location of the subject parcel within this area, why the selected area is representative of the land use pattern surrounding the subject parcel and is adequate to conduct the analysis required by this standard. Lands zoned for rural residential or other urban or nonresource uses shall not be included in the study area;

b. Identify within the study area the broad types of farm uses (irrigated or nonirrigated crops, pasture or grazing lands), the number, location and type of existing dwellings (farm, nonfarm, hardship, etc.), and the dwelling development trends since 1993. Determine the potential number of nonfarm/lot-of-record dwellings that could be approved under Subsection G.1 and Section H, including identification of predominant soil classifications, the parcels created prior to January 1, 1993 and the parcels larger than the minimum lot size that may be divided to create new parcels for nonfarm dwellings under ORS 215.263(4) ORS 215.263(5), and ORS 215.284(4). The findings shall describe the existing land use pattern of the study area including the distribution and arrangement of existing uses and the land use pattern that could result from approval of the possible nonfarm dwellings under this Subsection; and

c. Determine whether approval of the proposed nonfarm/lot-of-record dwellings together with existing nonfarm dwellings will materially alter the stability of the land use pattern in the area. The stability of the land use pattern will be materially altered if the cumulative effect of existing and potential nonfarm dwellings will make it more difficult for the existing types of farms in the area to continue operation due to diminished opportunities to expand, purchase or lease farmland, acquire water rights or diminish the number of tracts or acreage in farm use in a manner that will destabilize the overall character of the study area; and

4. If a single-family dwelling is established on a lot or parcel as set forth in Subsection B.31, no additional dwelling may later be sited under the provisions of this Section.

5. Conversion of an existing farm related dwelling to a non-farm dwelling. An existing farm related dwelling converted to a farmer retirement dwelling or a non-farm dwelling shall be subject to the following criteria:

a. Meets the non-farm dwelling criteria in this section except Subsection H(2).

b. The provisions of Subsection L are applicable if a non-farm parcel will be created for the non-farm dwelling.

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4.J. Alteration, Restoration or Replacement of a Lawfully-established Dwelling

1. A lawfully established dwelling may be altered, restored or replaced if, when an application for a permit is submitted, the permitting authority finds to its satisfaction, based on substantial evidence that:

a. The dwelling to be altered, restored or replaced has, or formerly had:

- (1) Intact exterior walls and roof structure;
- (2) Indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system;
- (3) Interior wiring for interior lights;
- (4) A heating system; and
- (5) The dwelling was assessed as a dwelling for purposes of ad valorem taxation for the previous five property tax years, or, if the dwelling has existed for less than five years, from that time.

b. Notwithstanding Subsection I.1.a(5), if the value of the dwelling was eliminated as a result of either of the following circumstances, the dwelling was assessed as a dwelling until such time as the value of the dwelling was eliminated:

(1) The destruction (i.e. by fire or natural hazard), or demolition in the case of restoration, of the dwelling; or

(2) The applicant establishes to the satisfaction of the permitting authority that the dwelling was improperly removed from the tax roll by a person other than the current owner. "Improperly removed" means that the dwelling has taxable value in its present state, or had taxable value when the dwelling was first removed from the tax roll or was destroyed by fire or natural hazard, and the county stopped assessing the dwelling even though the current or former owner did not request removal of the dwelling from the tax roll.

2. For replacement of a lawfully established dwelling under Subsection B.34:

a. The dwelling to be replaced must be removed, demolished or converted to an allowable nonresidential use:

(1) Within one year after the date the replacement dwelling is certified for occupancy pursuant to ORS 455.055; or

(2) If the dwelling to be replaced is, in the discretion of the permitting authority, in such a state of disrepair that the structure is unsafe for occupancy or constitutes an attractive nuisance, on or before a date set by the permitting authority that is not less than 90 days after the replacement permit is issued; and

(3) If a dwelling is removed by moving it off the subject parcel to another location, the applicant must obtain approval from the permitting authority for the new location.

b. The applicant must cause to be recorded in the deed records of the county a statement that the dwelling to be replaced has been removed, demolished or converted.

c. As a condition of approval, if the dwelling to be replaced is located on a portion of the lot or parcel that is not zoned for exclusive farm use, the applicant shall execute and cause to be recorded in the deed records of the county in which the property is located a deed restriction prohibiting the siting of another dwelling on that portion of the lot or parcel. The restriction imposed is irrevocable unless the county planning director, or the director's designee, places a statement of release in the deed records of the county to the effect that the provisions of 2013 Oregon Laws, chapter 462, Section 2 and ORS 215.283 regarding replacement dwellings have changed to allow the lawful siting of another dwelling.

3. A replacement dwelling must comply with applicable building codes, plumbing codes, sanitation codes and other requirements relating to health and safety or to siting at the time of construction. However, the standards may not be applied in a manner that prohibits the siting of the replacement dwelling.

a. The siting standards of Subsection b apply when a dwelling qualifies for replacement because the dwelling:

- (1) Formerly had the features described in Subsection I.1.a;
- (2) Was removed from the tax roll as described in Subsection I.1.b; or
- (3) Had a permit that expired as described under Subsection I.4.c.

b. The replacement dwelling must be sited on the same lot or parcel:

- (1) Using all or part of the footprint of the replaced dwelling or near a road, ditch, river, property line, forest boundary or another natural boundary of the lot or parcel; and
- (2) If possible, for the purpose of minimizing the adverse impacts on resource use of land in the area, within a concentration or cluster of structures or within 500 yards of another structure.

c. Replacement dwellings that currently have the features described in Subsection I.1.a and that have been on the tax roll as described in Subsection I.1.b may be sited on any part of the same lot or parcel.

4. A replacement dwelling permit that is issued under B.34:

a. Is a land use decision as defined in ORS 197.015 where the dwelling to be replaced:

- (1) Formerly had the features described in Subsection I.1.a; or
- (2) Was removed from the tax roll as described in Subsection I.1.b;

b. Is not subject to the time to act limits of ORS 215.417; and

c. If expired before January 1, 2014, shall be deemed to be valid and effective if, before January 1, 2015, the holder of the permit:

- (1) Removes, demolishes or converts to an allowable nonresidential use the dwelling to be replaced; and
- (2) Causes to be recorded in the deed records of the county a statement that the dwelling to be replaced has been removed, demolished or converted.

[J.K.](#) Agri-tourism and Other Commercial Events

The following agri-tourism and other commercial events or activities that are related to and supportive of agriculture may be established:

1. A single agri-tourism or other commercial event or activity on a tract in a calendar year that is personal to the applicant and is not transferred by, or transferable with, a conveyance of the tract, if the agri-tourism or other commercial event or activity meets any local standards that apply and:

- a. The agri-tourism or other commercial event or activity is incidental and subordinate to existing farm use on the tract;
- b. The duration of the agri-tourism or other commercial event or activity does not exceed 72 consecutive hours;
- c. The maximum attendance at the agri-tourism or other commercial event or activity does not exceed 500 people;
- d. The maximum number of motor vehicles parked at the site of the agri-tourism or other commercial event or activity does not exceed 250 vehicles;
- e. The agri-tourism or other commercial event or activity complies with the standards described in Subsection 6.025(A). ;
- f. The agri-tourism or other commercial event or activity occurs outdoors, in temporary structures, or in existing permitted structures, subject to health and fire and life safety requirements; and
- g. The agri-tourism or other commercial event or activity complies with conditions established for:
 - (1) Planned hours of operation do not extend before 7 a.m. or after 11 p.m.
 - (2) Adequate off-street parking will be provided pursuant to the requirements in Article 4 of this ordinance.
 - (3) Roadways, driveway aprons, driveways and parking surfaces shall be surfaces that prevent dust, and may include paving, gravel, cinders, or bark/wood chips.
 - (4) All vehicle maneuvering will be conducted on site. No vehicle backing or maneuvering shall occur within adjacent roads, streets or highways.
 - (5) No parking is permitted within the right-of-way.
 - (6) Approval is required from County Public Works regarding adequate egress and access. All egress and access points shall be clearly marked.
 - (7) Vision clearance areas at street intersections must be clear of obstruction, consistent with the requirements in Article 4 of this Ordinance.

(8) Permit approval is subject to compliance with the established sanitation requirements, the Department of Agriculture requirements, and the development standards of this zone.

2. In the alternative to Subsections 1 and 3, the county may authorize, through an expedited, single-event license, a single agri-tourism or other commercial event or activity on a tract in a calendar year by an expedited, single-event license that is personal to the applicant and is not transferred by, or transferable with, a conveyance of the tract. A decision concerning an expedited, single-event license is not a land use decision, as defined in ORS 197.015. To approve an expedited, single-event license, the governing body of a county or its designee must determine that the proposed agri-tourism or other commercial event or activity meets any local standards that apply, and the agri-tourism or other commercial event or activity:

- a. Must be incidental and subordinate to existing farm use on the tract;
- b. May not begin before 6 a.m. or end after 10 p.m.;
- c. May not involve more than 100 attendees or 50 vehicles;
- d. May not include the artificial amplification of music or voices before 8 a.m. or after 8 p.m.;
- e. May not require or involve the construction or use of a new permanent structure in connection with the agri-tourism or other commercial event or activity;
- f. Must be located on a tract of at least 10 acres unless the owners or residents of adjoining properties consent, in writing, to the location; and
- g. Must comply with applicable health and fire and life safety requirements.

3. In the alternative to Subsections 1 and 2, the county may authorize up to six agri-tourism or other commercial events or activities on a tract in a calendar year by a limited use permit that is personal to the applicant and is not transferred by, or transferable with, a conveyance of the tract. The agri-tourism or other commercial events or activities must meet any local standards that apply, and the agri-tourism or other commercial events or activities:

- a. Must be incidental and subordinate to existing farm use on the tract;
- b. May not, individually, exceed a duration of 72 consecutive hours;
- c. May not require that a new permanent structure be built, used or occupied in connection with the agri-tourism or other commercial events or activities;
- d. Must comply with the standards described in Subsection 6.025(A). ;

e. May not, in combination with other agri-tourism or other commercial events or activities authorized in the area, materially alter the stability of the land use pattern in the area; and

f. Must comply with conditions established for:

(1) The types of agri-tourism or other commercial events or activities that are authorized during each calendar year, including the number and duration of the agri-tourism or other commercial events and activities, the anticipated daily attendance and the hours of operation;

(2) The location of existing structures and the location of proposed temporary structures to be used in connection with the agri-tourism or other commercial events or activities;

(3) The location of access and egress and parking facilities to be used in connection with the agri-tourism or other commercial events or activities;

(4) Traffic management, including the projected number of vehicles and any anticipated use of public roads; and

(5) Sanitation and solid waste

(6) Must comply with the requirements of J.8.

g. A permit authorized by this Subsection shall be valid for two calendar years. When considering an application for renewal, the county shall ensure compliance with the provisions of Subsection 3, any local standards that apply and conditions that apply to the permit or to the agri-tourism or other commercial events or activities authorized by the permit.

4. In addition to Subsections 1 to 3, the county may authorize agri-tourism or other commercial events or activities that occur more frequently or for a longer period or that do not otherwise comply with Subsections 1 to 3 if the agri-tourism or other commercial events or activities comply with any local standards that apply and the agri-tourism or other commercial events or activities:

a. Are incidental and subordinate to existing commercial farm use of the tract and are necessary to support the commercial farm uses or the commercial agricultural enterprises in the area;

b. Comply with the requirements of J.3.c, d, e, and f;

c. Occur on a lot or parcel that complies with the acknowledged minimum lot or parcel size; and

- d. Do not exceed 18 events or activities in a calendar year.
5. A holder of a permit authorized by a county under Subsection 4 must request review of the permit at four-year intervals. Upon receipt of a request for review, the county shall:
- a. Provide public notice and an opportunity for public comment as part of the review process; and
 - b. Limit its review to events and activities authorized by the permit, conformance with conditions of approval required by the permit and the standards established by Subsection 4.
6. Temporary structures established in connection with agri-tourism or other commercial events or activities may be permitted. The temporary structures must be removed at the end of the agri-tourism or other event or activity. Alteration to the land in connection with an agri-tourism or other commercial event or activity including, but not limited to, grading, filling or paving, are not permitted.
7. The authorizations provided by Subsection 3 are in addition to other authorizations that may be provided by law, except that "outdoor mass gathering" and "other gathering," as those terms are used in ORS 197.015 (10)(d), do not include agri-tourism or other commercial events and activities.
8. Conditions of Approval. Agri-tourism and other commercial events permitted under Subsections 3 and 4 are subject to the following standards and criteria:
- a. A permit application for an agri-tourism or other commercial event or activity shall include the following:
 - (1) A description of the type of agri-tourism or commercial events or activities that are proposed, including the number and duration of the events and activities, the anticipated daily attendance and the hours of operation and, for events not held at wineries, how the agri-tourism and other commercial events or activities will be related to and supportive of agriculture and incidental and subordinate to the existing farm use of the tract.
 - (2) The types and locations of all existing and proposed temporary structures, access and egress, parking facilities, sanitation and solid waste facilities to be used in connection with the agri-tourism or other commercial events or activities;
 - (3) Authorization to allow inspection of the event premises. The applicant shall provide in writing a consent to allow law enforcement, public health, and fire control officers and code enforcement staff to come upon the premises for which the permit has been granted for the purposes of inspection and enforcement of the terms and conditions of the permit and the Exclusive Farm Use Zone and any other applicable laws or ordinances.

b. Approval Criteria.

- (1) The area in which the agri-tourism or other commercial events or activities are located shall be setback at least 100 feet from the property line.
- (2) No more than two agri-tourism or commercial events or activities may occur in one month.
- (3) The maximum number of people shall not exceed 500 per calendar day.
- (4) Notification of agri-tourism and other commercial events or activities.
 - (a) The property owner shall submit in writing the list of calendar days scheduled for all agri-tourism and other commercial events or activities by April 1 of the subject calendar year or within 30 days of new or renewed permits to County Planning Department.
 - (b) The list of calendar dates for all agri-tourism, commercial events and activities may be amended by submitting the amended list to the Department at least 10 days prior to any change in the date of approved dates.
 - (c) The notification shall include a contact person or persons for each agri-tourism and other commercial event or activity who shall be easily accessible and who shall remain on site at all times, including the person(s) contact information.
- (5) Hours of Operation. No agri-tourism and other commercial event or activity may begin before 7:00 a.m. or end after 11:00 p.m].
- (6) Overnight camping is prohibited.
- (7) Noise Control. Agri-tourism activities shall comply with the Morrow County Code Enforcement Ordinance.
- (8) Transportation Management
 - (a) Roadways, driveway aprons, driveways and parking surfaces shall be surfaces that prevent dust, and may include paving, gravel, cinders, or bark/wood chips.
 - (b) Driveways extending from paved roads shall have a paved apron, requiring review and approval by Morrow Public Works.
 - (c) The parcel, lot or tract must have direct access from a public road or is accessed by an access easement or private road, whereby all underlying property owners and property owners taking access between the subject property and the public road consent in writing to the use of the road for agri-tourism and other commercial events or activities at the time of initial application.

(d) Adequate traffic control must be provided by the property owner and must include one traffic control person for each 250 persons expected or reasonably expected to be in attendance at any time. All traffic control personnel shall be certified by the State of Oregon and shall comply with the current edition of the Manual of Uniform Traffic Control Devices.

(e) Adequate off-street parking will be provided pursuant to provisions of Article 4 of this Ordinance.

(9) Health and Safety Compliance

(a) Sanitation facilities shall include, at a minimum, portable restroom facilities and stand-alone hand washing stations.

(b) All permanent and temporary structures and facilities are subject to fire, health and life safety requirements, and shall comply with all requirements of Building Official and any other applicable federal, state and local laws.

(c) Compliance with the requirements of the Building Official shall include meeting all building occupancy classification requirements of the State of Oregon adopted building code.

[K.L.](#) Commercial Facilities for Generating Power

1. Commercial Power Generating Facility.

a. Permanent features of a power generation facility shall not preclude more than:

(1) 12 acres from use as a commercial agricultural enterprise on high value farmland unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4; or

(2) 20 acres from use as a commercial agricultural enterprise on land other than high-value farmland unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4.

(3) A power generation facility may include on-site and off-site facilities for temporary workforce housing for workers constructing a power generation facility. Such facilities must be removed or converted to an allowed use under OAR 660-033-0130(19) or other statute or rule when project construction is complete. Temporary workforce housing facilities not included in the initial approval may be considered through a minor amendment request. A minor amendment request shall be subject to 660-033-0130(5) and shall have no effect on the original approval.

b. A power generation facility must submit a plan for dismantling of uncompleted construction and/or decommissioning and/or re-powering of the Power Generation Facility.

(1) Restoration of the site shall consist of the following:

(a) Dismantle all related aboveground equipment.

(b) Remove underground collection and communication cables, unless said equipment is at a depth of three feet or greater. These cables at a depth of three feet or greater can be abandoned in place if they are deemed not a hazard and do not interfere with agricultural use or other resource uses of the land.

(c) Gravel shall be removed.

(d) Private access road areas shall be restored by removing gravel and restoring the surface grade and soil, unless the landowner directs otherwise.

Roads, cleared pads, fences, gates, and improvements may be left in place if a letter from the land owner is submitted to Morrow County indicating said landowner will be responsible for, and will maintain said roads and/or facilities for farm or other purposes as permitted under applicable zoning.

2. Wind Power Generation Facility.

a. For purposes of this ordinance a wind power generation facility includes, but is not limited to, the following system components: all wind turbine towers and concrete pads, permanent meteorological towers and wind measurement devices, electrical cable collection systems connecting wind turbine towers with the relevant power substation, new or expanded private roads (whether temporary or permanent) constructed to serve the wind power generation facility, office and operation and maintenance buildings, temporary lay-down areas and all other necessary appurtenances, including but not limited to on-site and off-site facilities for temporary workforce housing for workers constructing a wind power generation facility.

(1) Temporary workforce housing described in Subsection K.1.b must be removed or converted to an allowed use under OAR 660-033-0130(19) or other statute or rule when project construction is complete.

(2) Temporary workforce housing facilities not included in the initial approval may be considered through a minor amendment request filed after a decision to approve a power generation facility. A minor amendment request shall be subject to 660-033-0130(5) and shall have no effect on the original approval.

b. For wind power generation facility proposals on high-value farmland soils, as described at ORS 195.300(10), the governing body or its designate must find that all of the following are satisfied:

(1) Reasonable alternatives have been considered to show that siting the wind power generation facility or component thereof on high-value farmland soils is necessary for the facility or component to function properly or if a road system or turbine string must be placed on such soils to achieve a reasonably direct route considering the following factors:

(a) Technical and engineering feasibility;

(b) Availability of existing rights of way; and

(c) The long-term environmental, economic, social and energy consequences of siting the facility or component on alternative sites, as determined under Subsection (2);

(2) The long-term environmental, economic, social and energy consequences resulting from the wind power generation facility or any components thereof at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located on other agricultural lands that do not include high-value farmland soils;

(3) Costs associated with any of the factors listed in Subsection (1) may be considered, but costs alone may not be the only consideration in determining that siting any component of a wind power generation facility on high-value farmland soils is necessary;

(4) The owner of a wind power generation facility approved under Subsection b shall be responsible for restoring, as nearly as possible, to its former condition any agricultural land and associated improvements that are damaged or otherwise disturbed by the siting, maintenance, repair or reconstruction of the facility. Nothing in this Subsection shall prevent the owner of the facility from requiring a bond or other security from a contractor or otherwise imposing on a contractor the responsibility for restoration; and

(5) The criteria of Subsection c are satisfied.

c. For wind power generation facility proposals on arable lands, meaning lands that are cultivated or suitable for cultivation, including high-value farmland soils described at ORS 195.300(10), the governing body or its designate must find that:

(1) The proposed wind power facility will not create unnecessary negative impacts on agricultural operations conducted on the subject property. Negative impacts could include, but are not limited to, the unnecessary construction of roads, dividing a field or multiple fields in such a way that creates small or isolated pieces of property that are more difficult to farm, and placing wind farm components such as meteorological towers on lands in a manner that could disrupt common and accepted farming practices;

(2) The presence of a proposed wind power facility will not result in unnecessary soil erosion or loss that could limit agricultural productivity on the subject property. This provision may be satisfied by the submittal and county approval of a soil and erosion control plan prepared by an adequately qualified individual, showing how unnecessary soil erosion will be avoided or remedied and how topsoil will be stripped, stockpiled and clearly marked. The approved plan shall be attached to the decision as a condition of approval;

(3) Construction or maintenance activities will not result in unnecessary soil compaction that reduces the productivity of soil for crop production. This provision may be satisfied by the submittal and county approval of a plan prepared by an adequately qualified individual, showing how unnecessary soil compaction will be avoided or remedied in a timely manner through deep soil decompaction or other appropriate practices. The approved plan shall be attached to the decision as a condition of approval; and

(4) Construction or maintenance activities will not result in the unabated introduction or spread of noxious weeds and other undesirable weeds species. This provision may be satisfied by the submittal and county approval of a weed control plan prepared by an adequately qualified individual that includes a long-term maintenance agreement. The approved plan shall be attached to the decision as a condition of approval.

d. For wind power generation facility proposals on nonarable lands, meaning lands that are not suitable for cultivation, the requirements of Subsection K.2.c(4) are satisfied.

e. In the event that a wind power generation facility is proposed on a combination of arable and nonarable lands as described in Subsections c and d, the approval criteria of Subsection c shall apply to the entire project.

3. Photovoltaic Solar Power Generation Facility. A proposal to site a photovoltaic solar power generation facility shall be subject to the following definitions and provisions:

a. "Arable land" means land in a tract that is predominantly cultivated or, if not currently cultivated, predominantly comprised of arable soils.

- b. "Arable soils" means soils that are suitable for cultivation as determined by the governing body or its designate based on substantial evidence in the record of a local land use application, but "arable soils" does not include high-value farmland soils described at ORS 195.300(10) unless otherwise stated.
- c. "Nonarable land" means land in a tract that is predominantly not cultivated and predominantly comprised of nonarable soils.
- d. "Nonarable soils" means soils that are not suitable for cultivation. Soils with an NRCS agricultural capability class V–VIII and no history of irrigation shall be considered nonarable in all cases. The governing body or its designate may determine other soils, including soils with a past history of irrigation, to be nonarable based on substantial evidence in the record of a local land use application.
- e. "Photovoltaic solar power generation facility" includes, but is not limited to, an assembly of equipment that converts sunlight into electricity and then stores, transfers, or both, that electricity. This includes photovoltaic modules, mounting and solar tracking equipment, foundations, inverters, wiring, storage devices and other components. Photovoltaic solar power generation facilities also include electrical cable collection systems connecting the photovoltaic solar generation facility to a transmission line, all necessary grid integration equipment, new or expanded private roads constructed to serve the photovoltaic solar power generation facility, office, operation and maintenance buildings, staging areas and all other necessary appurtenances. For purposes of applying the acreage standards of this Section, a photovoltaic solar power generation facility includes all existing and proposed facilities on a single tract, as well as any existing and proposed facilities determined to be under common ownership on lands with fewer than 1320 feet of separation from the tract on which the new facility is proposed to be sited. Projects connected to the same parent company or individuals shall be considered to be in common ownership, regardless of the operating business structure. A photovoltaic solar power generation facility does not include a net metering project established consistent with ORS 757.300 and OAR chapter 860, division 39 or a Feed-in-Tariff project established consistent with ORS 757.365 and OAR chapter 860, division 84.
- f. For high-value farmland described at ORS 195.300(10), a photovoltaic solar power generation facility shall not preclude more than 12 acres from use as a commercial agricultural enterprise unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4 or the requirements of paragraph (7) are met. The governing body or its designate must find that:

(1) The proposed photovoltaic solar power generation facility will not create unnecessary negative impacts on agricultural operations conducted on any portion of the subject property not occupied by project components. Negative impacts could include, but are not limited to, the unnecessary construction of roads dividing a field or multiple fields in such a way that creates small or isolated pieces of property that are more difficult to farm, and placing photovoltaic solar power generation facility project components on lands in a manner that could disrupt common and accepted farming practices;

(2) The presence of a photovoltaic solar power generation facility will not result in unnecessary soil erosion or loss that could limit agricultural productivity on the subject property. This provision may be satisfied by the submittal and county approval of a soil and erosion control plan prepared by an adequately qualified individual, showing how unnecessary soil erosion will be avoided or remedied and how topsoil will be stripped, stockpiled and clearly marked. The approved plan shall be attached to the decision as a condition of approval;

(3) Construction or maintenance activities will not result in unnecessary soil compaction that reduces the productivity of soil for crop production. This provision may be satisfied by the submittal and county approval of a plan prepared by an adequately qualified individual, showing how unnecessary soil compaction will be avoided or remedied in a timely manner through deep soil decompaction or other appropriate practices. The approved plan shall be attached to the decision as a condition of approval;

(4) Construction or maintenance activities will not result in the unabated introduction or spread of noxious weeds and other undesirable weed species. This provision may be satisfied by the submittal and county approval of a weed control plan prepared by an adequately qualified individual that includes a long-term maintenance agreement. The approved plan shall be attached to the decision as a condition of approval;

(5) The project is not located on high-value farmland soils unless it can be demonstrated that:

(a) Non high-value farmland soils are not available on the subject tract;

(b) Siting the project on non high-value farmland soils present on the subject tract would significantly reduce the project's ability to operate successfully; or

(c) The proposed site is better suited to allow continuation of an existing commercial farm or ranching operation on the subject tract than other possible sites also located on the subject tract, including those comprised of non high-value farmland soils; and

(6) A study area consisting of lands zoned for exclusive farm use located within one mile measured from the center of the proposed project shall be established and:

(a) If fewer than 48 acres of photovoltaic solar power generation facilities have been constructed or received land use approvals and obtained building permits within the study area, no further action is necessary.

(b) When at least 48 acres of photovoltaic solar power generation have been constructed or received land use approvals and obtained building permits, either as a single project or as multiple facilities within the study area, the local government or its designate must find that the photovoltaic solar energy generation facility will not materially alter the stability of the overall land use pattern of the area. The stability of the land use pattern will be materially altered if the overall effect of existing and potential photovoltaic solar energy generation facilities will make it more difficult for the existing farms and ranches in the area to continue operation due to diminished opportunities to expand, purchase or lease farmland or acquire water rights, or will reduce the number of tracts or acreage in farm use in a manner that will destabilize the overall character of the study area.

(7) A photovoltaic solar generation facility may be sited on more than 12 acres of high-value farmland described in ORS 195.300(10)(f)(C) without taking an exception pursuant to ORS 197.732 and OAR chapter 660, division 4, provided the land:

(a) Is not located within the boundaries of an irrigation district;

(b) Is not at the time of the facility's establishment, and was not at any time during the 20 years immediately preceding the facility's establishment, the place of use of a water right permit, certificate, decree, transfer order or ground water registration authorizing the use of water for the purpose of irrigation;

(c) Is located within the service area of an electric ~~utility~~ utility described in ORS 469A.052(2);

(d) Does not exceed the acreage the electric ~~utility~~ utility reasonably anticipates to be necessary to achieve the applicable renewable portfolio standard described in ORS 469A.052(3); and

(e) Does not qualify as high-value farmland under any other provision of law.

g. For arable lands, a photovoltaic solar power generation facility shall not preclude more than 20 acres from use as a commercial agricultural enterprise unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4. The governing body or its designate must find that:

(1) The project is not located on high-value farmland soils or arable soils unless it can be demonstrated that:

(a) Nonarable soils are not available on the subject tract;

(b) Siting the project on nonarable soils present on the subject tract would significantly reduce the project's ability to operate successfully; or

(c) The proposed site is better suited to allow continuation of an existing commercial farm or ranching operation on the subject tract than other possible sites also located on the subject tract, including those comprised of nonarable soils;

(2) No more than 12 acres of the project will be sited on high-value farmland soils described at ORS 195.300(10) unless an exception is taken pursuant to 197.732 and OAR chapter 660, division 4;

(3) A study area consisting of lands zoned for exclusive farm use located within one mile measured from the center of the proposed project shall be established and:

(a) If fewer than 80 acres of photovoltaic solar power generation facilities have been constructed or received land use approvals and obtained building permits within the study area no further action is necessary.

(b) When at least 80 acres of photovoltaic solar power generation have been constructed or received land use approvals and obtained building permits, either as a single project or as multiple facilities, within the study area the local government or its designate must find that the photovoltaic solar energy generation facility will not materially alter the stability of the overall land use pattern of the area. The stability of the land use pattern will be materially altered if the overall effect of existing and potential photovoltaic solar energy generation facilities will make it more difficult for the existing farms and ranches in the area to continue operation due to diminished opportunities to expand, purchase or lease farmland, acquire water rights or diminish the number of tracts or acreage in farm use in a manner that will destabilize the overall character of the study area; and

(4) The requirements of Subsections K.3.f(1), (2), (3), and (4) are satisfied.

h. For nonarable lands, a photovoltaic solar power generation facility shall not preclude more than 320 acres from use as a commercial agricultural enterprise unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4. The governing body or its designate must find that:

(1) The project is not located on high-value farmland soils or arable soils unless it can be demonstrated that:

(a) Siting the project on nonarable soils present on the subject tract would significantly reduce the project's ability to operate successfully; or

(b) The proposed site is better suited to allow continuation of an existing commercial farm or ranching operation on the subject tract as compared to other possible sites also located on the subject tract, including sites that are comprised of nonarable soils;

(2) No more than 12 acres of the project will be sited on high-value farmland soils described at ORS 195.300(10);

(3) No more than 20 acres of the project will be sited on arable soils unless an exception is taken pursuant to ORS 197.732 and OAR chapter 660, division 4;

(4) The requirements of Subsection K.3.f(4) are satisfied;

(5) If a photovoltaic solar power generation facility is proposed to be developed on lands that contain a Goal 5 resource protected under the county's comprehensive plan, and the plan does not address conflicts between energy facility development and the resource, the applicant and the county, together with any state or federal agency responsible for protecting the resource or habitat supporting the resource, will cooperatively develop a specific resource management plan to mitigate potential development conflicts. If there is no program present to protect the listed Goal 5 resource(s) present in the local comprehensive plan or implementing ordinances and the applicant and the appropriate resource management agency(ies) cannot successfully agree on a cooperative resource management plan, the county is responsible for determining appropriate mitigation measures; and

(6) If a proposed photovoltaic solar power generation facility is located on lands where the potential exists for adverse effects to state or federal special status species (threatened, endangered, candidate, or sensitive), or to wildlife species of concern identified and mapped by the Oregon Department of Fish and Wildlife (including big game winter range and migration corridors, golden eagle and prairie falcon nest sites, and pigeon springs), the applicant shall conduct a site-specific assessment of the subject property in consultation with all appropriate state, federal, and tribal wildlife management agencies. A professional biologist shall conduct the site-specific assessment by using methodologies accepted by the appropriate wildlife management agency and shall determine whether adverse effects to special status species or wildlife species of concern are anticipated. Based on the results of the biologist's report, the site shall be designed to avoid adverse effects to state or federal special status species or to wildlife species of concern as described above. If the applicant's site-specific assessment shows that adverse effects cannot be avoided, the applicant and the appropriate wildlife management agency will cooperatively develop an agreement for project-specific mitigation to offset the potential adverse effects of the facility. Where the applicant and the resource management agency cannot agree on what mitigation will be carried out, the county is responsible for determining appropriate mitigation, if any, required for the facility.

(7) The provisions of Subsection K.3.h(6) are repealed on January 1, 2022.

i. The project owner shall sign and record in the deed records for the county a document binding the project owner and the project owner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices as defined in ORS 30.930(2) and (4).

j. Nothing in this Section shall prevent the county from requiring a bond or other security from a developer or otherwise imposing on a developer the responsibility for retiring the photovoltaic solar power generation facility.

L.M. Land Divisions

1. Minimum Parcel Size. The minimum size for creation of a new parcel shall be 160 acres.

2. A division of land to accommodate certain uses permitted by Section B and C, except a residential use, smaller than 160 acres, may be approved if the parcel for the nonfarm use is not larger than the minimum size necessary for the use as allowed in ORS 215.263.

3. A division of land to create up to two new parcels smaller than the minimum size established under Subsection 1, each to contain a dwelling not provided in conjunction with farm use, may be permitted if:

- a. The nonfarm dwellings have been approved under Subsection H;
- b. The parcels for the nonfarm dwellings are divided from a lot or parcel that was lawfully created prior to July 1, 2001;
- c. The parcels for the nonfarm dwellings are divided from a lot or parcel that complies with the minimum size in Subsection 1; and
- d. The remainder of the original lot or parcel that does not contain the nonfarm dwellings complies with the minimum size established under Subsection 1.

4. A division of land to divide a lot or parcel into two parcels, each to contain one dwelling not provided in conjunction with farm use, may be permitted if:

- a. The nonfarm dwellings have been approved under Subsection H;
- b. The parcels for the nonfarm dwellings are divided from a lot or parcel that was lawfully created prior to July 1, 2001;
- c. The parcels for the nonfarm dwellings are divided from a lot or parcel that is equal to or smaller than the minimum size in Subsection A but equal to or larger than 40 acres;
- d. The parcels for the nonfarm dwellings are:

(1) Not capable of producing more than at least 20 cubic feet per acre per year of wood fiber; and

(2) Either composed of at least 90 percent Class VII and VIII soils, or composed of at least 90 percent Class VI through VIII soils and are not capable of producing adequate herbaceous forage for grazing livestock. The Land Conservation and Development Commission, in cooperation with the State Department of Agriculture and other interested persons, may establish by rule objective criteria for identifying units of land that are not capable of producing adequate herbaceous forage for grazing livestock. In developing the criteria, the commission shall use the latest information from the United States Natural Resources Conservation Service and consider costs required to utilize grazing lands that differ in acreage and productivity level; and

e. The parcels for the nonfarm dwellings do not have established water rights for irrigation.

5. This Section does not apply to the creation or sale of cemetery lots, if a cemetery is within the boundaries designated for a farm use zone at the time the zone is established.

6. This Section does not apply to divisions of land resulting from lien foreclosures or divisions of land resulting from foreclosure of recorded contracts for the sale of real property.

7. This Section does not allow a division or a property line adjustment of a lot or parcel that separates a use described in B.29, C.3, or C.7 from the lot or parcel on which the primary residential use exists.

8. This Section does not allow a division or a property line adjustment of a lot or parcel that separates a processing facility from the farm operation specified in Section B.17.

9. A division of land may be permitted to create a parcel with an existing dwelling to be used:

a. As a residential home as described in ORS 197.660 (2) only if the dwelling has been approved under Section H; and

b. For historic property that meets the requirements of Section B.33.

10. Notwithstanding the minimum lot or parcel size described in Subsection 1,

a. A division of land may be approved provided:

(1) The land division is for the purpose of allowing a provider of public parks or open space, or a not-for-profit land conservation organization, to purchase at least one of the resulting parcels; and

(2) A parcel created by the land division that contains a dwelling is large enough to support continued residential use of the parcel.

b. A parcel created pursuant to this Subsection that does not contain a dwelling:

(1) Is not eligible for siting a dwelling, except as may be authorized under ORS 195.120;

(2) May not be considered in approving or denying an application for siting any other dwelling;

(3) May not be considered in approving a redesignation or rezoning of forestlands except for a redesignation or rezoning to allow a public park, open space or other natural resource use; and

(4) May not be smaller than 25 acres unless the purpose of the land division is to facilitate the creation of a wildlife or pedestrian corridor or the implementation of a wildlife habitat protection plan or to allow a transaction in which at least one party is a public park or open space provider, or a not-for-profit land conservation organization, that has cumulative ownership of at least 2,000 acres of open space or park property.

11. A division of land smaller than the minimum lot or parcel size in Subsection 1 may be approved provided:

a. The division is for the purpose of establishing a church, including cemeteries in conjunction with the church;

b. The church has been approved under Subsection B.26;

c. The newly created lot or parcel is not larger than five acres; and

d. The remaining lot or parcel, not including the church, meets the minimum lot or parcel size described in Subsection 1 either by itself or after it is consolidated with another lot or parcel.

12. Notwithstanding the minimum lot or parcel size described Subsection 1, a division for the nonfarm uses set out in Subsection B.12 if the parcel for the nonfarm use is not larger than the minimum size necessary for the use.

13. The governing body of a county may not approve a division of land for nonfarm use under Subsection 2, 3, 4, 9, 10, 11, or 12 unless any additional tax imposed for the change in use has been paid.

14. Parcels used or to be used for training or stabling facilities may not be considered appropriate to maintain the existing commercial agricultural enterprise in an area where other types of agriculture occur.

15. A division of a lawfully established unit of land may occur along an urban growth boundary where the parcel remaining outside the urban growth boundary is zoned for agricultural uses and is smaller than the minimum parcel size, provided that:

a. If the parcel contains a dwelling, the parcel must be large enough to support the continued residential use.

b. If the parcel does not contain a dwelling, it:

(1) Is not eligible for siting a dwelling, except as may be authorized in ORS 195.120;

(2) May not be considered in approving or denying an application for any other dwelling; and

(3) May not be considered in approving a redesignation or rezoning of agricultural lands, except to allow a public park, open space, or other natural resource use.

M.N. Yards. In an EFU Zone, the minimum yard setback requirements shall be as follows:

1. The front yard setback from the property line shall be 20 feet for property fronting on a local minor collector or marginal access street ROW, 30 feet from a property line fronting on a major collector ROW, and 80 feet from an arterial ROW unless other provisions for combining accesses are provided and approved by the County.

2. Each side yard shall be a minimum of 20 feet except that on corner lots or parcels the side yard on the street side shall be a minimum of 30 feet.

3. Rear yards shall be a minimum of 25 feet.

4. Stream Setback. All sewage disposal installations such as outhouses, septic tank and drainfield 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 100 feet measured at right angles to the high-water line or mark.

N.O. 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 – trucks, recreational vehicles and buses – 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)

SECTION 3.015 RESOURCE RELATED INDUSTRIAL ZONE, RRI.

- A. Purpose: It is the intent and purpose of the Resource Related Industrial – (RRI) Zone to be utilized in areas of Morrow County included in zones designated for farm use that have a strong potential for the extraction and processing of agricultural and other resource related commodities. It is further the intent and purpose of the RRI Zone to support commercial farm and forest activities while increasing family wage and above family wage employment opportunities in Morrow County. In an RRI Zone the following regulations shall apply:
- B. Uses Permitted Outright. In the RRI Zone, the following uses and their accessory buildings and uses are permitted subject to Zoning Permit Approval in accordance with MCZO Section 5.010 ~~outright. While some uses may prompt an inquiry to, and/or action by, the Planning Director, Unless otherwise mandated by MCZO 5.020,~~ authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10).
1. Farm Use.
 2. Operations for the exploration of geothermal resources as defined by ORS 522.005, including the placement and operation of compressors, separators and other customary production equipment for an individual well adjacent to the wellhead. Any activities or construction relating to such operations shall not be a basis for an exception under ORS 197.732(1)(a) or (b).
 3. The propagation or harvesting of a forest product.
 4. Minor betterment of existing public roads and highway related facilities such as maintenance yards, weight stations and rest areas within the right-of-way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.
 5. Fire service facilities providing rural fire protection services.
 6. Mining less than 1,000 cubic yards of aggregate material or excavation of less than one acre of land annually. (MC OR-1-2013)
 7. Excavations conducted by the landowner or tenant on the landowner or tenant's property for the purpose of operations reasonably necessary for construction, reconstruction or maintenance of access roads on the same parcel or on an adjacent parcel that is under the same ownership as the parcel being excavated reasonably necessary for farming. (MC OR-1-2013)
 8. Other uses required by ORS 215.283(1) as interpreted by OAR Chapter 660, Division 33.
- C. Uses Subject to Administrative Review. –In the RRI Zone, the following uses and their accessory uses may be permitted outright with a Zoning Permit through the Site Plan Review Process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. ~~Projects larger than 100 acres are subject to Site~~

- ~~Development Review (Article 4 Supplementary Provisions Section 4.170 Site Development Review). Authorization of these uses does constitute a land use decision pursuant to ORS 197.015(10).~~ Notice and an opportunity ~~for a hearing to file an appeal~~ must be provided in the manner described in ORS 215.416. –These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.
1. A facility for the primary processing of forest products pursuant to OAR 660-033-0130(6).
 2. A facility for the processing of farm crops pursuant to ORS 215.283(1)(u).
 3. A commercial activity in conjunction with farm use, including but not limited to uses with an industrial emphasis such as processing hybrid poplar trees into lumber or secondary processing, fabrication or shipping of materials or goods produced at facilities located at the site or surrounding lands ~~and described in paragraph b. of this subsection.~~ Approval of this use is subject to the review criteria of Subsection D.
 4. Operations conducted for the mining and processing of geothermal resources as defined in ORS 522.005 or exploration, mining and processing of aggregate and other mineral resources or other subsurface resources and oil and gas as defined by ORS 520.005 not otherwise permitted under subsection 1.b. of this section. Approval of this use is subject to the review criteria of Subsection D.
 5. Dwellings pursuant to OAR 660-033-0135(7).
 6. Other uses required by ORS 215.283(1) as interpreted by OAR Chapter 660, Division 33.
- D. Conditional Uses. In the RRI Zone, the following uses and their accessory uses may be permitted if determined by the Planning Commission during a public hearing to satisfy the applicable criteria and provisions of law. ~~Projects larger than 100 acres are subject to Site Development Review (Article 4 Supplementary Provisions Section 4.170 Site Development Review).~~ The appropriate review criteria are identified for each use.
1. Operations conducted for the mining, stockpiling, or processing of mineral, aggregate and other mineral and other subsurface resources not to exceed 500,000 tons subject to Article 6 Conditional Uses and provisions within the Comprehensive Plan which requires a significance determination. (MC OR-1-2013)
 2. A site for the disposal of solid waste approved by the governing body of a city or county or both and for which a permit has been granted under ORS 459.245 by the Department of Environmental Quality together with equipment, facilities or buildings necessary for its operation. – Approval of this use is subject to the ~~review standards and~~ criteria of MCZO Section 3.010 Subsection ED, and any other applicable criteria or provisions of law.

3. Commercial utility facilities for the purpose of generating power for public use by sale. Approval of this use is subject to the review standards and criteria of MCZO Section 3.010 Subsection ED, and any other applicable criteria or provisions of law.
 4. Operations for the extraction and bottling of water. Approval of this use is subject to the review standards and criteria of MCZO Section 3.010 Subsection ED, and any other applicable criteria or provisions of law.
 5. Utility facilities necessary for public service subject to the provisions of ORS 215.275 and OAR 660-033-0130(16). No local legislative criteria shall be applied for consideration of establishing a utility facility necessary for public service.
 6. Composting facilities for which a permit has been granted by the Department of Environmental Quality under ORS 459.245 and OAR 340-096-0020. Approval of this use is subject to the review criteria of MCZO Section 3.010 Subsection ED, and any other applicable criteria or provisions of law.
 7. The land application of reclaimed water, agricultural process or industrial process water or biosolids for agricultural, horticultural or silvicultural production, or for irrigation in connection with a use allowed in the EFU Zone pursuant to the provisions of ORS 215.283(1)(Y) and ORS 215.246 to 215.251.
- E. Yards. In a RRI Zone, the minimum yard setback requirements shall be as follows:
1. The front yard setback from the property line shall be a minimum of 100 feet if the property line is adjacent to an intensive agricultural use except as approved by the Planning Director; otherwise, front yards shall be 20 feet for property fronting on a local minor collector or marginal access street ROW, 30 feet from a property line fronting on a major collector ROW, and 80 feet from an arterial ROW unless other provisions for combining accesses are provided and approved by the County.
 2. Each side yard shall be a minimum of 20 feet except that on corner lots or parcels the side yard on the street side shall be a minimum of 30 feet, and for parcels or lots with side yards adjacent to an intensive agricultural use the adjacent side yard shall be a minimum of 100 feet, except as approved by the Planning Director.
 3. Rear yards shall be a minimum of 25 feet, except for parcels or lots with rear yards adjacent to an intensive agricultural use rear yards shall be a minimum of 100 feet, except as approved by the Planning Director.
 4. Stream Setback. All sewage disposal installations such as outhouses, septic tank and drainfield 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 100 feet measured at right angles to the high-water line or mark.

F. 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 – trucks, recreational vehicles and buses – 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)

SECTION 3.020. FOREST USE, FU ZONE

A. Purpose. The purpose of the Forest Use (FU) Zone is to protect and maintain forest lands for grazing, and rangeland use and forest use, consistent with existing and future needs for agricultural and forest products. The FU zone is also intended to allow other uses that are compatible with agricultural and forest activities, to protect scenic resources and fish and wildlife habitat, and to maintain and improve the quality of air, water and land resources of the county.

The FU zone has been applied to lands designated as Forest in the Comprehensive Plan. The provisions of the FU zone reflect the forest land policies of the Comprehensive Plan as well as the requirements of ORS Chapter 215 and OAR Chapter 660 Division 006. The minimum parcel size and other standards established by this zone are intended to promote commercial forest operations.

B. Uses Permitted Outright. In the Forest zone, the following uses and activities and their accessory buildings and uses are permitted subject to Zoning Permit approval in accordance with MCZO Section 5.010. Unless otherwise mandated by MCZO 5.020, authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10). ~~the general provisions set forth by this ordinance:~~

1. Forest operations or forest practices including, but not limited to, reforestation of forest land, road construction and maintenance, harvesting of a forest tree species, application of chemicals, and disposal of slash.
2. Temporary on-site structures that are auxiliary to and used during the term of a particular forest operation.
3. Physical alterations to the land auxiliary to forest practices including, but not limited to, those made for purposes of exploration, mining, commercial gravel extraction and processing, landfills, dams, reservoirs, road construction or recreational facilities.
4. Uses to conserve soil, air and water quality and to provide for wildlife and fisheries resources.
5. Farm use as defined in ORS 215.203.
6. Local distribution lines (e.g., electric, telephone, natural gas) and accessory equipment (e.g., electric distribution transformers, poles, meter cabinets, terminal boxes, pedestals), or equipment that provides service hookups, including water service hookups.
7. Temporary portable facility for the primary processing of forest products.
8. Climbing and passing lanes within the right of way existing as of July 1, 1987.
9. Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.

10. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.

11. Minor betterment of existing public road and highway related facilities such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

12. Exploration for mineral and aggregate resources as defined in ORS chapter 517.

13. Private hunting and fishing operations without any lodging accommodations.

14. Towers and fire stations for forest fire protection.

15. Water intake facilities, canals and distribution lines for farm irrigation and ponds.

16. Uninhabitable structures accessory to fish and wildlife enhancement.

17. Temporary forest labor camps.

17.C. Uses Subject to Administrative Review. In the FU Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

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18.1. Exploration for and production of geothermal, gas, oil, and other associated hydrocarbons, including the placement and operation of compressors, separators and other customary production equipment for an individual well adjacent to the well head.

19.2. An outdoor mass gathering of more than 3,000 persons that is not anticipated to continue for more than 120 hours in any three-month period, as provided in ORS 433.735.

20.3. An agricultural building, as defined in ORS 455.315, customarily provided in conjunction with farm use or forest use. A person may not convert an agricultural building authorized by this section to another use.

21.4. Destination resorts, subject to ORS 197.435 to 197-467 and Goal 8.

22.5. Youth camps subject to OAR 660-006-0031.

23.6. Any outdoor gathering of more than 3,000 persons that is expected to continue for more than 120 hours in any three-month period is subject to review by a county planning commission under ORS 433.763.

24.7. Caretaker residences for public parks and public fish hatcheries subject to Subsection D.11.

25.8. A large tract forest dwelling subject to Subsection D.1 and D.11.

~~26.9.~~ Lot of record dwelling subject to Subsections D.2 and D.11.

~~27.10.~~ A template dwelling subject to Subsection D.3 and D.11.

~~28.11.~~ Alteration, restoration or replacement of a lawfully established dwelling subject to Subsections D.4 and D.11.

C.D. Conditional Uses

In the Forest zone, the following uses and their accessory buildings and uses are permitted subject to county review, any specific standards for the use set forth in Section D, Article 6, and the general standards for the zone:

1. Log scaling and weigh stations.
2. Forest management research and experimentation facilities as defined by ORS 526.215 or where accessory to forest operations.
3. A manufactured dwelling or recreational vehicle, or the temporary residential use of an existing building, in conjunction with an existing dwelling as a temporary use for the term of a hardship suffered by the existing resident or a relative subject to D.11 and Article 7.
4. Parking of up to seven dump trucks and seven trailers.
5. Home occupations subject to Article 6.
6. Permanent facility for the primary processing of forest products subject to D.12.
7. Permanent logging equipment repair and storage.
8. Private seasonal accommodations for fee hunting operations subject to Subsections D.5.
9. Private accommodations for fishing occupied on a temporary basis may be allowed subject to Subsections D.6.
10. Mining and processing of oil, gas, or other subsurface resources, as defined in ORS Chapter 520, and not otherwise permitted under Section C (e.g., compressors, separators and storage serving multiple wells), and mining and processing of aggregate and mineral resources as defined in ORS Chapter 517.
11. Temporary asphalt and concrete batch plants as accessory uses to specific highway projects.
12. Transportation improvements on rural lands allowed by and subject to the requirements of OAR 660-012-0065.
13. Construction of additional passing and travel lanes requiring the acquisition of right-of-way but not resulting in the creation of new parcels.
14. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings but not resulting in the creation of new parcels.

15. Improvement of public road and highway related facilities, such as maintenance yards, weigh stations, and rest areas, where additional property or right-of-way is required but not resulting in the creation of new land parcels.
16. Expansion of existing airports.
17. Television, microwave and radio communication facilities and transmission towers.
18. New electric transmission lines with right of way widths of up to 100 feet as specified in ORS 772.210. New distribution lines (e.g., gas, oil, geothermal, telephone, fiber optic cable) with rights-of-way 50 feet or less in width.
19. Water intake facilities, related treatment facilities, pumping stations, and distribution lines.
20. Reservoirs and water impoundments.
21. Disposal site for solid waste approved by the governing body of a city or county or both and for which the Oregon Department of Environmental Quality has granted a permit under ORS 459.245, together with equipment, facilities or buildings necessary for its operation.
22. Commercial utility facilities for the purpose of generating power subject to Subsection D.7.
23. Aids to navigation and aviation.
24. Firearms training facility as provided in ORS 197.770(2).
25. Fire stations for rural fire protection.
26. Cemeteries.
27. Public parks subject to Subsection D.9.
28. Private parks and campgrounds subject to Subsection D.10.

D.E. Use Standards

1. A large tract forest dwelling authorized under ORS 215.740 may be allowed on land zoned for forest use if it is sited on a tract that does not include a dwelling and complies with other provisions of law, including the following:
 - a. The tract is at least 240 contiguous acres or 320 acres in one ownership that are not contiguous but are in the same county or adjacent counties and zoned for forest use. A deed restriction shall be filed pursuant to paragraph c. for all tracts that are used to meet the acreage requirements of this subsection.
 - b. A tract shall not be considered to consist of less than 240 acres because it is crossed by a public road or a waterway.
 - c. Where one or more lots or parcels are required to meet minimum acreage requirements:

(1) The applicant shall provide evidence that the covenants, conditions and restrictions form adopted as "Exhibit A" in OAR chapter 660, division 6 has been recorded with the county clerk of the county or counties where the property subject to the covenants, conditions and restrictions is located.

(2) The covenants, conditions and restrictions are irrevocable, unless a statement of release is signed by an authorized representative of the county or counties where the property subject to the covenants, conditions and restrictions is located.

2. Lot of record dwelling

a. The lot or parcel on which the dwelling will be sited was lawfully created and was acquired and owned continuously by the present owner as defined in paragraph d:

(1) Since prior to January 1, 1985; or

(2) By devise or by intestate succession from a person who acquired and had owned continuously the lot or parcel since prior to January 1, 1985.

b. The tract on which the dwelling will be sited does not include a dwelling;

c. The lot or parcel on which the dwelling will be sited was part of a tract on November 4, 1993, no dwelling exists on another lot or parcel that was part of that tract.

d. For purposes of this subsection, "owner" includes the wife, husband, son, daughter, mother, father, brother, brother-in-law, sister, sister-in-law, son-in-law, daughter-in-law, mother-in-law, father-in-law, aunt, uncle, niece, nephew, stepparent, stepchild, grandparent or grandchild of the owner or a business entity owned by any one or combination of these family members.

e. The dwelling must be located on a tract that is composed of soils not capable of producing 4,000 cubic feet per year of commercial tree species and is located within 1,500 feet of a public road as defined under ORS 368.001 that provides or will provide access to the subject tract. The road shall be maintained and either paved or surfaced with rock and shall not be:

(1) A United States Bureau of Land Management road; or

(2) A United States Forest Service road unless the road is paved to a minimum width of 18 feet, there is at least one defined lane in each direction and a maintenance agreement exists between the United States Forest Service and landowners adjacent to the road, a local government or a state agency.

f. When the lot or parcel on which the dwelling will be sited lies within an area designated in an acknowledged comprehensive plan as habitat of big game, the siting of the dwelling shall be consistent with the limitations on density upon which the acknowledged comprehensive plan and land use regulations intended to protect the habitat are based; and

g. When the lot or parcel on which the dwelling will be sited is part of a tract, the remaining portions of the tract shall be consolidated into a single lot or parcel when the dwelling is allowed.

3. A single family "template" dwelling authorized under ORS 215.750 on a lot or parcel located within a forest zone if the lot or parcel is predominantly composed of soils that are:

a. Capable of producing zero to 20 cubic feet per acre per year of wood fiber if:

(1) All or part of at least three other lots or parcels that existed on January 1, 1993, are within a 160 acre square centered on the center of the subject tract; and

(2) At least three dwellings existed on January 1, 1993 and continue to exist on the other lots or parcels.

b. Capable of producing 21 to 50 cubic feet per acre per year of wood fiber if:

(1) All or part of at least seven other lots or parcels that existed on January 1, 1993, are within a 160 acre square centered on the center of the subject tract; and

(2) At least three dwellings existed on January 1, 1993 and continue to exist on the other lots or parcels.

c. Capable of producing more than 50 cubic feet per acre per year of wood fiber if:

(1) All or part of at least 11 other lots or parcels that existed on January 1, 1993, are within a 160 acre square centered on the center of the subject tract; and

(2) At least three dwellings existed on January 1, 1993 and continue to exist on the other lots or parcels.

d. Lots or parcels within urban growth boundaries shall not be used to satisfy eligibility requirements.

e. A dwelling is in the 160-acre template if any part of the dwelling is in the 160-acre template.

f. Except as provided by paragraph g, if the subject tract abuts a road that existed on January 1, 1993, the measurement may be made by creating a 160 acre rectangle that is one mile long and 1/4 mile wide centered on the center of the subject tract and that is to the maximum extent possible, aligned with the road.

g. The following applies where a tract 60 acres or larger abuts a road or perennial stream.

(1) The measurement shall be made in accordance with paragraph f. However, one of the three required dwellings shall be on the same side of the road or stream as the tract, and:

(a) Be located within a 160-acre rectangle that is one mile long and one-quarter mile wide centered on the center of the subject tract and that is, to the maximum extent possible aligned with the road or stream; or

(b) Be within one-quarter mile from the edge of the subject tract but not outside the length of the 160 acre rectangle, and on the same side of the road or stream as the tract.

(2) If a road crosses the tract on which the dwelling will be located, at least one of the three required dwellings shall be on the same side of the road as the proposed dwelling.

h. A proposed "template" dwelling under this ordinance is not allowed:

(1) If it is prohibited by or will not comply with the requirements of an acknowledged comprehensive plan, acknowledged land use regulations, or other provisions of law;

(2) Unless it complies with the requirements of Sections E and F;

(3) Unless no dwellings are allowed on other lots or parcels that make up the tract and deed restrictions established under paragraph D.1.c for the other lots or parcels that make up the tract are met; or

(4) If the tract on which the dwelling will be sited includes a dwelling.

i. Where other lots or parcels that make up a tract in Subsection h:

(1) The applicant shall provide evidence that the covenants, conditions and restrictions form adopted as "Exhibit A" in OAR chapter 660, division 6 has been recorded with the county clerk of the county or counties where the property subject to the covenants, conditions and restrictions is located.

(2) The covenants, conditions and restrictions are irrevocable, unless a statement of release is signed by an authorized representative of the county or counties where the property subject to the covenants, conditions and restrictions is located.

4. Alteration, restoration or replacement of a lawfully established dwelling as described in ORS 215.291, where Subsections a or b apply:

a. Alteration or restoration of a lawfully established dwelling that has, or formerly had:

(1) Has intact exterior walls and roof structures;

(2) Has indoor plumbing consisting of a kitchen sink, toilet and bathing facilities connected to a sanitary waste disposal system;

(3) Has interior wiring for interior lights; and

(4) Has a heating system.

b. In the case of replacement, previous dwelling is removed, demolished or converted to an allowable nonresidential use within three months of the completion of the replacement dwelling.

5. Private seasonal accommodations for fee hunting operations are subject to the following requirements:

- a. Accommodations are limited to no more than 15 guest rooms as that term is defined in the Oregon Structural Specialty Code;
 - b. Only minor incidental and accessory retail sales are permitted; and
 - c. Accommodations are occupied temporarily for the purpose of hunting during either or both game bird or big game hunting seasons authorized by the Oregon Fish and Wildlife Commission.
6. Private accommodations for fishing occupied on a temporary basis are subject to the following requirements:
- a. Accommodations limited to no more than 15 guest rooms as that term is defined in the Oregon Structural Specialty Code;
 - b. Only minor incidental and accessory retail sales are permitted;
 - c. Accommodations occupied temporarily for the purpose of fishing during fishing seasons authorized by the Oregon Fish and Wildlife Commission; and
 - d. Accommodations must be located within one-quarter mile of fish-bearing Class I waters.
7. A Commercial Utility Facility for the purpose of generating power shall not preclude more than 10 acres from use as a commercial forest operation.
8. Solid waste disposal facilities shall meet the performance and permitting requirements of the Department of Environmental Quality under ORS 459.245, shall meet the requirements of Article 6, and shall comply with the following requirements.
- a. The facility shall be designed to minimize conflicts with existing and permitted uses allowed under plan designations for adjacent parcels as outlined in policies of the Comprehensive Plan.
 - b. The facility must be of a size and design to minimize noise or other detrimental effects when located adjacent to farm, forest and grazing dwellings(s) or a residential zone.
 - c. The facility shall be fenced when the site is located adjacent to dwelling(s) or a residential zone and landscaping, buffering and/or screening shall be provided.
 - d. If located in a forested area, the county shall condition approval to ensure that minimum fire safety measures will be taken, including but not limited to requiring that the area surrounding the facility is kept free from litter and debris.
 - e. Access roads or easements for the facility shall be improved to the county's Transportation System Plan standards and comply with grades recommended by the Public Works Director.
 - f. The county may limit hours of operation for the facility to be compatible with adjacent uses.
 - g. Comply with other conditions deemed necessary.

9. Public parks may include:

a. All uses allowed under Statewide Planning Goal 4;

b. The following uses, if authorized in a local or park master plan that is adopted as part of the local comprehensive plan, or if authorized in a state park master plan that is adopted by OPRD:

(1) Campground areas: recreational vehicle sites; tent sites; camper cabins; yurts; teepees; covered wagons; group shelters; campfire program areas; camp stores;

(2) Day use areas: picnic shelters, barbecue areas, swimming areas (not swimming pools), open play fields, play structures;

(3) Recreational trails: walking, hiking, biking, horse, or motorized off-road vehicle trails; trail staging areas;

(4) Boating and fishing facilities: launch ramps and landings, docks, moorage facilities, small boat storage, boating fuel stations, fish cleaning stations, boat sewage pumpout stations;

(5) Amenities related to park use intended only for park visitors and employees: laundry facilities; recreation shops; snack shops not exceeding 1500 square feet of floor area;

(6) Support facilities serving only the park lands wherein the facility is located: water supply facilities, sewage collection and treatment facilities, storm water management facilities, electrical and communication facilities, restrooms and showers, recycling and trash collection facilities, registration buildings, roads and bridges, parking areas and walkways;

(7) Park Maintenance and Management Facilities located within a park: maintenance shops and yards, fuel stations for park vehicles, storage for park equipment and supplies, administrative offices, staff lodging; and

(8) Natural and cultural resource interpretative, educational and informational facilities in state parks: interpretative centers, information/orientation centers, self-supporting interpretative and informational kiosks, natural history or cultural resource museums, natural history or cultural educational facilities, reconstructed historic structures for cultural resource interpretation, retail stores not exceeding 1500 square feet for sale of books and other materials that support park resource interpretation and education.

c. Visitor lodging and retreat facilities if authorized in a state park master plan that is adopted by OPRD: historic lodges, houses or inns and the following associated uses in a state park retreat area only:

(1) Meeting halls not exceeding 2000 square feet of floor area;

(2) Dining halls (not restaurants).

10. Private Campgrounds and Campsites.

a. Campgrounds in private parks may be permitted, subject to the following:

(1) Except on a lot or parcel contiguous to a lake or reservoir, campgrounds shall not be allowed within three miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR chapter 660, division 4.

(2) A campground shall be designed and integrated into the rural agricultural and forest environment in a manner that protects the natural amenities of the site and provides buffers of existing native trees and vegetation or other natural features between campsites.

(3) Campgrounds authorized by this rule shall not include intensively developed recreational uses such as swimming pools, tennis courts, retail stores or gas stations.

(4) Overnight temporary use in the same campground by a camper or camper's vehicle shall not exceed a total of 30 days during any consecutive six-month period.

b. Campsites within campgrounds meeting the requirement of D.10.a and permitted pursuant to Article 6 must comply with the following:

(1) Allowed uses include tent, travel trailer or recreational vehicle; yurts are also allowed uses, subject to D.10.b(3).

(2) Separate sewer, water or electric service hook-ups shall not be provided to individual camp sites except that electrical service may be provided to yurts.

(3) No more than one-third or a maximum of 10 campsites, whichever is smaller, may include a yurt. The yurt shall be located on the ground or on a wood floor with no permanent foundation.

11. For single-family dwellings, the landowner shall sign and record in the deed records for the county a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937.

12. Permanent facility for the primary processing of forest products that is:

a. Located in a building or buildings that do not exceed 10,000 square feet in total floor area, or

b. Located in an outdoor area that does not exceed one acre excluding laydown and storage yards, or

c. Located in a combination of indoor and outdoor areas described in Subsections a and b; and

d. Adequately separated from surrounding properties to reasonably mitigate noise, odor, and other impacts generated by the facility that adversely affect forest management and other existing uses, as determined by the governing body.

E-F. Siting Standards for Dwellings and Structures in Forest Zones

The following siting criteria or their equivalent shall apply to all new dwellings and structures in forest zones. These criteria are designed to make such uses compatible with forest operations, to minimize wildfire hazards and risks and to conserve values found on forest lands. A governing body shall consider the criteria in this section together with the requirements of Section F to identify the building site:

1. Dwellings and structures shall be sited on the parcel so that:
 - a. They have the least impact on nearby or adjoining forest or agricultural lands;
 - b. The siting ensures that adverse impacts on forest operations and accepted farming practices on the tract will be minimized;
 - c. The amount of forest lands used to site access roads, service corridors, the dwelling and structures is minimized; and
 - d. The risks associated with wildfire are minimized.
2. Siting criteria satisfying Subsection 1 may include setbacks from adjoining properties, clustering near or among existing structures, siting close to existing roads and siting on that portion of the parcel least suited for growing trees.
3. The applicant shall provide evidence to the governing body that the domestic water supply is from a source authorized in accordance with the Water Resources Department's administrative rules for the appropriation of ground water or surface water and not from a Class II stream as defined in the Forest Practices rules (OAR chapter 629). For purposes of this section, evidence of a domestic water supply means:
 - a. Verification from a water purveyor that the use described in the application will be served by the purveyor under the purveyor's rights to appropriate water;
 - b. A water use permit issued by the Water Resources Department for the use described in the application; or
 - c. Verification from the Water Resources Department that a water use permit is not required for the use described in the application. If the proposed water supply is from a well and is exempt from permitting requirements under ORS 537.545, the applicant shall submit the well constructor's report to the county upon completion of the well.
4. As a condition of approval, if road access to the dwelling is by a road owned and maintained by a private party or by the Oregon Department of Forestry, the U.S. Bureau of Land Management, or the U.S. Forest Service, then the applicant shall provide proof of a long-term road access use permit or agreement. The road use permit may require the applicant to agree to accept responsibility for road maintenance.

5. Approval of a dwelling shall be subject to the following requirements:

- a. Approval of a dwelling requires the owner of the tract to plant a sufficient number of trees on the tract to demonstrate that the tract is reasonably expected to meet Department of Forestry stocking requirements at the time specified in department of Forestry administrative rules;
- b. The planning department shall notify the county assessor of the above condition at the time the dwelling is approved;
- c. Stocking survey report:
 - (1) If the lot or parcel is more than 30 acres, the property owner shall submit a stocking survey report to the county assessor and the assessor will verify that the minimum stocking requirements have been met by the time required by Department of Forestry rules;
 - (2) Upon notification by the assessor the Department of Forestry will determine whether the tract meets minimum stocking requirements of the Forest Practices Act. If that department determines that the tract does not meet those requirements, that department will notify the owner and the assessor that the land is not being managed as forest land. The assessor will then remove the forest land designation pursuant to ORS 321.359 and impose the additional tax; and
- d. The county governing body or its designate shall require as a condition of approval of a single-family dwelling under ORS 215.213, 215.383 or 215.284 or otherwise in a farm or forest zone, that the landowner for the dwelling sign and record in the deed records for the county a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937.

F.G. Fire-Siting Standards for Dwellings and Structures

The following fire-siting standards or their equivalent shall apply to all new dwelling or structures in a forest zone:

1. The dwelling shall be located upon a parcel within a fire protection district or shall be provided with residential fire protection by contract. If the dwelling is not within a fire protection district, the applicant shall provide evidence that the applicant has asked to be included within the nearest such district. If the governing body determines that inclusion within a fire protection district or contracting for residential fire protection is impracticable, the governing body may provide an alternative means for protecting the dwelling from fire hazards that shall comply with the following:
 - a. The means selected may include a fire sprinkling system, onsite equipment and water storage or other methods that are reasonable, given the site conditions;
 - b. If a water supply is required for fire protection, it shall be a swimming pool, pond, lake, or similar body of water that at all times contains at least 4,000 gallons or a stream that has a continuous year round flow of at least one cubic foot per second;

c. The applicant shall provide verification from the Water Resources Department that any permits or registrations required for water diversion or storage have been obtained or that permits or registrations are not required for the use; and

d. Road access shall be provided to within 15 feet of the water's edge for firefighting pumping units. The road access shall accommodate the turnaround of firefighting equipment during the fire season. Permanent signs shall be posted along the access route to indicate the location of the emergency water source.

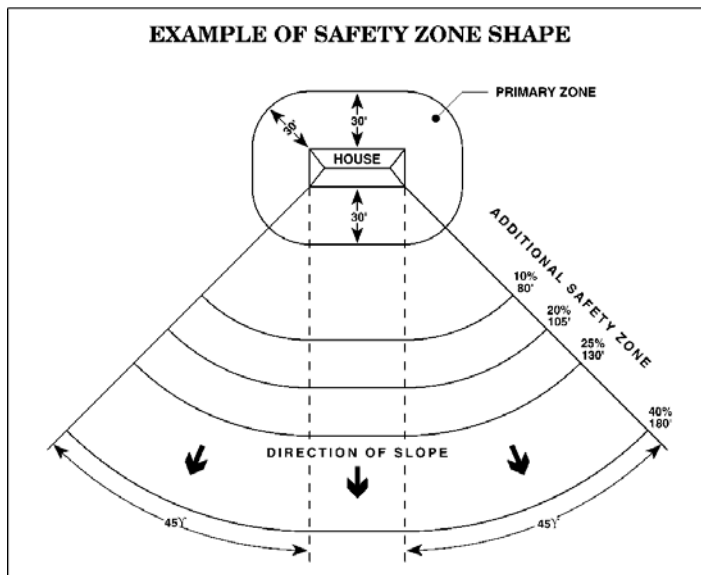
2. Road access to the dwelling shall meet road design standards described in OAR 660-006-0040.

3. The owners of the dwellings and structures shall maintain a primary fuel-free break area surrounding all structures and clear and maintain a secondary fuel-free break area on land surrounding the dwelling that is owned or controlled by the owner in accordance with the provisions in "Recommended Fire Siting Standards for Dwellings and Structures and Fire Safety Design Standards for Roads" dated March 1, 1991, and published by the Oregon Department of Forestry and shall demonstrate compliance with Table 3.020-1.

TABLE 3.020-1 Minimum Primary Safety Zone

<i>Slope</i>	<i>Feet of Primary Safety Zone</i>	<i>Feet of Additional Primary Safety Zone Down Slope</i>
0%	30	0
10%	30	50
20%	30	75
25%	30	100
40%	30	150

Figure 3.020-1



4. The dwelling shall have a fire retardant roof.
5. The dwelling shall not be sited on a slope of greater than 40 percent.
6. If the dwelling has a chimney or chimneys, each chimney shall have a spark arrester.

G.H. Land Divisions

1. The minimum parcel size for new forest parcels is 80 (eighty) acres.
2. New land divisions less than the parcel size in Subsection 1 may be approved for any of the following circumstances:
 - a. For the uses listed in the following subsections provided that such uses have been approved pursuant to Article 6 and the parcel created from the division is the minimum size necessary for the use.
 - (1) Exploration for and production of geothermal, gas, oil, and other associated hydrocarbons, including the placement and operation of compressors, separators and other customary production equipment for an individual well adjacent to the well head.
 - (2) Destination resorts, subject to ORS 197.435 to 197.467 and Goal 8.
 - (3) Log scaling and weigh stations

(4) Permanent facility for the primary processing of forest products subject to D.12.

(5) Permanent logging equipment repair and storage.

(6) Mining and processing of oil, gas, or other subsurface resources, as defined in ORS Chapter 520, and not otherwise permitted under Subsection B.15 (e.g., compressors, separators and storage serving multiple wells), and mining and processing of aggregate and mineral resources as defined in ORS Chapter 517.

(7) Television, microwave and radio communication facilities and transmission towers.

(8) Water intake facilities, related treatment facilities, pumping stations, and distribution lines.

(9) Reservoirs and water impoundments.

(10) Disposal site for solid waste approved by the governing body of a city or county or both and for which the Oregon Department of Environmental Quality has granted a permit under ORS 459.245, together with equipment, facilities or buildings necessary for its operation.

(11) Commercial utility facilities for the purpose of generating power subject to Subsection D.7.

(12) Aids to navigation and aviation.

(13) Firearms training facility as provided in ORS 197.770(2).

(14) Fire stations for rural fire protection.

(15) Cemeteries.

(16) Public parks subject to Subsection D.9.

(17) Private parks and campgrounds subject to Subsection D.10.

b. For the establishment of a parcel for a dwelling that has existed since before June 1, 1995, subject to the following requirements:

(1) The parcel established may not be larger than five acres, except as necessary to recognize physical factors such as roads or streams, in which case the parcel shall not be larger than 10 acres; and

(2) The parcel that does not contain the dwelling is not entitled to a dwelling unless subsequently authorized by law or goal and the parcel either:

(a) Meets the minimum land division standards of the zone; or

(b) Is consolidated with another parcel, and together the parcels meet the minimum land division standards of the zone.

c. To allow a division of forest land to facilitate a forest practice as defined in ORS 527.620 that results in a parcel that does not meet the minimum area requirements of Subsection 1. Approvals shall be based on findings that demonstrate that there are unique property specific characteristics present in the proposed parcel that require an amount of land smaller than the minimum area requirements of Subsection 1 in order to conduct the forest practice. Parcels created pursuant to this paragraph:

- (1) Are not eligible for siting of a new dwelling;
- (2) May not serve as the justification for the siting of a future dwelling on other lots or parcels;
- (3) May not, as a result of the land division, be used to justify redesignation or rezoning of resource lands; and
- (4) May not result in a parcel of less than 35 acres, unless the purpose of the land division is to:
 - (a) Facilitate an exchange of lands involving a governmental agency; or
 - (b) Allow transactions in which at least one participant is a person with a cumulative ownership of at least 2,000 acres of forest land.

d. To allow a division of a lot or parcel zoned for forest use if:

- (1) At least two dwellings lawfully existed on the lot or parcel prior to November 4, 1993;
- (2) Each dwelling complies with the criteria for a replacement dwelling under paragraph D.4.a;
- (3) Except for one parcel, each parcel created under this paragraph is between two and five acres in size;
- (4) At least one dwelling is located on each parcel created under this paragraph; and
- (5) The landowner of a parcel created under this paragraph provides evidence that a restriction prohibiting the landowner and the landowner's successors in interest from further dividing the parcel has been recorded with the county clerk of the county in which the parcel is located. A restriction imposed under this paragraph shall be irrevocable unless a statement of release is signed by the county planning director of the county in which the parcel is located indicating that the comprehensive plan or land use regulations applicable to the parcel have been changed so that the parcel is no longer subject to statewide planning goals protecting forestland or unless the land division is subsequently authorized by law or by a change in a statewide planning goal for land zoned for forest use.

e. To allow a proposed division of land to preserve open space or parks, as provided in ORS 215.783.

3. A lot or parcel may not be divided under paragraph G.2.d if an existing dwelling on the lot or parcel was approved under a statute, an administrative rule or a land use regulation as defined in ORS 197.015 that required removal of the dwelling or that prohibited subsequent division of the lot or parcel.

4. Restrictions

a. An applicant for the creation of a parcel pursuant to paragraph 2.b shall provide evidence that a restriction on the remaining parcel, not containing the dwelling, has been recorded with the county clerk. The restriction shall allow no dwellings unless authorized by law or goal on land zoned for forest use except as permitted under Subsection 2.

b. A restriction imposed under this subsection shall be irrevocable unless a statement of release is signed by the county planning director of the county where the property is located indicating that the comprehensive plan or land use regulations applicable to the property have been changed in such a manner that the parcel is no longer subject to statewide planning goals pertaining to agricultural land or forest land.

5. A landowner allowed a land division under Subsection 2 shall sign a statement that shall be recorded with the county clerk of the county in which the property is located, declaring that the landowner will not in the future complain about accepted farming or forest practices on nearby lands devoted to farm or forest use.

6. The county governing body or its designate may not approve a property line adjustment of a lot or parcel in a manner that separates a temporary hardship dwelling or home occupation from the parcel on which the primary residential use exists.

7. A division of a lawfully established unit of land may occur along an urban growth boundary where the parcel remaining outside the urban growth boundary is zoned for forest use and is smaller than the minimum parcel size, provided that:

a. If the parcel contains a dwelling, it must be large enough to support continued residential use.

b. If the parcel does not contain a dwelling:

(1) It is not eligible for siting a dwelling, except as may be authorized under ORS 195.120;

(2) It may not be considered in approving a redesignation or rezoning of forest lands, except to allow a public park, open space, or other natural resource use; and

(3) The owner of the parcel shall record with the county clerk an irrevocable deed restriction prohibiting the owner and all successors in interest from pursuing a cause of action or claim of relief alleging injury from farming or forest practices for which a claim or action is not allowed under ORS 30.936 or 30.937.

H.I. Development Standards

All dwellings and structures approved pursuant to Section 3.020 shall be sited in accordance with this Section.

1. Lot Size Standards. Lot size shall be consistent with the requirements of Section G.
2. Setbacks.
 - a. The front yard setback from the property line shall be 20 feet for property on a local street and 40 feet on a minor collector, 60 feet from a property line fronting on a major collector ROW, and 100 feet from a property line fronting on an arterial.
 - b. Each side yard setback shall be a minimum of 25 feet.
 - c. Rear yards shall be a minimum of 25 feet.
 - d. Stream Setback. All sewage disposal installations such as outhouses, septic tank and drainfield 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 100 feet measured at right angles to the high-water line or mark.
 - e. Big Game Range Restrictions. Standards found in Article 3 Section 3.200 Significant Resource Overlay Zone apply.
3. Height.
 - a. Dwellings shall not exceed a height of 35 feet.
 - b. Non-residential structures shall not exceed a height of 35 feet.

4.J. 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 – trucks, recreational vehicles and buses – 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)

SECTION 3.050. SUBURBAN RESIDENTIAL ZONE, SR.

SECTION 3.050. SUBURBAN RESIDENTIAL ZONE, SR. The SR Zone accommodates small lot development and transition to urban type densities and uses, typically within an urban growth boundary. In an SR Zone, the following regulations shall apply:

A. Uses Permitted Outright. In an SR Zone, the following uses and their accessory structures and uses are permitted subject to Zoning Permit approval in accordance with MCZO Section 5.010. Unless otherwise mandated by MCZO 5.020, authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10). outright:

1. Single-family dwellings, including a mobile home on an individual lot subject to the requirements set forth in Section 4.110 of this ordinance.
2. Two-family dwellings.
3. Multi-family dwelling complexes of 20 or less units.
4. Family child care homes

3-B. Uses Subject to Administrative Review. In the SR Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

1. Planned Unit Development, subdivision and land partitioning, including mobile home subdivision and PUD's.
2. Utility facility necessary for public service.
3. Church.
4. Childcare Center, provided the residential character of the building is maintained.
5. Governmental structure, or use including park, playground, recreation building, fire station, library or museum and limited hereto.
6. Multi-family dwelling complex of more than 20 units.

B-C. Conditional Uses Permitted. In an SR Zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements set forth in Article 6.

1. Church.

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~~2.1.~~ Golf course and other open land recreational use, but excluding intensive commercial amusement uses such as "pitch & putt" golf course, driving range, automobile or motorcycle race track, or amusement park.

~~3.1.~~ ~~Governmental structure, or use including park, playground, recreation building, fire station, library or museum and limited hereto.~~

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~~4.2.~~ Hospital, sanitorium, rest home, home for the aged, nursing home or convalescent home, and medical or dental clinic.

~~5.3.~~ School or college.

~~6.~~ ~~Utility facility necessary for public service.~~

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~~7.4.~~ Mobile home park.

~~8.5.~~ Home occupations conducted in a structure accessory to the dwelling, provided that all other limitations of home occupations are observed.

~~9.6.~~ Water supply and sewage treatment facility.

~~10.~~ ~~Multi family dwelling complex of more than 20 units.~~

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~~11.~~ ~~Privately operated kindergarten or day nursery; provided the residential character of the building is maintained.~~

~~12.7.~~ Crop Cultivation or farm and truck gardens, including plant nurseries.

~~C-D.~~ Limitations on Uses.

1. In Suburban Residential one acre (SR-1) zone, the number of livestock and/or animals including cattle, horses, goats, sheep, swine, poultry, or fur bearing animals is subject to the density limitations listed in this section:
 - a. The primary intended use for properties zoned SR-1 is residential. The raising of livestock and/or animals in these zones shall be incidental to the primary use.
 - b. Livestock and or Animal densities are as follows:
 - (1) Cattle – two per acre, or
 - (2) Horses, mules, donkeys, llamas – two animals per acre, or
 - (3) Sheep or goats – six animal per acre, or
 - (4) Emu – eight ratite per acre, or
 - (5) Ostrich – four ratite per acre, or

- (6) Miniature cows, horses, mules and donkeys – four per acre
 - (7) Swine – (permitted only for 4-H and/or FFA projects and limited to two per acre.)
 - c. Cattle, horses, mules, donkeys, llamas, sheep, goats, emu and ostriches can not be kept on a site having an area of less than one-half acre.
 - d. The number of colonies of bees allowed on a lot shall be limited to one (1) colony for each 1,000 square feet of lot area.
 - e. Livestock, animals, ratite, and/or fowl shall be properly caged or housed, and proper sanitation shall be maintained at all times. Animal feed shall be appropriately stored in rodent-proof receptacles.
 - f. No other livestock except for domestic dogs and cats are permitted.
 - g. Animal density listed above for livestock, including cattle, horses, mules, donkeys, llamas, sheep, goats, emu and ostrich, also allows two offspring up to six months of age, per animal.
 - h. Density for Poultry – twenty fowl per acre, and for Fur-bearing animals (rabbits, mink, chinchillas, etc.) – twenty animals per acre. (MC-C-5-98)
2. In Suburban Residential one acre (SR-1) zone, commercial trucks and trucking businesses are not an allowed use.
- a. A landowner may be allowed to use a truck or tractor unit as personal transportation to the resident parcel. No more than one (1) truck or tractor unit is allowed per parcel.
3. Within an SR-1 zoning district located outside an urban growth boundary, a manufactured home placed outside of a manufactured home subdivision or a “mobile home park” shall:
- a. Be multi-sectional (double-wide or wider) and enclose a floor area of not less than 1,000 square feet;
 - b. Be placed on an excavated and back-filled foundation, enclosed at the perimeter with no more than sixteen (16) inches of the enclosing material exposed above grade. Where the building site has a sloped grade, no more than sixteen (16) inches of the enclosing material shall be exposed on the uphill side of the home. If the manufactured home is placed on a basement, the sixteen (16) inch limitation will not apply.
 - c. Have a roof with a nominal pitch of three (3) feet in height for each twelve (12) feet in width;
 - d. Have a garage or carport with exterior materials matching the manufactured home;

- e. Be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which reduce heat loss to levels equivalent to the performance standards required of single family dwellings constructed under the state building code as defined in ORS 455.010; (Evidence demonstrating that the manufactured home meets "Super Good Cents" energy efficiency standards is deemed to satisfy the exterior thermal envelope certification requirement; additional manufacturers [sic] certification shall be required);
- f. Not have bare metal siding or roofing.
- g. Single-side mobile homes that existed on or before April 24, 1996 shall not be subject to this section, (i.e., single-wide mobile homes will be "grand-fathered" for the purposes of this section; single-wide mobile homes must meet all other requirements of Section 4.110 Minimum Standards for a Mobile Home. (MC-C-4-96)

D-E. Lot Size. In an SR Zone, the following lot sizes shall apply; ~~or if located within the Urban Growth Boundary of a city, the lot size standards set forth hereby shall apply:~~

1. For a single-family dwelling served by both an approved community or municipal water system and an approved community or municipal sewerage system, the minimum lot area shall be 7,000 square feet.
2. For a two-family dwelling served by both an approved community or municipal water system, and an approved community or municipal sewerage system, the minimum lot area shall be 10,000 square feet.
3. For a single-family dwelling not served by either an approved community or municipal water system or an approved community or municipal sewerage system, and for any single-family dwelling located outside of an Urban Growth Boundary, the minimum lot area shall be 1.0 acre (43,560 square feet).
4. For a single-family dwelling served by an approved community or municipal water system, but not served by an approved community or municipal sewerage system, or a single-family dwelling served by an approved community or municipal sewerage system but not served by an approved community or municipal water system, the minimum lot area shall be 20,000 square feet.
5. For a two-family dwelling served by an approved community or municipal sewerage system but not by an approved community or municipal water system, or a two-family dwelling served by an approved community or municipal water system but not by an approved community or municipal sewerage system, the minimum lot area shall be 30,000 square feet.
6. For a two-family dwelling not served by either an approved community or municipal water system or an approved community or municipal sewerage

system, and for any two-family dwelling located outside of an Urban Growth Boundary, the minimum lot area shall be 1.5 acre (65,340 square feet).

7. For a multi-family dwelling having one-story and not served by either an approved community or municipal water system or an approved community or municipal sewerage system, and for any single-story multi-family dwelling located outside of an Urban Growth Boundary, the minimum lot area shall be 1.5 acres (65,340 square feet) plus 7,500 square feet for each dwelling unit over two (2).
8. For a multi-family dwelling unit having more than one story and not served by either an approved community or municipal water system or an approved community or municipal sewerage system, and for any multi-story multi-family dwelling located outside of an Urban Growth Boundary, the minimum lot size shall be 1.5 acres (65,340 square feet) plus 6,000 square feet for each dwelling unit over two (2).
9. For a multi-family dwelling unit having one story and served by either an approved community or municipal water system or an approved community or municipal sewerage system, but not by both, the minimum lot area shall be 30,000 square feet plus 5,000 square feet for each dwelling unit over two (2).
10. For a multi-family dwelling unit having more than one story and served by either an approved community or municipal water system or an approved community or municipal sewerage system but not by both, the minimum lot area shall be 30,000 square feet plus 3,500 square feet for each dwelling unit over two (2).
11. For a multi-family dwelling unit having one story and served by both an approved community or municipal water system and an approved community or municipal sewerage system, the minimum lot area shall be 10,000 square feet plus 2,500 square feet for each dwelling unit over two (2).
12. For a multi-family dwelling unit having more than one story and served by both an approved community or municipal water system and an approved community or municipal sewerage system, the minimum lot area shall be 10,000 square feet plus 1,500 square feet for each dwelling unit over two (2).

E-F. Dimensional Standards and Setback Requirements. In an SR Zone, the following requirements shall apply:

1. Percent of Coverage. The main building and accessory buildings located on any building site or lot shall not cover in excess of thirty (30) percent of the lot area.
2. Front Yard. Front yards shall not be less than twenty (20) feet deep.
3. Side Yards. There shall be a minimum side yard of 10 feet for all uses, except in the case of a non-residential use adjacent to a residential use the minimum side yard shall be 20 feet.

4. Building Height. No building or structure nor the enlargement of any building or structure shall be hereafter erected to exceed two and one-half stories or more than thirty-five (35) feet in height, except hospitals, public schools or churches, which may be increased in height to three stories or forty-five (45) feet.
5. Vision Clearance. On corner lots there shall be a minimum of twenty (20) feet, except as otherwise set forth in Section 4.030.
6. Vision clearance on alley-street intersections shall be a minimum of seven and one-half feet.
7. A rear yard shall be a minimum of 10 feet, except as set forth in Section 4.090.A.
8. The minimum lot frontage on a public street or private roadway shall be 50 feet, except that a flag lot frontage may be reduced to the width of a required driveway but no less than 20 feet and except for a cul-de-sac, where the frontage may be reduced to 30 feet.

F.G. Off-Street Parking and Loading. In an SR Zone, off-street parking and loading shall be provided in accordance with the provisions of Article 4.

G.H. 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 – trucks, recreational vehicles and buses – 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)

SECTION 3.051 SUBURBAN RESIDENTIAL 2A ZONE, SR-2A

SECTION 3.051. Suburban Residential 2A Zone, SR-2A. In a SR-2A Zone, the following regulations shall apply:

- A. Procedures: All uses in a SR-2A Zone require Zoning Permit approval in accordance with MCZO 5.010.-submittal of a precise plot plan, zoning sign-off, building, siting and state permits as they apply.
- B. Uses Permitted Outright. In an SR-2A Zone, the following uses and their accessory uses are permitted outright:

1. One single-family dwelling or manufactured home on an individual lot not less than two acres in size. Single-family stick-built homes shall have a carport or garage, attached or detached, sited on the same lot or parcel and be at least 180 square feet in size, constructed before occupancy. A manufactured home placed outside of a manufactured home subdivision or a mobile home park shall meet the manufactured home siting standards for residential zones in Section 4.110 of this ordinance.

~~1-2. Family child care homes~~

~~2. Planned Unit Developments~~

C. Uses Subject to Administrative Review. In the SR Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

1. Utility facility necessary for public service.
2. Church
3. Governmental structure, public park, playground, recreation building, fire station/emergency facilities
4. Childcare center, provided the residential character of the building is maintained.

~~C-D.~~ Conditional Uses Permitted. In an SR-2A Zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements set forth in Article 6 (Conditional Uses).

1. ~~Church,~~ Schools or Colleges
2. Golf Course
3. ~~Governmental structure, public park, playground, recreation building, fire station/emergency facilities~~
4. ~~Utility facility, power lines, irrigation pipe lines and ditches, pump stations and sewer and water treatment facilities~~

~~5-3.~~ Home Occupations

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~~6.4.~~ Hospital, sanatorium, rest home for the aged, nursing home, and medical and dental clinics, subject to State and Federal regulations

~~7.5.~~ Crop cultivation or farm and truck gardens, including plant nurseries

~~D.E.~~ Limitations on Uses.

1. In Suburban Residential 2A Two Acre (SR-2A) Zone, the number of livestock and/or animals including cattle, horses, goats, sheep, swine, poultry, or fur bearing animals is subject to the density limitations listed in this section.
 - a. The primary intended use for properties zoned SR-2A is residential. The raising of livestock and/or animals in these zones shall be incidental to the primary use.
 - b. The number of chickens, fowl, and/or rabbits over the age of six months shall not exceed one (1) for each 500 square feet of property. The number of young chickens, fowl, and/or rabbits (under the age of six months) allowed on the property at any time shall not exceed three (3) times the allowable number of chickens, fowl, and/or rabbits over the age of six months. Livestock and/or Animals densities are as follows:
 - (1) Cattle – two per acre, or
 - (2) Horses, mules, donkeys, llamas – two animals per acre, or
 - (3) Sheep or goats – six animals per acre, or
 - (4) Emu – eight ratite per acre, or
 - (5) Ostrich – four ratite per acre, or
 - (6) Miniature cows, horses, mules and donkeys – four per acre
 - (7) Swine – (permitted only for 4-H and/or FFA projects and limited to two per Acre)
 - c. Cattle, horses, mules, donkeys, llamas, sheep, goats, emu and ostriches can not be kept on a site having an area of less than one-half acre.
 - d. The number of colonies of bees allowed on a property shall be limited to one (1) colony for each 1,000 square feet of lot area.
 - e. Livestock, animals, ratite, and/or fowl shall be properly caged or housed, and proper sanitation shall be maintained at all times. Animal feed shall be stored in rodent-proof receptacles.
 - f. No other livestock and/or animals except for domestic dogs or cats are permitted in this zone.
 - g. Animal density listed above for livestock, including cattle, horses, mules, donkeys, llamas, sheep, goats, emu and ostrich, also allows two offspring up to six months of age, per animal.

h. Density for Poultry – twenty fowl per acre, and for fur-bearing animals (rabbits, mink, chinchillas, etc.) – twenty per acre. (MC-C-5-98)

2. In Suburban Residential 2A Two Acre (SR-2A) Zone, commercial trucks and trucking businesses are not an allowed use.

a. A landowner may be allowed to use a truck or tractor unit as personal transportation to the resident parcel. No more than one (1) truck or tractor unit is allowed per parcel.

E.F. Lot Size. In an SR-2A Zone all lots shall be at least two acres in size.

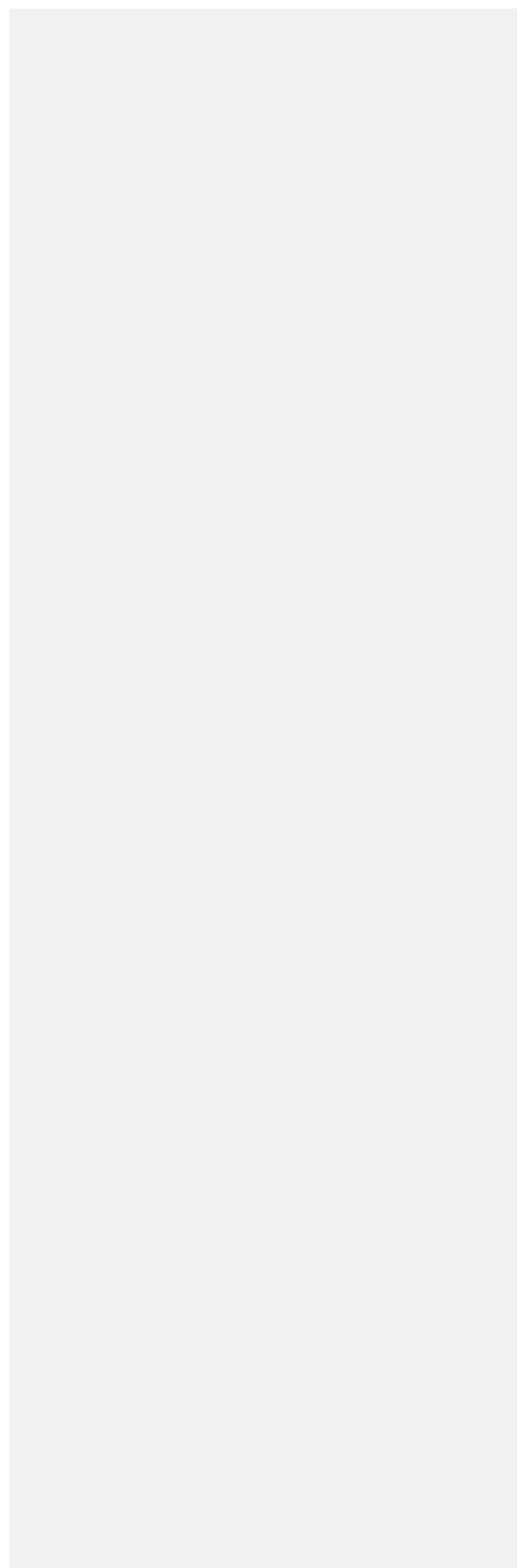
F.G. Dimensional Standards and Setback Requirements. In an SR-2A Zone the following requirements shall apply:

1. Percent of Coverage. The dwelling unit and accessory buildings on any building site or lot shall not cover more than thirty percent (30%) of the lot area.
2. Front Yards. Front yards shall not be less than twenty (20) feet deep.
3. Side Yards. There shall be a minimum side yard of ten (10) feet for all uses, except in the case of a non-residential use adjacent to a residential use, the minimum side yard shall be twenty (20) feet.
4. Rear Yards. A rear yard shall be a minimum of ten (10) feet.
5. Building Height. No building or structure, nor the enlargement or any building or structure, shall be hereafter erected to exceed two and one-half stories or more than thirty-five (35) feet in height, except hospitals, public schools or churches, which may be increased in height to three stories or forty-five (45) feet.
6. Lot Width. The width of any lot shall be a minimum of 150 feet.
7. Vision Clearance. On corner lots there shall be a minimum of twenty (20) feet, except as otherwise set forth in Section 4.020 Sight Distance.
8. The minimum lot frontage on a public street or private roadway shall be 50 feet, except that a flag lot frontage may be reduced to the width of a required driveway but no less than 20 feet and except for a cul-de-sac, where the frontage may be reduced to 30 feet.

G.H. Off-Street Parking, Loading and Bicycle Parking. In an SR-2A Zone off-street parking and loading shall be in accordance with the provisions of Section 4.040 through 4.060 of the Zoning Ordinance. (MC-C-4-92)

H.I. 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 – trucks, recreational vehicles and buses – 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).



SECTION 3.070. GENERAL INDUSTRIAL ZONE, MG.

The General Industrial Zone is intended to provide, protect and recognize areas well suited for medium and heavy industrial development and uses free from conflict with commercial, residential and other incompatible land uses. This district is intended to be applied generally only to those areas which have available excellent highway, rail or other transportation. In an M-G Zone the following regulations shall apply:

A. Uses Permitted Outright. In an M-G Zone, the following uses and their accessory uses are permitted subject to Zoning Permit approval in accordance with MCZO Section 5.010. Authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10) outright; except as required by MCZO Section 5.020, and as limited by subsection DC of this section. ~~A Zoning Permit is required and projects larger than 100 acres are subject to Site Development Review (Article 4 Supplementary Provisions Section 4.170 Site Development Review).~~

1. Retail, wholesale or service business establishments except ~~the~~ uses set forth in subsections B and CB and subject to the limitations set forth in subsection DC of this section.
2. Farming.
3. Residence including a mobile home for caretaker or night watchman on property with an existing industrial use, or for the owner of said industrial use.
4. Freight depot.
5. Contractor's or building materials business, and other construction related businesses including plumbing, electrical, roofing, siding, etc., provided such is wholly enclosed within a building or no outside storage is permitted unless enclosed by sight obscuring fencing.
6. Ice or cold storage plant.
7. Wholesale distribution outlet, including warehousing, but excluding open outside storage.
8. Welding, sheet metal, or machine shop provided such is wholly enclosed within a building or all outside storage is enclosed by sight obscuring fencing.
9. Veterinary clinic or kennel.
10. Laboratory for experiment, research or testing.
11. Compounding, packaging and storage of cosmetics, drugs, perfumes, pharmaceuticals, soap or toiletries, excluding all processes involving refining or rendering of fats and oils.
12. Government buildings including armories, maintenance, repair or storage facilities provided all outside storage is enclosed by sight obscuring fencing.

13. Manufacture, repair or storage of ceramic products, musical instruments, novelties, rubber or metal stamps, toys, optical goods, scientific or electronic supplies and equipment, business machines, pleasure boats, furniture, signs and similar operations provided no outside storage is involved.

14. Processing, packaging and storage of foods and beverages excluding those involving distillation, fermentation, rendering of fats or oils, and slaughtering.

15. Utility facilities necessary for public service, except for utility, transmission and communications towers greaterless than 200 feet in height.

16. ~~Data center.~~

B. Uses Subject to Administrative Review. In the MG Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

1. Data center.

2. ~~Utility, transmission and communications towers 200 feet in height and taller.~~

3. ~~The resumption of a residential use including a mobile home where the subject use has previously been conducted and has not been discontinued for a period exceeding six months.~~

4. ~~Manufacturing, repair, servicing and storage of machinery, implements, equipment, trailers, recreational vehicles or manufactured homes. Retail sales and rentals shall only be associated with these primary uses.~~

5. ~~Any use permitted by subsection A of this section where open outside storage is involved.~~

6. ~~Concrete or ready-mix plant.~~

7. ~~Automobile and other automotive wrecking yard.~~

8. ~~Quarry, gravel pit, subsurface or surface mining, including crushing, screening, or washing of extracted materials.~~

9. ~~Commercial feed lot, stock yard, sales yard, slaughter house, and rendering plant.~~

10. ~~Railroad trackage and related facilities.~~

11. ~~Lumber and other wood products manufacturing.~~

12. ~~Agricultural products storage and processing plants.~~

13. ~~Manufacture, repair or storage of articles manufactured from bone, cellophane, cloth, cork, feathers, felt, fiber, glass, stone, paper, plastic, precious or semi-precious stone or metal, wax, wire, wood, rubber, yarn and similar materials provided such uses do not create a nuisance because of odor, noise, dust, smoke, gas, traffic, or other factors.~~

14. ~~Rail loop and spur dependent uses.~~

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C. Conditional Uses. In an M-G Zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of this section and Article 6 of this ordinance:

~~1. Any use permitted when authorized by subsection (1) of this section on a lot within a duly platted subdivision or residential zone.~~

~~2. Utility, transmission and communications towers 200 feet in height and taller.~~

~~3. The resumption of a residential use including a mobile home where the subject use has previously been conducted and has not been discontinued for a period exceeding six months.~~

~~4. Manufacturing, repair, servicing and storage of machinery, implements, equipment, trailers, recreational vehicles or manufactured homes. Retail sales and rentals shall only be associated with these primary uses.~~

~~5. Any use permitted by subsection A of this section where open outside storage is involved.~~

~~6. Concrete or ready mix plant.~~

~~7. Automobile and other automotive wrecking yard.~~

~~8. Quarry, gravel pit, sub-surface or surface mining, including crushing, screening, or washing of extracted materials.~~

~~9. Commercial feed lot, stock yard, sales yard, slaughter house, and rendering plant.~~

~~10. Railroad trackage and related facilities.~~

~~11. Lumber and other wood products manufacturing.~~

~~12. Agricultural products storage and processing plants.~~

13. Any use permitted by subsection (A) or (B4) of this section which is proposed to exceed or expected to exceed the following standards:

a. Occupy more than 70% of the land area designed or designated for said use.

b. Generates any odor, fumes, glare, flashing lights or noise which is perceptible from a residential parcel located within 500 feet from of the property line of the subject use without instruments.

~~14. Manufacture, repair or storage of articles manufactured from bone, cellophane, cloth, cork, feathers, felt, fiber, glass, stone, paper, plastic, precious or semi-precious stone or metal, wax, wire, wood, rubber, yarn and similar materials provided such uses do not create a nuisance because of odor, noise, dust, smoke, gas, traffic, or other factors.~~

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Commented [DG1]: 70% of the land area within the county? 70% of the lot?

15. Solid waste facilities and sites as governed by the Morrow County Solid Waste Plan and Ordinance.

~~16. Rail loop and spur dependent uses.~~

17. A recreational vehicle park meeting the requirements of Article 6 Conditional Uses. This use is only allowed in the General Industrial use zone also known as the old mill site just north of Hoppner.

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18. Other buildings and uses similar to the list above which shall not have any different or more detrimental effect upon the adjoining areas or districts than the buildings and uses specifically listed. Such uses shall only be incidental and directly related to the operation of permitted General Industrial uses.

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 Planning Commission.

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.

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

~~1. 1. Lot size and frontage: The A minimum lot size in the MG zone 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 shall be two acres. The determination of lot size will be driven by the carrying capacity of the land given the proposed use.~~

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~~2. The M minimum lot frontage shall be 300 feet on an arterial or collector; 200 feet on a local street.~~

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~~23. 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.~~

3. Stream Setback: All sewage disposal installations such as outhouses, septic tank and drainfield 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.

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.

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)

SECTION 3.072. SPACE AGE INDUSTRIAL ZONE, SAI

- A. PURPOSE. The SAI Zone is intended to recognize those areas devoted to, or most suitable for, space age technology research and development.
- B. PROCEDURES. ~~Lands shown to be zoned SAI are, prior to development, subject to submittal of a detailed plot plan and with reasonable particularity the intended use, activities, structures and facilities to be built.~~ As in the case of all zones, a zZoning Permit sign-off is required prior to the issuance of building permits. Facilities proposed adjacent to or near an airport may be subject to Article 3 Sections 3.090 Airport Approach Zone and 3.091 Airport Hazard Zone as found in this Zoning Ordinance. Additionally structures constructed 100 feet or taller are subject to notice to the Department of Defense and the Oregon Military Department relative to impacts to the restricted airspace.
- C. Uses Permitted Outright. In an SAI Zone, the following uses and their accessory uses are permitted subject to Zoning Permit approval in accordance with MCZO Section 5.010. Authorization of such uses does not require notice to adjacent property owners or other interested parties and does not constitute a land use decision pursuant to ORS 197.015(10); except when required by MCZO Section 5.020. The following uses are allowed without a Zoning Permit.
1. Farm use as defined in Article 1 Section 1.030 Definitions of this Zoning Ordinance. (MC-C-6-96)
 2. Utility facility service lines, including accessory facilities or structures that end at the point where the utility service is received by the customer and that are located on one or more of the following: a public right-of-way; land immediately adjacent to a public right-of way, provided the written consent of all adjacent property owners has been obtained; or the property to be served by the utility.
 3. Mining less than 5,000 cubic yards of aggregate material or excavation of less than one acre of land conducted annually. (MC OR-1-2013)
 4. Excavations by the landowner or tenant on the landowner or tenant's property for the purpose of operations reasonably necessary for construction, reconstruction or maintenance of access roads on the same parcel or on an adjacent parcel that is under the same ownership as the parcel being excavated reasonably necessary for farming. (MC OR-1-2013)
- D. Uses Subject to Administrative Review. In the SAI Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director. The following uses are allowed, but require ministerial review and a Zoning Permit. If a use occupies 100 or more acres Site Development Review shall be required as outlined in Article 4 Supplementary

~~Provisions Section 4.170 Site Development Review. Other provisions of Article 4 Supplementary Provisions may apply at the time the Zoning Permit is issued.~~

1. Buildings and structures (above and below ground) used for space age technology research and development.
 2. Aerospace Aircraft and space vehicle testing and related research products.
 3. Propulsion testing which includes commercial engines, transatmospheric space plane, remote piloted vehicle, missiles or other space age related vehicles.
 4. Electronic, laser and microwave research activities.
 5. Contained shock testing.
 6. Fire fighting equipment and facilities.
 7. Support facilities for on-site staff.
 8. Mining operation on existing sites.
 9. Utility facilities necessary for public service, but not commercial facilities for the purpose of generating electrical power for public use by sale or transmission towers over 200 feet in height.
 - a. Utility facilities necessary for public service proposed in the Space Age Industrial Use Zone will need to meet the criteria found in Oregon Revised Statute 215.275.
 - b. ~~The acreage included in the analysis to require Site Development Review would be disturbed, constructed surfaces and parking areas.~~
 - be. A reclamation plan is required for non-agricultural lands affected by a utility facility necessary for public service.
- E. Uses permitted with a Conditional Use Permit. The following uses are allowed with a Conditional Use Permit ~~and other reviews as identified below. If a project is over 100 acres of disturbed and constructed surfaces Site Development Review may also be required.~~
1. A commercial utility facility for the purpose of generating power for public use by sale, not including wind power generation facilities, subject to Article 4 Supplementary Provisions, Article 6 Conditional Uses, other portions of this code as appropriate and pertinent sections of Oregon Revised Statutes s and Oregon Administrative Rules s.
 2. A wind generation facility subject to the requirements found in Oregon Administrative Rule Chapter 660 Division 33 Agricultural Land, Article 4 Supplementary Provisions, Article 6 Conditional Uses, and other portions of this Zoning Ordinance.
 3. Transmission towers over 200 feet in height subject to Article 4 Supplementary Provisions and Article 6 Conditional Uses, and other portions of this Zoning Ordinance.

4. Operations conducted for the mining, stockpiling or processing of mineral, aggregate and other mineral resources or other subsurface resources not to exceed 500,000 tons subject to Article 6 of this Ordinance. (MC OR-1-2013)

F. Limitations on use in a SAI Zone

1. A use which has been declared a nuisance by a state statute, by action of the Morrow County ~~Court~~Board of Commissioners, or by a court of competent jurisdiction is prohibited.
2. Material shall be stored and grounds shall be maintained in a manner which will not create a health hazard.
3. All related Oregon Revised Statutes shall be complied with, specifically those dealing with radioactive material and hazardous substances.

G. 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 - trucks, recreational vehicles and buses - 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)

SECTION 3.073. PORT INDUSTRIAL ZONE, PI

Purpose. The PI zone is intended to regulate development at portions of the Port of Morrow Industrial Park and other appropriate locations. The zone is intended to provide for port-related industrial uses and be an industrial sanctuary, limiting commercial uses to those appropriate and necessary to serve the needs of the workers employed within the zone. (MC OR-2014-1)

In the PI zone the following regulations shall apply:

A. Uses Permitted with a Zoning Permit and subject to the provisions of this Section. ~~Accessory uses and structures-Outside activities-~~ are permitted where subordinate to the within the scope of allowed uses outlined below. ~~Port industrial projects utilizing more than 100 acres are subject to Site Development Review (Article 4 Supplementary Provisions Section 4.170 Site Development Review).~~ (MC OR-2014-1)

1. Water-dependent and related industrial uses.
2. Aerospace-related industrial uses.
3. Chemical and primary metal industrial uses which are port-related.
4. Port-related industrial uses ~~which are land intensive.~~
5. Lumber and wood-products manufacturing and other related industrial uses which are port-related.
6. Effluent disposal of industrial wastes and agricultural activities in conjunction therewith.
7. Manufacturing, refining, processing or assembling of any agricultural, mining or industrial product.
8. Manufacturing, repair, servicing and storage of machinery, implements, equipment, trailers, recreational vehicles or manufactured homes with retail sales and rentals only associated with the primary use.
9. ~~Power generating and u~~Utility facilities necessary for public service, except for utility, transmission and communications towers greater than 200 feet in height.
10. Oil module production and shipping and related industrial uses which are port-related.
11. Ship building and repair.
12. Any other industrial use authorized by ORS 777.250(1) through (3) unless Site ~~Development Plan~~ Review is otherwise required by MCZO 5.020#triggered.
13. Buildings, structures, offices and other uses customarily accessory to and in conjunction with permitted uses in the PI zone.

14. Rail facilities, including but not limited to rail lines, spurs, turnouts, switches, signals, rail car storage and related facilities. (MC OR-2014-1)

15. Rail loop and spur dependent uses.

16. Concrete or ready-mix manufacturing plant.

~~17. Data Center.~~

18. Uses allowed outright in the General Industrial Zone, not including residential caretaker use.

19. Facility for security personnel and activities involved in the policing, control, regulation and management of property which may include sleeping facilities, but which is not a dwelling.

20. Intermodal transportation facilities not requiring an Oregon Department of Environmental Quality Solid Waste Disposal Site Permit, such as a truck intermodal facility or rail to truck.

21. Outdoor Advertising Sign or Billboard.

B. Uses Subject to Administrative Review. In the PI Zone, the following uses and activities and their accessory buildings and uses may be permitted outright through the Site Plan Review process provided in MCZO 5.020, and subject to the provisions of this Section if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.

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1. Data Center.

2. Commercial uses appropriate and necessary to serve the needs of workers employed within the zone. Total cumulative square footage of retail floor space shall not exceed 10,000 square feet within areas zoned PI or 10% of the area of any building or complex of buildings, unless the applicant provides information justifying a larger area.

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3. 3. Quarry, gravel pit, subsurface or surface mining, including crushing, screening or washing of extracted materials.

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4. Asphalt plant.

5. Intermodal transportation facilities that have been designated a transfer station by the Department of Environmental Quality and must acquire a Solid Waste Disposal Site Permit. These facilities must meet the requirements of the Morrow County Solid Waste Ordinance.

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C. Conditional Uses.

~~1. Commercial uses appropriate and necessary to serve the needs of workers employed~~

~~within the zone. Total cumulative square footage of retail floor space shall not exceed 10,000 square feet within areas zoned PI or 10% of the area of any building or complex of buildings, unless the applicant provides information justifying a larger area.~~

2. Other buildings and uses similar to the list above which shall not have any different or more detrimental effect upon the adjoining areas or districts than the buildings and uses specifically listed, shall only be incidental and directly related to the operation of permitted Port Industrial uses.

~~3. Quarry, gravel pit, subsurface or surface mining, including crushing, screening or washing of extracted materials.~~

~~4. Asphalt plant.~~

~~5. Intermodal transportation facilities that have been designated a transfer station by the Department of Environmental Quality and must acquire a Solid Waste Disposal Site Permit. These facilities must meet the requirements of the Morrow County Solid Waste Ordinance.~~

CD. Limitations on Uses.

1. Material shall be stored and grounds shall be maintained in a manner which will not create a health hazard.

2. All related provisions of the Oregon Revised Statutes shall be complied with, particularly those dealing with hazardous substances and radioactive materials.

DE. Dimension Requirements. The following dimensional requirements apply to all buildings and structures constructed, placed or otherwise established in the PI zone. (MC OR-2014-1)

1. Minimum front yard setback: Thirty (30) feet. No structure shall be erected closer than ninety (90) feet from the center line of any public, county or state road. Structures on corner or through lots shall observe the minimum front yard setback on both streets.

2. Minimum side and rear yard setback: ten (10) feet.

3. Minimum lot coverage: No limitation.

4. Maximum building height: No limitation.

5. Exceptions to the setback regulations are as follows:

a. There shall be no setback requirement where a property abuts a railroad spur if the spur will be utilized by the permitted use.

b. Side and rear lot requirements may be waived on common lot lines when adjoining lot owners enter into a joint development agreement for coordinating vehicular access and parking development. Party wall or adjoining building walls must meet fire separation requirements of the State of Oregon Structural

Specialty Code and Fire and Life Safety Code. The joint development agreement must be approved by the Port of Morrow as to form and content, recorded in the Morrow County Clerk's office and a copy must be provided to the Planning Department.

EE. Interpretation.

1. In the event that it is unclear that a proposed use is a permitted use within the PI zone, the Planning Director shall initially make such a determination. Notice of the Planning Director's decision shall be mailed to all owners of real property located within 250 feet of the subject property. Any person entitled to such notice or who is adversely affected or aggrieved by the decision may request a public hearing pursuant to Section 9.030 of this Ordinance within 15 days following the mailing of the Planning Director's decision.

2. When an intermodal transportation facility handles solid waste in a situation that is considered temporary and when solid waste is transferred in a non-containerized or non-typical manner the Planning Director shall make a notice of decision concerning this action. This notice shall be mailed to all owners of real property located within 250 feet of the subject property. Based on the temporary nature of these activities this decision is final and is not subject to appeal or hearing. (MC OR-2014-1)

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FG. Transportation Impacts. Transportation Impacts will be evaluated using provisions within Article 4 Supplementary Provisions Section 4.010(F) Access within the Influence Area of an Interchange. If that provision is not applicable a Traffic Impact Analysis as outlined in the Morrow County Transportation System Plan will be required if the necessary applicable thresholds are triggered. (MC OR-2014-1)

SECTION 3.076 AIRPORT LIGHT INDUSTRIAL ZONE, ALI

Purpose. The ALI zone is intended to permit airport-compatible light industrial uses and other airport-compatible uses on existing industrial land near the Boardman airport. Light industrial uses are manufacturing, assembly, processing, packaging and other industrial uses that do not generate noise, odor, dust, glare, or vibration in amounts that might otherwise be objectionable to nearby land uses. Airport-compatible uses are uses that do not create glare, light, smoke, dust, steam, bird attractants or electrical interference in amounts that could interfere with airport operations and airport safety.

- A. Airport Safety and Compatibility. Uses permitted within the ALI zone that are also located within the Airport Safety and Compatibility Overlay Zone shall comply with applicable standards in the Airport Safety and Compatibility Overlay Zone.
- B. Notice: Timely notice of applications for permits in the ALI zone shall be provided to the Oregon Department of Transportation, the Oregon Department of Aviation, and the United States Department of Navy.

- C. Uses Permitted Outright. In the ALI zone, the following uses ~~with their accessory uses, will be permitted through the Zoning Permit process found in Article 5 Section 5.010, unless Site Plan Review is required as outlined in Article 5 Section 5.020. Uses shall also meet the applicable development standards listed in Article 4~~ are permitted outright:

- 1. All uses permitted outright in the Air/Industrial Park Zone, AI.

- ~~2. Data Center.~~

- ~~3. Storage buildings and warehouses.~~

- ~~4. Utility facilities necessary for public service, except for utility, transmission, and communications towers greater than 200 feet in height-structures.~~

- D. ~~Uses- Subject to Administrative Review. Permitted under Prescribed Conditions.~~ In the ALI zone, the following uses and activities and their accessory buildings and uses are permitted upon demonstration of compliance with the standards in this section ~~through the Site Plan Review process provided in MCZO 5.020, if determined by the Planning Director to satisfy the applicable criteria and provisions of law. Notice and an opportunity to file an appeal must be provided in the manner described in ORS 215.416. These uses may be referred to the Planning Commission for review if deemed appropriate by the Planning Director.~~

- 1. Data Center.

- ~~2.~~ Solar energy projects. Where the United States Department of Navy indicates that the location of solar panels would impact Navy flight operations, consideration shall be given to any design recommendations offered by the Navy.

- ~~3.~~ Light industrial uses, where the Department of Aviation does not provide evidence demonstrating that such activity would create a safety hazard or limit approved airport uses.

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SECTION 3.075 RURAL LIGHT INDUSTRIAL ZONE, RLI

A. PURPOSE

The Rural Light Industrial (RLI) Zone is designed to provide suitable areas for the development of small-scale industry that does not require full urban services. The intent is to provide industrial uses of a local nature, unlike the uses that would normally be sited in the Port or General Industrial Zones. This zone can accommodate incubator facilities and allows storefront businesses. This zone is to be applied in areas where transportation opportunities are already in place and available.

B. USES: PERMITTED ~~AND CONDITIONAL~~ OUTRIGHT.

The following uses, with accessory uses, will be permitted ~~utilizing through~~ the ~~Site Plan Review criteria~~ Zoning Permit Process found in Article 54 Section ~~54.01065~~, unless ~~criteria-based~~ Site ~~Plan Development~~ Review is required in Article 54 Section ~~54.02470~~. Uses shall also meet the applicable development standards listed in ~~other parts of~~ Article 4.

1. Institutional

These uses are: public use; operated by a government entity; special district; or non-profit organization.

- a. Airport and related aviation uses, including hangar and maintenance facilities
- b. Animal shelter
- c. Freight, train, bus or taxi terminals
- d. Public and semi-public building, such as police or fire station, ambulance service, emergency medical facility, or museum.
- e. Utility structure

2. Sale and/or Service

- a. Automobile, truck and heavy equipment sales, parts and accessory stores, service stations, paint and body shop, tire sales and repair, and trucking facilities
- b. Heavy equipment and farm implement sales, service, rental or repair
- c. Photographic film processing, photo engraving, photocopying, printing, lithographing, blueprinting or publishing and distribution facilities or establishments
- d. Building maintenance service
- e. Plumbing and sheet metal shops
- f. Saw shops, including sales and repair
- g. Taxidermy
- h. Upholstery, automobile and furniture
- i. Veterinary clinic and hospital
- j. Food catering preparation with no onsite retail sales

3. Storage and Distribution

- a. Agricultural cooperative
- b. Towing services and impound yard, overnight truck or trailer parking
- c. Rental equipment facilities and storage yards
- d. Commercial parking lot
- e. Mini-storage units with office
- f. Contractor's or building materials business, and other construction related businesses including plumbing, electrical, roofing, siding, etc., provided such

is wholly enclosed within a building or no outside storage is permitted unless enclosed by sight obscuring fencing.

C.

Uses permitted conditionally will be required to meet the applicable criteria in Article 6 Sections 6.020, 6.030 and Article 4. Additional criteria may be found in Section 6.050. All Conditional Use Permits are subject to Planning Commission review and approval.

~~1. Light Industrial—Institutional~~

~~These uses are: public use; operated by a government entity; special district; or non-profit organization.~~

~~a. Airport and related aviation uses, including hangar and maintenance facilities~~

~~b. Animal shelter~~

~~c. Freight, train, bus or taxi terminals~~

~~d. Public and semi-public building, such as police or fire station, ambulance service, emergency medical facility, or museum.~~

~~e. Utility structure~~

1. Institutional. f. Conditional Use: Utility yard, recycling center, resource recovery facility, sewage disposal plant, pumping or treatment facility, water storage reservoir, sewage transfer site, or waste transfer site. Some of these uses may also be subject to the Morrow County Solid Waste Management Plan and Ordinance.

~~2. Light Industrial—Sale and/or Service~~

~~a. Automobile, truck and heavy equipment sales, parts and accessory stores, service stations, paint and body shop, tire sales and repair, and trucking facilities~~

~~b. Heavy equipment and farm implement sales, service, rental or repair~~

~~c. Photographic film processing, photo engraving, photocopying, printing, lithographing, blueprinting or publishing and distribution facilities or establishments~~

~~d. Building maintenance service~~

~~e. Plumbing and sheet metal shops~~

~~f. Saw shops, including sales and repair~~

~~g. Taxidermy~~

~~h. Upholstery, automobile and furniture~~

~~i. Veterinary clinic and hospital~~

~~j. Food catering preparation with no onsite retail sales~~

2k. Conditional Use: Sale and/or Service. Lockers, ice houses and meat or game processing facilities to serve the personal scale market.

~~l. Conditional Use:~~ General or scientific laboratories, research or experimental facilities

3. Light Industrial—Repair, Assembly and Manufacturing.

a. a. Conditional Use: Compounding, processing, packaging or treatment of products

b. Conditional Use: Temporary cement and asphalt batching, rock processing and crushing

- c. **Conditional Use:** Metal works including foundry, metal reduction, milling, refining, fabrication, welding and repair
- d. **Conditional Use:** Manufacture, assembly or repair of textiles, cloth, fiber or wood products, including secondary and tertiary processing
- e. **Conditional Use:** Processing or packaging of food or drink products

~~4. Light Industrial—Storage and Distribution~~

- ~~a. Agricultural cooperative~~
- ~~b. Towing services and impound yard, overnight truck or trailer parking~~
- ~~c. Rental equipment facilities and storage yards~~
- ~~d. Commercial parking lot~~
- ~~e. Mini-storage units with office~~
- ~~f. Contractor's or building materials business, and other construction related businesses including plumbing, electrical, roofing, siding, etc., provided such is wholly enclosed within a building or no outside storage is permitted unless enclosed by sight-obscuring fencing.~~
- ~~g. Conditional Use:~~ Warehousing, receiving and shipping, wholesale sales or distribution of equipment or products including food, which may also include retail sales
- ~~h. Conditional Use:~~ Local fuel distribution facility

4. Storage and Distribution. Warehousing, receiving and shipping, wholesale sales or distribution of equipment or products including food, which may also include retail sales. Local fuel distribution facility.

5. Light Industrial—Support Services.

These uses tend to provide support to other uses within the zone or adjoining zones.

- a. **Conditional Use:** Caretaker or night watchman (quarters or manufactured dwelling). The unit must be related to the business. The manufactured dwelling must be removed when the business ceases to operate. The resident must be an employee of the business and employee status must be documented
- b. **Conditional Use:** Restaurant, lounge, tavern, food stand, coffee kiosk, mobile food vendors

C. DEVELOPMENT STANDARDS

All uses authorized by this Article and Section may be subject to certain additional permit, process and property development standards that are contained elsewhere in the Morrow County Zoning Ordinance, the Morrow County Transportation System Plan, other applicable County Ordinances, or identified below.

~~1. Site Plan Review.~~

~~Article 4 Section 4.165 is a ministerial review required of all development less than 100 acres in this zone.~~

~~2. Site Development Review.~~

~~Article 4 Section 4.170 is a Planning Commission review required of all development more than 100 acres, or it can be required by the Planning Commission for Conditional Use approvals of less than 100 acres.~~

~~3. Transportation Impact Analysis.~~

~~In addition to the other standards and conditions set forth in this section or in Article 4, a Traffic Impact Analysis will be required for all projects generating more than 400 new daily trips. Heavy vehicles—trucks, recreational vehicles and buses—will be defined as 2.2 daily trips. The Morrow County Transportation System Plan,~~

~~specifically Appendix D Traffic Impact Analysis Guidelines, provides the necessary information for a Transportation Impact Analysis to be completed.~~

~~4. Access and Parking~~

~~Article 4 provides information concerning access and parking requirements.~~

~~5. Exceptions.~~

~~Exceptions to this Section can only be considered using the criteria found in Article 5 of this Zoning Ordinance.~~

~~6. Variances.~~

~~Variances to this Section can only be considered using the criteria found in Article 7 of this Zoning Ordinance.~~

~~7. Airport Approach and Hazard Overlay Zones.~~

~~If the proposed use is located near an airport in Morrow County with an approved Airport Master Plan, provisions of the Airport Approach or Hazard Overlay Zone may apply.~~

~~81. Landscaping and Screening.~~

~~Properties bordering Tourist Commercial or Residential Zones need to have in place a site obscuring fence or landscaping of such design that the visual impact is reduced or eliminated. No other specific landscaping or screening is required in this zone.~~

~~92. Minimum lot size and frontage.~~

~~AThe minimum lot size has not been determined for this in the RLI zone, 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.~~

~~3. Minimum lot frontage shall be 300 feet on an arterial or collector; 200 feet on a local street. -Shared accesses will be encouraged.~~

~~104. 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.~~

~~115. Signs.~~

~~Signs installed in this zone will need to meet the requirements of Article 4 Section 4.070 Sign Limitations and Regulations.~~

~~126. Building height.~~

~~The height of the building needs to be less than 45 feet or three stories, unless the applicant can provide proof from the providing fire district that services can be provided in the event of an emergency.~~

34. Agricultural processing, where the Department of Aviation does not provide evidence demonstrating that such activity would create a safety hazard or limit approved airport uses.

45. Speedway uses, subject to compliance with the standards in the Speedway Limited Use Overlay Zone.

E. Dimensional Requirements. In the ALI zone, the following dimensional standards shall apply:

1. Minimum lot size. No limitation.
2. Minimum lot coverage. No limitation.
3. Minimum lot frontage. Minimum lot frontage shall be 300 feet on an arterial or collector street and 200 feet on a local street.
4. Minimum setbacks.
 - a. Front yard setbacks. The minimum front yard setback between a structure and a street right-of-way shall be 50 feet for an arterial street, 30 feet for a collector street, and 20 feet for a local street. Structures on corner lots shall observe the minimum front yard setback for both streets.
 - b. Side and rear yard setbacks. There is no side or rear yard setback except as may be required by the Building Code or other siting requirements. Where so required, the requirements may be waived on common lot lines when adjoining lot owners enter into a joint agreement for coordinating vehicular access and parking. Party wall or adjoining building walls must meet fire separation requirements of the State of Oregon Structural Specialty Code and Fire and Life Safety Code. The joint development agreement must be approved by the Port of Morrow as to form and content and recorded in the Morrow County Clerk's office, and a copy must be provided to the Planning Department.
 - c. Railroad spur. There is no structure setback from a railroad spur where the spur will be utilized by the permitted use. Otherwise the setback shall be 20 feet.
5. Maximum building height: No maximum height. However, no structure shall be allowed to penetrate an airport imaginary surface.

F. Transportation Impacts. Upon request by ODOT or Morrow County, a Traffic Impact Analysis (TIA) shall be required when projects on lands zoned ALI, cumulatively, have generated more than 400 passenger car equivalent trips per day on the local street network. Heavy vehicles – trucks, recreational vehicles and buses – will be defined as 2.2 passenger car equivalents. The TIA shall include: daily vehicle trips generated by existing projects and projects that are reasonably likely to occur within the ALI zone during the planning period, peak hour trip distribution at affected intersections, analysis of compliance with applicable roadway performance standards, recommended mitigation measures necessary to achieve or retain compliance with applicable roadway performance standards, and identification of triggers addressing the timing of future mitigation.

SECTION 3.091. AIRPORT HAZARD ZONE, AH

~~SECTION 3.091.~~ **PURPOSE.** A zone regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Lexington public use airport by creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein; referring to the land use plan and approach clear zone plan (zoning maps) which are incorporated in and made a part of this ordinance; providing for enforcement; and imposing penalties.

This zone is adopted pursuant to the authority conferred by Morrow County. It is hereby found that an airport hazard endangers the lives and property of users of the Lexington public use airport in Morrow County, and property or occupants of land in the vicinity thereof, and also if the obstruction type, in effect reduces the size of the area available for the landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of these airports and the public investment therein. Accordingly, it is declared:

That the creation of establishment of an airport hazard within the zone is a public nuisance and an injury to the region served by public use airports in the county;

That it is necessary in the interest of the public health, public safety, and general welfare and prosperity that the creation or establishment of airport hazards be prevented; and

That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land.

A. Definitions. As used in this section, unless the context otherwise requires:

1. AIRPORT ELEVATION - The highest point of an airport's usable landing area measured in feet from mean sea level (205 feet MSL).
2. AIRPORT HAZARD - Any structure or object of natural growth located on or in the vicinity of a public airport, or any use of land near such airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff at such airport or is otherwise hazardous to such landing or takeoff of aircraft.
3. STRUCTURE - An object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, earth formation, and overhead transmission lines.

4. TREE - Any object of natural growth.
5. NONCONFORMING USE - Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this Section or an amendment thereto.
6. HEIGHT - For the purpose of determining the height limits in all zones set forth in this Section and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
7. PERSON - An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.
8. RUNWAY - A defined area on public use airport prepared for landing and takeoff of aircraft along its length including both existing and proposed as shown on approved Airport Layout Plans for each airport.
9. APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL ZONES - These zones apply to the area under the approach, transitional, horizontal, and conical surfaces defined in Federal Aviation Regulations (FAR) Part 77, and shown on the approved Approach and Clear Zone Plan for each airport.
10. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on the FAA approved Airport Layout Plan.
11. UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less (Runway 8-26 and 9-27 at the Morrow County Airport).
12. NON-PRECISION INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on the Airport Layout Plan.
13. PRECISION INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on the approved Airport Layout Plan.
14. PRIMARY SURFACE - A surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of that runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation

of any point on the primary surface is the same as the elevation of the nearest point onto the runway centerline.

15. PUBLIC USE AIRPORT - Any airport, publicly or privately owned, which is open to public use and meets all appropriate state and federal operational criteria.

B. Airport Zones. In order to carry out the provisions of this Section, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal zones, and conical zones as they apply to a public use airport. Such zones are shown on both the "Land Use Plan" (Drawing 3) and "Approach and Clear Zone Plan" (Drawing 2) of the Morrow County Airport Layout Plan, which are attached to this Section and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive limitations. At the Lexington Airport, the AH Zone applies to the areas identified on the March 2001 ALP Map as the Approach Surface, Horizontal Surface and Conical Surface. The various zones are hereby established and defined as follows:

1. APPROACH AND CLEAR ZONES - Those areas depicted on the approved Approach and Clear Zone Plan including the horizontal conical, approach and primary surfaces which pertain to federal aviation Regulation (FAR) Part 77. Within this zone are the following defined sub-zones:

a. Utility Runway Visual Approach Sub-Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.

b. Runway Larger than Utility with a Visibility Minimum Greater than 3/4 Mile Non-Precision Instrument Approach Sub-Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.

c. Precision Instrument Runway Approach Sub-Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.

d. Transitional Sub Zones - These zones are hereby established as the area beneath the transitional surfaces. These surfaces extend

outward and upward at 90-degree angles to the runway centerline and the runway.

e. Horizontal Sub-Zone - The horizontal zone is hereby established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway, and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

f. Conical Sub-Zone - The conical zone is hereby established in the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet. The conical zone does not include the precision instrument approach zones and the transitional zones.

C. Airport Zone Height Limitations. Except as otherwise provided in this Section, no structure or tree shall be erected, altered, allowed to grow, or be maintained in any zone created by this Section to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones and sub-zones in question as follows:

1. Utility Runway Visual Approach Sub-Zone - Slopes upward twenty (20) feet horizontally for each foot vertically, beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

2. Runway Larger Than Utility with a Visibility Minimum Greater Than 3/4 Mile Non-Precision Instrument Approach Sub-Zone - Slopes upward thirty-four (34) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

3. Precision Instrument Runway Approach Sub-Zone - Slopes upward fifty (50) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.

4. Transitional Sub-Zones - Slopes upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the primary surface and the approach zones, and extending to a height of 150 feet above the airport elevation which is the highest elevation of each public use airport. In addition to the foregoing, there are established height limits sloping upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the approach zones, and extending to where they intersect the conical surface. Where the precision instrument runway

approach zone projects beyond the conical zone, height limits sloping upward and outward seven (7) feet horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as precision instrument runway approach surface, and extending to a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

5. Horizontal Sub-Zone - One hundred and fifty (150) feet above the airport elevation.

6. Conical Sub-Zone - Slopes upward and outward twenty (20) feet horizontally for each foot vertically beginning at the periphery of the horizontal zone and at one hundred and fifty (150) feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

7. Excepted Height Limitations - Nothing in this Zone shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to thirty five (35) feet above the surface of the land. When an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail. These surfaces are shown on the approved Approach and Clear Zone Plan for each public use airport.

D. Use Restrictions. Notwithstanding any other provisions of this Section, no use may be made of land or water within airport zones established by this Section in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport or otherwise in any way create a hazard or endanger the landing, takeoff, or maneuvering of aircraft intending to use the public use airport. Included in this restriction is any land or water use which would tend to foster or increase bird population and thereby increase the likelihood of a bird strike problem.

Notwithstanding any other provisions of this Section, no use may be made of land or water within the approved Approach and Clear Zones established by this Section in such a manner which would promote or provide for large congregations of people and/or above-ground storage of flammable substance.

E. Nonconforming Uses.

1. Regulations not Retroactive - The regulations prescribed by this Zone shall not be construed to require the removal, lowering, or other changes or alterations of any structure or tree not conforming to the regulations as of the effective date of this Section, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Zone and is diligently prosecuted.

2. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing non-conforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Morrow County ~~Board of Commissioners Court~~, to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the owner of the public use airport.

F. Permits.

1. Future Uses - No material change shall be made in the use of land and no structure or tree shall be erected, altered, planted, or otherwise established in any zone or sub-zone hereby created unless a permit therefore shall have been applied for and granted.

a. However, a permit for a tree or structure of less than 75 feet of vertical height above the ground shall not be required in the horizontal and conical zones or in any approach and transitional zones beyond a horizontal distance of 4,200 feet from each end of the runway except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for the respective zone.

b. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particulars to determine whether the resulting use, structure, or tree would conform to the regulation herein prescribed. If such determination is in the affirmative, the permit shall be granted.

2. Existing Uses - No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Zone or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed - Whenever the county determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this Section may apply to the County Planning Commission for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in practical

difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but will do substantial justice and be in accordance with the spirit of this Zone.

5. Hazard Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Zone and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the county or airport owner, at its own expense, to install, operate, and maintain thereon, such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

~~G. Enforcement. It shall be the duty of Morrow County Court to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the respective jurisdictions upon a form furnished by them. Applications required by this Section to be submitted to the agency of Morrow County Court shall be promptly considered and granted or denied by them. Application for action by the County Planning Commission shall be forthwith transmitted by the respective jurisdictions.~~

Commented [DG1]: This is inconsistent with our process

HG. Appeals. Any person aggrieved, or any taxpayer affected by any decision of the county administering office made in his administration of this Zone may appeal as provided in Article 9 of this Ordinance.

SECTION 3.092 AIRPORT SAFETY AND COMPATIBILITY OVERLAY ZONE, ASC

- A. Purpose. The purpose of this overlay zone is to protect and support the continued operation of the Boardman public use airport by establishing compatibility and safety standards and to reduce potential safety hazards for persons living, working or recreating near that airport.
- B. Definitions. Definitions in this section apply specifically to this overlay zone and are intended to supplement the definitions in Article 1.
1. Aircraft. Includes airplanes and helicopters, but not hot air balloons or ultralights.
 2. Airport Direct Impact Area. The area located within 5,000 feet of an airport runway, excluding lands within the runway protection zone and approach surface.
 3. Airport Elevation. The highest point of an airport's usable runway, measured in feet above mean sea level.
 4. Airport Imaginary Surface. Imaginary areas in space and on the ground that are established in relation to the airport and its runways. Imaginary areas are defined by the primary surface, runway protection zone, approach surface, horizontal surface, conical surface and transition surface.
 5. Airport Secondary Impact Area. The area located between 5,000 and 10,000 feet from an airport runway.
 6. Airport sponsor. The owner, manager, person or entity designated to represent the interests of an airport [OAR 660-013-0020]
 7. Approach Surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface.
 - a. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
 - i. 1,250 feet for a utility runway; or
 - ii. 1,500 feet for a runway other than a utility runway.
 - b. The approach surface extends for a horizontal distance of 5,000 feet at a

- slope of 20 feet outward for each foot upward.
- c. The outer width of an approach surface will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
8. Conical Surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a distance of 4,000 feet.
 9. Department of Aviation. The Oregon Department of Aviation, formerly the Aeronautics Division of the Oregon Department of Transportation.
 10. Federal Aviation Administration's (FAA) Technical Representative. As used in this ordinance, the federal agency providing the FAA with expertise on wildlife and bird strike hazards as they relate to airports. This may include, but is not limited to the United States Fish and Wildlife Service and the Oregon Department of Fish and Wildlife.
 11. Height. Height of Building as defined in MCZO Section 1, including the highest point of a tree, plant or other object of natural growth, measured from mean sea level.
 12. Horizontal Surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is 5,000 feet.
 13. Obstruction. Any structure or tree, plant, or other object of natural growth that penetrates an imaginary surface.
 14. Other than Utility Runway. A runway that is constructed for and intended to be used by turbine-driven aircraft or by propeller-driven aircraft exceeding 12,500 pounds gross weight.
 15. Primary Surface. A surface longitudinally centered on a runway. When a runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When a runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:
 - a. 250 feet for utility runways.
 - b. 500 feet for other than utility runways.

16. **Public Assembly Facility or Location** A permanent or temporary structure or facility, place or activity where concentrations of people gather in reasonably close quarters for purposes such as deliberation, education, worship, shopping, employment, entertainment, recreation, sporting events, or similar activities. Public assembly facilities include, but are not limited to, schools, churches, conference or convention facilities, employment and shopping centers, arenas, athletic fields, stadiums, clubhouses, museums, and similar facilities and places, but do not include parks, golf courses or similar facilities unless used in a manner where people are concentrated in reasonably close quarters. Public assembly facilities also do not include air shows, structures or uses approved by the FAA in an adopted airport master plan, or places where people congregate for short periods of time such as parking lots or bus stops.
17. **Runway.** A defined area on an airport prepared for landing and takeoff of aircraft along its length.
18. **Runway Protection Zone (RPZ).** An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The inner width of the RPZ is the same as the width of the primary surface. The outer width of the RPZ is a function of the type of aircraft and specified approach visibility minimum associated with the runway end. The RPZ extends from each end of the primary surface for a horizontal distance of: 1,000 to 2,500 feet.
19. **Significant.** As it relates to bird strike hazards, “significant” means a level of increased flight activity by birds across an approach surface or runway that is more than incidental or occasional, considering the existing ambient level of flight activity by birds in the vicinity.
20. **Transitional Surface.** Those surfaces that extend upward and outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the side of the primary and approach surfaces to the point of intersection with the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at a 90 degree angle to the extended runway centerline.
21. **Utility Runway.** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.
22. **Visual Runway.** A runway intended solely for the operation of aircraft using visual approach procedures, where no straight-in instrument approach procedures or instrument designations have been approved or planned, or are indicated on an

FAA-approved airport layout plan or any other FAA planning document.

- C. **Imaginary Surface Delineation.** The airport elevation and the location and dimensions of the runway, primary surface, runway protection zone, approach surface, horizontal surface, conical surface and transitional surface shall be delineated for each airport subject to this overlay zone and shall be made part of the Official Zoning Map. All lands, waters, and airspace or portions thereof, that are located within these surfaces shall be subject to the requirements of this overlay zone.
- D. **Notice of Land Use and Permit Applications within Overlay Zone Area.** Except as otherwise provided, written notice of applications for land use or limited land use decisions in the area within this overlay zone, including comprehensive plan or zoning amendments, shall be provided to the airport sponsor and the Department of Aviation in the same manner as notice is provided to property owners entitled by law to written notice of land use or limited land use applications.
1. Notice shall be provided to the airport sponsor and the Department of Aviation when the property or a portion thereof that is subject to the land use or limited land use application is within 5,000 feet of the sides or ends of the runway.
 2. Notices required by this section need not be provided to the airport sponsor or the Department of Aviation where the land use or limited land use application:
 - a. would only allow structures less than 35 feet in height, measured from grade;
 - b. involves property located entirely outside the approach surface;
 - c. does not involve uses that emit smoke dust, or steam; sanitary landfills or water impoundments; or radiotelephone, television or similar transmission facilities or electrical transmission lines; and
 - d. does not involve wetland mitigation, creation, enhancement or restoration.
- E. **Height Limitations on Allowed Used in Underlying Zone.** All uses permitted by the underlying zone shall comply with the height limitations in the Section unless standards of the underlying zone are more restrictive.
1. Except as provided in paragraph 2, no structure or tree or other object of natural growth shall be allowed to penetrate an airport imaginary surface.
 2. For areas within airport imaginary surfaces but outside of the approach and transition surfaces, where terrain is at higher elevations than the airport runway surfaces where existing structures and permitted development penetrate the airport imaginary surfaces, a local government may authorize structures up to 35 feet in height.
- F. **Procedures.** An application for a land use or limited land use approval on property within this overlay zone shall provide the following information in addition to any other

required information:

1. A map or drawing showing the location of the property in relation to the airport imaginary surfaces.
 2. Elevation profiles and a site plan, drawn to scale, including the location and height of all existing and proposed structures, measured from existing grade.
- G. Land Use Compatibility Requirements. Any land use allowed in the underlying zone may be permitted in the overlay zone, subject to the following standards:
1. The user shall comply with the height standards in Section (E) of this Chapter.
 2. The use shall not include a place of public assembly.
 3. The uses shall not create a bird attractant. If the airport sponsor determines that there is a potential for attracting birds, the application shall include a study demonstrating that any hazard to use of the airport is mitigated.
 4. The use shall not cause light or glare that projects lighting directly onto a runway or taxiway, or imitates airport lighting.
 5. The use shall not be a source of smoke, dust or steam.
 6. The use shall not cause electrical interference with the airport operations, or in the case of proposed or expanded communications or transmission facilities, the Department of Aviation and the FAA shall approve the facility.
 7. The use shall not create a new or expanded water impoundment within 5,000 feet of the edge or end of a runway larger than one-quarter acre in size unless necessary for airport operations or approved in writing by the airport sponsor, the Department of Aviation, and the FAA.
- H. Prohibited Uses. Notwithstanding the underlying zoning, the following uses are prohibited in the Airport Safety and Compatibility Overlay Zone:
1. New residential Development.
 2. New Public Assembly Facilities.
- I. Nonconforming Uses.
1. The regulations prescribed by this Zone shall not be construed to require the removal, lowering, or other changes or alterations of any structure or tree not conforming to the regulations as of the effective date of this Section, or otherwise

interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure that was approved under the requirements of the previous Airport Approach or Airport Hazard zones, including those approvals that expired or that became void. Such approvals are hereby validated as consistent with this Airport Safety and Compatibility Overlay and no further approval is required under the terms of the zoning ordinance.

2. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing non-conforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Morrow County- Board of Commissioners Court, to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated and maintained at the expense of the owner of the public use airport.

SECTION 3.100. FLOOD HAZARD OVERLAY ZONE, FP

In any zone which is a FH Overlay Zone, the requirements and standards of this section shall apply in addition to those herein specified for such zone previously, provided that if a conflict in regulations or standards occurs, the provisions of this section shall govern.

(1) APPLICATION OF PROVISIONS

The provisions of this section shall apply to all areas of special flood hazards within the jurisdiction of the County. The areas of special flood hazard identified by the Federal Insurance Administration on the "Flood Study" with accompanying "Flood Insurance Rate Maps" is hereby adopted by reference and declared to be a part of this Ordinance, and, thereof, the provisions of this section shall apply to all flood hazard areas identified by said Maps.

(2) DEFINITIONS

Unless specifically defined below, words or phrases used in this ordinance shall be interpreted so as to give them the meaning they have in common usage and to give this ordinance its most reasonable application.

“APPEAL” means a request for a review of the Planning Director's interpretation of any provision of this ordinance or a request for a variance.

“AREA OF SHALLOW FLOODING” means a designated AO or AH Zone on the Flood Insurance Rate Map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.

“AREA OF SPECIAL FLOOD HAZARD” or “SPECIAL FLOOD HAZARD AREA (SFHA)” means the land in the flood plain within a community subject to a one-percent or greater chance of flooding in any given year. Designation on maps always includes the letter A.

“BASE FLOOD” means the flood have a one percent chance of being equaled or exceeded in any given year. Also referred to as the “100-year-flood.” Designation on maps always includes the letter A.

“BASEMENT” means any area of the building having its floor subgrade (below ground level) on all sides. Not to be confused with “below-grade crawlspace” which differs in function and size. (see below-grade crawlspace definition)

“BEFORE REGULATORY FLOODWAY” means a floodway without an actual “floodway” designation on the FEMA maps. Until FEMA makes an official designation concerning these areas and when the area has been designated within Zones A1 – 30 and AE on the FIRMs, development is limited as outlined in Section 5.3.

“BELOW-GRADE CRAWLSPACE” for this Ordinance means that area of a building which is bounded by foundation walls and is located between the bottom of the lowest floor and the ground. The interior grade of a crawlspace below the base flood elevation must not be more than two feet below the lowest adjacent exterior grade. Below-grade crawl spaces are generally less than four feet in height and provide a means of ventilation, visual inspection and access to pipes, ducts, and electrical wiring.

“CRITICAL FACILITY” means a facility for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to schools, nursing homes, hospitals police, fire and emergency response installations, installations which produce, use or store hazardous materials or hazardous waste.

“DEVELOPMENT” means any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, or storage of equipment or materials, mining, dredging, filling, grading, paving, excavation or drilling operations located within the area of special flood hazard.

“ELEVATION CERTIFICATE” means the official document, FEMA Form 81-31, in which lowest floor and flood-proofing elevations are recorded. It provides information necessary to ensure compliance with Morrow County’s floodplain management ordinance, to determine flood insurance rates, and to support a request for a Letter of Map Amendment (LOMA) or Letter of Map Revision based on fill (LOMR-F).

“FLOOD” or “FLOODING” means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of rivers or streams or
- (2) The unusual and rapid accumulation of or runoff of surface waters from any source.

“FLOOD INSURANCE RATE MAP (FIRM)” means the official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.

“FLOOD INSURANCE STUDY” means the official report provided by the Federal Insurance Administration that includes flood profiles, the Flood Boundary-Floodway Map, and the water surface elevation of the base flood.

“FLOODPLAIN” (OR “FLOOD-PRONE AREA”) means any land area susceptible to being inundated by water from any source.

“FLOOD-PROOFING” means protection measures made to a non-residential building that is not elevated above the Base Flood level. It includes ensuring that the walls and floor are water-tight and capable of withstanding hydrostatic pressures and hydrodynamic forces (dry flood-proofing).

“FLOODWAY” means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. Once established, nothing can be placed in the floodway that would cause any rise in Base Flood Elevation (i.e., 0.0 ft.)

“LOWEST FLOOR” means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for the parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the

applicable non-elevation design requirements of this ordinance found at Section 5.2-1(2).

“MANUFACTURED HOME” means a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. The term “manufactured home” does not include park trailers, or Recreational Vehicles.

“MEAN SEA LEVEL” means, for purposes of the National Flood Insurance Program, the North American Vertical Datum (NAVD) of 1988, which is the horizontal or base line of reference for the FIRM elevations.

“NEW CONSTRUCTION” means structures for which the “start of construction commenced on or after the effective date of this ordinance”.

“START OF CONSTRUCTION” includes substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, placement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the state of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footing, piers, or foundation or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

“RECREATIONAL VEHICLE” for floodplain management purposes, means a vehicle which is:

- (a) Built on a single chassis;
- (b) 400 square feet or less when measured at the largest horizontal projection;
- (c) Designed to be self-propelled or permanently towable by a light duty truck; and

(d) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

“STRUCTURE” means a walled and roofed building including a gas or liquid storage tank that is principally above ground.

“SUBSTANTIAL DAMAGE” means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

“SUBSTANTIAL IMPROVEMENT” means any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either:

- (1) Before the improvement or repair is started, or
- (2) If the structure has been damaged and is being restored, before the damage occurred.

For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either:

- (1) Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or
- (2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

“VARIANCE” means a grant of relief from the requirements of this ordinance which permits constructing in a manner that would otherwise be prohibited by this ordinance.

(3) GENERAL PROVISIONS

3.1 LANDS TO WHICH THIS ORDINANCE APPLIES.

This ordinance shall apply to all areas of special flood hazards within the jurisdiction of Morrow County.

3.2 BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD.

The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled “The Flood Insurance Study for Morrow County”, dated December 18, 2007, with accompanying Flood Insurance Maps is hereby adopted by reference and declared to be a part of this ordinance.

3.3 PENALTIES FOR NONCOMPLIANCE.

No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this ordinance and other applicable regulations. Violation of the provisions of this ordinance by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions) shall, upon conviction, be punishable by imposition of a fine not to exceed:

(1) \$500 in the case of a non-continuing offense; or

(2) \$1000 in the case of a continuing offense.

3.4 ABROGATION AND GREATER RESTRICTIONS.

This ordinance is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restriction. However, where this ordinance and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

3.5 INTERPRETATION.

In the interpretation and application of this ordinance, all provisions shall be:

- (1) Considered as minimum requirements;
- (2) Liberally construed in favor of the governing body; and
- (3) Deemed neither to limit nor repeal any other powers granted under State Statutes.

3.6 WARNING AND DISCLAIMER OF LIABILITY.

The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This ordinance shall not create liability on the part of Morrow County, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder.

(4) ADMINISTRATION

4.1 ESTABLISHMENT OF DEVELOPMENT PERMIT

4.1-1 Development Permit Required.

A development permit shall be obtained before construction or development begins within any area of special flood hazard established in Section 3.2. The permit shall be for all structures including manufactured homes, as set forth in the “DEFINITIONS”, and for all development including fill and other activities, also as set forth in the “DEFINITIONS”.

4.1-2 Application for Development Permit.

Application for a development permit shall be made on forms furnished by the Morrow County Planning Director and may include but not be limited to; plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations

of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

- (1) Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures;
- (2) Elevation in relation to mean sea level to which any structure has been flood proofed;
- (3) Certification by a registered professional engineer or architect that the flood proofing methods for any non-residential structure meet the flood proofing criteria in Section 5.2-2; and
- (4) Description of the extent to which a watercourse will be altered or relocated as a result of proposed development.

4.2 DESIGNATION OF THE MORROW COUNTY PLANNING DIRECTOR.

The Morrow County Planning Director is hereby appointed to administer and implement this ordinance by granting or denying development permit applications in accordance with its provisions.

4.3 DUTIES AND RESPONSIBILITIES OF THE PLANNING DIRECTOR.

Duties of the Morrow County Planning Director shall include, but not be limited to:

4.3-1 Permit Review

- (1) Review all development permits to determine that the permit requirements of this ordinance have been satisfied;
- (2) Review all development permits to determine that all necessary permits have been obtained from those Federal, State, or local governmental agencies from which prior approval is required;
- (3) Review all development permits to determine if the proposed

development is located in the floodway. If located in the floodway, assure that the encroachment provisions of Section 5.3(1) are met.

4.3-2 Use of Other Base Flood Data.

When base flood elevation data has not been provided in accordance with Section 3.2, BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD, the Planning Director shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, State or other source, in order to administer Sections 5.2, SPECIFIC STANDARDS, and 5.3 FLOODWAYS.

4.3-3 Information to be Obtained and Maintained

(1) Where base flood elevation data is provided through the Flood Insurance Study or required as in Section 4.3-2, obtain and record on FEMA Form 81-31 the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, and whether or not the structure contains a basement.

(2) For all new or substantially improved flood proofed structures:

(i) Verify and record on FEMA Form 81-31 the actual elevation (in relation to mean sea level), and

(ii) Maintain the flood proofing certifications required in Section 4.1(3).

(3) Maintain for public inspection all records pertaining to the provisions of this ordinance.

4.3-4 Alteration of Watercourses

(1) Notify adjacent communities, the Department of State Lands, and the Department of Land Conservation and Development prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Insurance Administration.

(2) Require that maintenance is provided within the altered or relocated portion of said watercourse so that the flood carrying capacity is not diminished.

4.3-5 Interpretation of FIRM Boundaries. Make interpretations where needed, as to exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in Section 4.4.

4.4 VARIANCE PROCEDURE

4.4-1 Appeal Board

(1) The Morrow County Planning Commission as established by Morrow County shall hear and decide appeals and requests for variances from the requirements of this ordinance.

(2) The Morrow County Planning Commission shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the Planning Director in the enforcement or administration of this ordinance.

(3) Those aggrieved by the decision of the Planning Commission, or any taxpayer, may appeal such decision to the Morrow County Board of Commissioners~~Court~~, as provided in the Morrow County Zoning Ordinance.

(4) In passing upon such applications, the Planning Commission and the Morrow County Board of Commissioners~~Court~~ shall consider all technical evaluations, all relevant factors, standards specified in other sections of this ordinance, and:

- (i) The danger that materials may be swept onto other lands to the injury of others;
- (ii) The danger to life and property due to flooding or erosion damage;
- (iii) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (iv) The importance of the services provided by the proposed facility to the community;
- (v) The necessity to the facility of a waterfront location, where applicable;
- (vi) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;
- (vii) The compatibility of the proposed use with existing and anticipated development;
- (viii) The relationship of the proposed use to the comprehensive plan and flood plain management program for that area;
- (ix) The safety of access to the property in times of flood or for ordinary and emergency vehicles;
- (x) The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site; and

(xi) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(5) Upon consideration of the factors of Section 4.4-1(4) and the purposes of this ordinance, the Planning Commission or the Morrow County Board of Commissioners~~Court~~ may attach such conditions to the granting of variances as it deems necessary to further the purposes of this ordinance.

(6) The Planning Director shall maintain the records of all appeal actions and report any variances to the Federal Insurance Administration upon request.

4.4-2 Conditions for Variances

(1) Generally, the only condition under which a variance from the elevation standard may be issued is for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (i-xi) in Section 4.4-1(4) have been fully considered. As the lot size increases the technical justification required for issuing the variance increases.

(2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places or the State Inventory of Historic Places, without regard to the procedures set forth in this section.

(3) Variances shall not be issued within a designated floodway if any increase in flood levels during the base flood discharge would result.

(4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(5) Variances shall only be issued upon:

(i) A showing of good and sufficient cause;

(ii) A determination that failure to grant the variance would result in exceptional hardship to the applicant;

(iii) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public as identified in Section 4.1-4(4), or conflict with existing local laws or ordinances.

(6) Variances as interpreted in the National Flood Insurance Program are based on the general zoning law principle that they pertain to a physical piece of property; they are not personal in nature and do not pertain to the structure, its inhabitants, economic or financial circumstances. They primarily address small lots in densely populated residential neighborhoods. As such, variances from the flood elevations should be quite rare.

(7) Variances may be issued for non-residential buildings in very limited circumstances to allow a lesser degree of flood proofing than watertight or dry-flood proofing, where it can be determined that such action will have low damage potential, complies with all other variance criteria except Section 4.1-2(1), and otherwise complies with Sections 5.1-1 and 5.1-2 of the GENERAL STANDARDS.

(8) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the base flood elevation and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.

(5) PROVISIONS FOR FLOOD HAZARD REDUCTION

5.1 General Standards. In all areas of special flood hazards, the following standards are required:

5.1-1 Anchoring

(1) All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure.

(2) All manufactured homes must likewise be anchored to prevent flotation, collapse or lateral movement, and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors (Reference FEMA's "Manufactured Home Installation in Flood Hazard Areas: guidebook for additional techniques).

5.1-2 Construction Materials and Methods

(1) All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

(2) All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

(3) Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

5.1-3 Utilities

(1) All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system;

(2) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the system and discharge from the systems into flood waters; and

(3) On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

5.1-4 Subdivision Proposals

(1) All subdivision proposals shall be consistent with the need to minimize flood damage;

(2) All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;

(3) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage; and

(4) Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated for subdivision proposals and other proposed developments which contain at least 50 lots or 5 acres (whichever is less).

5.1-5 Review of Building Permits.

Where elevation data is not available either through the Flood Insurance Study or from another authoritative source (Section 4.3-2), applications for building permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc. where available. Failure to elevate at least two feet above the highest adjacent grade in these zones may result in higher insurance rates.

5.2 SPECIFIC STANDARDS.

In all areas of special flood hazards where base flood elevation data has been provided as set forth in Section 3.2, BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD or Section 4.3-2, Use of Other Base Flood Data, the following provisions are required:

5.2-1 Residential Construction

(1) New Construction and substantial improvement of any **residential structure** shall have the lowest flood, including basement, elevated one-foot (1.0 ft.) or more above the base flood elevation.

(2) Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

(i) A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;

(ii) The bottom of all openings shall be no higher than one foot above grade.

(iii) Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

5.2-2 Non-residential Construction.

New construction and substantial improvement of any commercial, industrial or other non-residential structure shall either have the lowest floor, including basement, elevated to the level of the base flood elevation; or together with attendant utility and sanitary facilities, shall:

- (1) Be flood proofed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water.
- (2) Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;
- (3) Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in Section 4.3-3(2).
- (4) Non-residential structures that are elevated, not flood proofed, must meet the same standards for space below the lowest floor as described in 5.2-1(2).
- (5) Applicants flood proofing non-residential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the flood proofed level (e.g., a building constructed for the base flood level will be rated as one foot below that level).

5.2-3 Below-Grade Crawl Spaces.

Morrow County will allow below-grade crawlspace construction provided that the interior grade of the crawlspace below the base flood elevation must not be more than two feet below the lowest adjacent exterior grade and the height of the below-grade crawlspace, measured from the interior grade of the crawlspace to the top of the crawlspace foundation wall, must not exceed four feet at any point. Additionally there must be an adequate drainage system that removes floodwaters from the interior area of the crawlspace. (Reference: Crawlspace

Construction for Buildings Located in Special Flood Hazard Areas, Federal Insurance Administration Technical Bulletin 11-01).

Below grade-crawlspace construction. Below-grade crawlspaces are allowed subject to the following standards as found in FEMA Technical Bulletin 11-01, Crawlspace Construction for Buildings Located in Special Flood Hazard Areas:

(1) The building must be designed and adequately anchored to resist flotation, collapse, and lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy. Hydrostatic loads and the effects of buoyancy can usually be addressed through the required openings stated in Section B below. Because of hydrodynamic loads, crawlspace construction is not allowed in areas with flood velocities greater than five (5) feet per second unless the design is reviewed by a qualified design professional, such as a registered architect or professional engineer. Other types of foundations are recommended for these areas.

(2) The crawlspace is an enclosed area below the base flood elevation (BFE) and, as such, must have openings that equalize hydrostatic pressures by allowing the automatic entry and exit of floodwaters. The bottom of each flood vent opening can be no more than one (1) foot above the lowest adjacent exterior grade.

(3) Portions of the building below the BFE must be constructed with materials resistant to flood damage. This includes not only the foundation walls of the crawlspace used to elevate the building, but also any joists, insulation, or other materials that extend below the BFE. The recommended construction practice is to elevate the bottom of joists and all insulation above BFE.

(4) Any building utility systems within the crawlspace must be elevated above BFE or designed so that floodwaters cannot enter or accumulate within the system components during flood conditions. Ductwork, in particular, must either be placed above the BFE or sealed from floodwaters.

(5) The interior grade of a crawlspace below the BFE must not be more than two (2) feet below the lowest adjacent exterior grade.

(6) The height of the below-grade crawlspace, measured from the interior grade of the crawlspace to the top of the crawlspace foundation wall must not exceed four (4) feet at any point. The height limitation is the maximum allowable unsupported wall height according to the engineering analyses and building code requirements for flood hazard areas.

(7) There must be an adequate drainage system that removes floodwaters from the interior area of the crawlspace. The enclosed area should be drained within a reasonable time after a flood event. The type of drainage system will vary because of the site gradient and other drainage characteristics, such as soil types. Possible options include natural drainage through porous, well-drained soils and drainage systems such as perforated pipes, drainage tiles or gravel or crushed stone drainage by gravity or mechanical means.

(8) The velocity of floodwaters at the site should not exceed five (5) feet per second for any crawlspace. For velocities in excess of five (5) feet per second, other foundation types should be used.

For more detailed information refer to FEMA Technical Bulletin 11-01.

5.2-4 Manufactured Homes.

All manufactured homes to be placed or substantially improved within Zones A1-30, AH and AE on the community's FIRM shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is a minimum of one foot (1.0 ft.) above the base flood elevation, and shall be securely anchored to an adequately anchored foundation system in accordance with the provisions of subsection 5.1-1(2).

5.2-5 Recreational Vehicles.

Recreational vehicles placed on sites are required to either:

- (i) Be on the site for fewer than 180 consecutive days,
- (ii) Be fully licensed and ready for highway use, on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions; or
- (iii) Meet the requirements of 5.2-4 (Manufactured Homes) above and the elevation and anchoring requirements for manufactured homes.

5.3 BEFORE REGULATORY FLOODWAY

In areas where a regulatory floodway has not been designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the county's FIRMs, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the Base Flood more than one foot (1.0 ft.) at any point within the county.

5.4 FLOODWAYS

Located within areas of special flood hazard established in Section 3.2 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters which carry debris, potential projectiles, and erosion potential, the following provisions apply:

(1) Prohibit encroachments, including fill, new construction, substantial improvements, and other development unless certification by a registered professional engineer or architect is provided demonstrating that encroachments **shall not result in any increase** in flood levels during the occurrence of the base flood discharge.

(2) If Section 5.4(1) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of Section 5.0, PROVISIONS FOR FLOOD HAZARD REDUCTION.

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To: Morrow County Board of Commissioners
 From: Tamra Mabbott, Planning Director
 CC: Planning Commission
 BOC Date: August 21, 2024
 RE: Monthly Planning Update

Mission Statement

Morrow County Planning Department provides guidance and support to citizens for short term and long-range planning in land use, to sustain and improve the county's lands for future generations. Our goal is to foster development where people can live, work & play.

July 30, 2024 Planning Commission Meeting

At their July 30th monthly meeting held in Irrigon, the Planning Commission approved two conditional Use Permits, one hardship variance and held the first legislative hearing for a Zoning Ordinance update. The August 27th meeting will be in Heppner and will include a continuation of the legislative hearing as well as two other applications.

Energy Projects

Numerous large projects are under review by the state Energy Facility Siting Council (EFSC) including new applications and amendments to approved projects. Staff met with development teams and EFSC staff to review projects. In July, staff reviewed two large EFSC projects and prepared written comments. Summary of energy projects in Morrow County is found here: <https://www.co.morrow.or.us/planning/page/renewable-energy-1>

Morrow County Heritage Trail Update

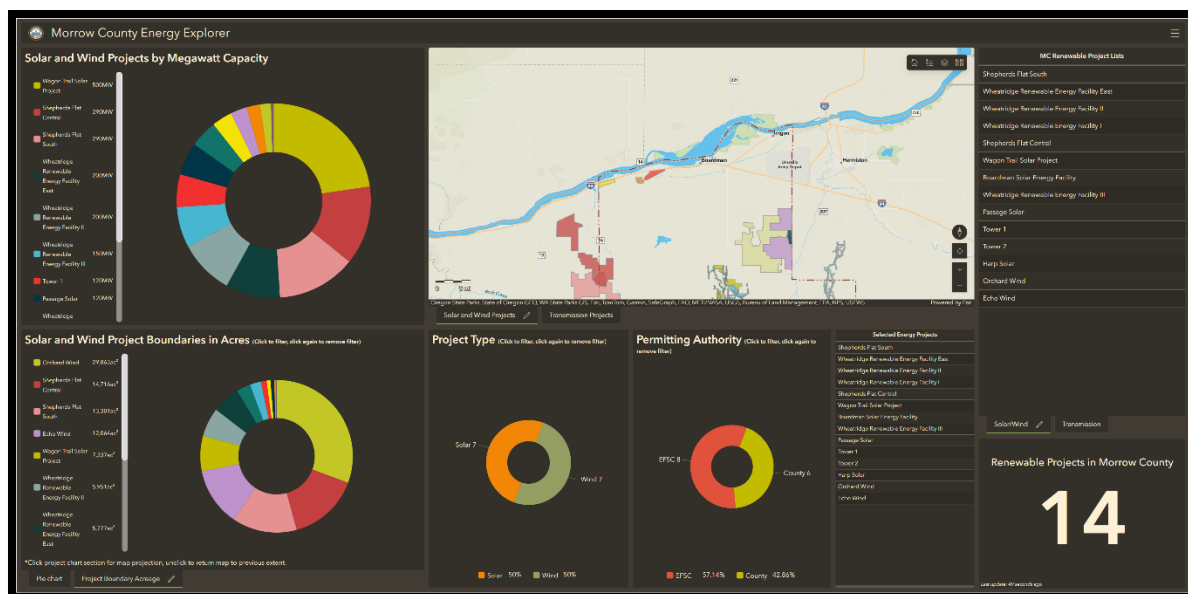
County refined a final scope of work with J-U-B Engineers, Inc. for the Columbia River Heritage Trail Master Plan Update. The final contract was signed, and work has begun. A meeting with stakeholders is scheduled for August 14th in Boardman. Stakeholders include Cities of Irrigon and Boardman and their Park Districts, Port of Morrow, U. S. Fish and Wildlife Service, Army Corps of Engineers, Chambers of Boardman and Irrigon and others. Future meetings will include a broader community of persons, landowners, hiking and equestrian groups, etc. Anyone interested in being involved in the trail plan update please contact Stephen Wrecsics, GIS Analyst at swrecsics@co.morrow.or.us or Tamra Mabbott, Planning Director at tmabbott@co.morrow.or.us (541) 922-4624. The department is looking for people with a general interest in the trail or people who have a project in mind or members of groups who use the trail.

GIS Mapping and Drone

Stephen provided mapping assistance to the Emergency Management team in response to the Lone Rock Fire. At the request of the Morrow County Emergency Manager, the department created a map identifying structures near the fire's boundary. The map was provided on ArcGIS Online and was fully interactive, allowing emergency responders to zoom in on specific areas and view detailed information in real time.

Planning is seeking a Change X grant to help offset the cost of acquiring a new drone with thermal imaging capabilities. This drone would enhance the County's ability to develop high quality aerial images and 3D modeling. Additionally, because of the ability to change imaging payloads, the drone would have the capabilities to augment Emergency Management needs, such as wildfires and search and rescue operations

Stephen is enhancing the Morrow County Energy Explorer by transitioning it to a dashboard platform. This new format will improve the visualization of renewable energy projects in Morrow County, making it easier for the public and staff to access and understand key information for energy projects within the county.



Interpretive Panel Update

The newly redesigned Interpretive Panels have been received, and all are impressed with the results. Staff is working with Irrigon and Boardman Parks, the Port of Morrow, United States Army Corps of Engineering, and USFW. Staff are beginning restoration and installation of panels and support structures and anticipate this to be completed later this year. The final drafts can be viewed at the link below. <https://www.co.morrow.or.us/planning/page/heritage-trail-panels>

CODE COMPLIANCE

Kaitlin Kennedy, the new Compliance Planner, has developed an efficient system for following up and tracking of code violations. She focuses on the major violations, complaints filed, and on the neighborhood compliance initiative.

WATER AND PLANNING ACTIVITIES

Water Advisory Committee

The Water Advisory Committee met on July 8 and heard reports from each of the cities in Morrow County and the Port of Morrow. The next WAC meeting is scheduled for September 9, 2024, 4-6 pm at the North Morrow County Government Center, Irrigon. The September meeting will include more presentations and will also include time for the committee to discuss draft policy and projects which will be presented to the Board of Commissioners in the Fall. Agenda and meeting information is posted on county webpage here: <https://www.co.morrow.or.us/meetings> Agendas are posted a week prior to the meeting and includes a link for virtual participation. Anyone with difficulty connecting to the meeting please contact Michaela Ramirez, Office Assistant, (541)922-4624.

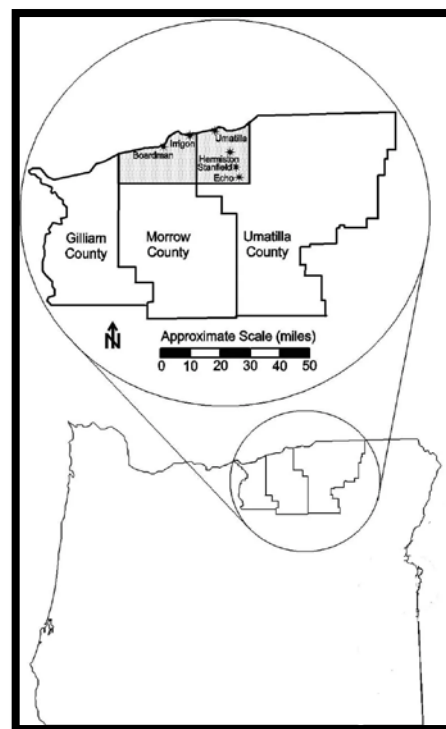
LUBGWMA

LUBGWMA Committee did not meet in July however, Commissioner Drago and Planning Director Mabbott met with staff with Oregon Consensus, an affiliate of the National Policy Consensus Center, to share ideas about next steps for the LUBGWMA. Subcommittees of the LUBGWMA have been postponed until after Oregon Consensus and State agencies provide clarification of expectations and structuring. A report from Oregon Consensus is expected soon.

EPA Grant - Morrow Umatilla County Drinking Water Investigation ROADMAP

The EPA research project has been renamed as shown above. The new name is the Umatilla Morrow County **Drinking Water ROADMAP** which better characterizes the project.

Lead consulting team GSI Water Solutions has prepared a draft communication plan and a draft data plan. GSI Water Solutions, Inc., continues to identify and secure existing data from public agencies, a precursor to development of a Quality Assurance Protocol Plan (QAPP) which will need to be approved by the Environmental Protection Agency. The Steering Committee is scheduled for a half day workshop on the topic of data on August 29th from 1-4 in Hermiston at the Stafford Hansell Government Center. Agenda for the workshop and other Steering Committee meetings are on the county website here: <https://morrowcoor.portal.civicclerk.com/event/1123/files/agenda/2466>



GSI is accepting comments on the draft communication plan. The draft outlines outreach activities for phase I of the project.

The communication team from project sub consultant Consor set up a booth at the Umatilla County fair and were joined by Irrigon High School Student and Planning Department Intern, Alina Estrada. The team had many people stop by to learn about the Roadmap project and nitrates.



Staff are looking to identify a project(s) in hopes that the EPA grant application (Congressionally Directed Spending (CDS) II allocation) may be used for actual project rather than engineering and design. CDS II funding is for Morrow County only.

Planning and Administration are working with Willamette Partnership (WP), a community engagement organization that specializes in infrastructure projects. County will be posting a Request for Proposal to help with outreach with the West Glen neighborhood so county can listen, learn and share about possible solutions to water quality problems in that area. The Governors Regional Solutions Team has been a supportive partner with this effort. Staff received preliminary approval of two grant applications submitted to Biz Oregon, which will pay for a preliminary engineering feasibility study for water and sewer.

For more information about the Drinking Water Roadmap, the Water Advisory Committee (WAC), and other water information please click on the water tab on the Planning Department web page. <https://www.co.morrow.or.us/planning/page/water>

Water Funding

Staff are providing support for a variety of efforts to research and secure funding for future water projects. One example is the Water Consortium concept of Board Chair David Sykes which would be a public-private partnership entity that could apply for grants and donations and award funding for water projects.

Natural Hazards

County recently received notice that Federal Emergency Management Agency (FEMA) is ready to approve the county 2024 Natural Hazard Mitigation Plan (NHMP). Next step for county is to adopt a Resolution and the 2024 NHMP. This has been a multi-year and multi-agency process.

Next natural hazard planning effort will be the Community Wildfire Protection Plan (CWPP) which Planning Department will develop in partnership with county Emergency Manager, Steve Freeland, and the multiple agencies and districts involved in fire.

State of Oregon and Federal Emergency Management Agency recently notified counties and cities of new obligation relative to the Federal Flood Insurance Program. Beginning December 1, 2024, county will need to require additional steps prior to permitting development in the floodplain. More information on this is forthcoming.

Transportation Planning

Principal Planner Daisy Goebel submitted a grant application to update the county Transportation System Plan (TSP). The grant program is part of the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) Transportation Growth Management (TGM) Program. County has made minor amendments to the TSP but the last major update was in 2012. Eric Imes, Public Works Director, helped to scope the update project. Grant awards will be announced in late September.

All Morrow County transportation plans are on the Planning Department webpage here:

<https://www.co.morrow.or.us/planning/page/transportation-system-plan-0>

County approved an intergovernmental agreement with Oregon Department of Transportation to develop an Interchange Area Management Plan (IAMP) for the Interstate 84 and Tower Road intersection. The study will consider the capacity, safety and functionality of the Interstate 84 and Tower Road Intersection. Oregon Department of Transportation (ODOT) will be the lead agency. Landowners adjacent to the intersection and others who rely on that busy intersection for access to their land will be invited to participate. Anyone interested in participating in the study or serving on the advisory committee please contact Tamra Mabbott or Daisy Goebel in the Planning Department.



Western Planners Conference

Planning Director Mabbott attended the Western Planners Conference and presented version 2 Water Quality and Land Use Planning. Many western counties face water quality challenges. At the conference, planners shared about programs and approaches to water which have some distinct differences. For example, the State of Wyoming relies of the State Engineers Office to permit new wells. The state is very proactive in supporting regionalized water projects and helps fund regional drinking water systems.