



PLANNING DEPARTMENT

P.O. Box 40 • Irrigon, Oregon 97844
(541) 922-4624 or (541) 676-9061 x 5503
FAX: (541) 922-3472

AGENDA

Morrow County Planning Commission

Tuesday, June 28, 2022 7:00 pm

Bartholomew Building

Heppner, OR

For Electronic Participation See Meeting Information on Page 2 - 3

Members of Commission

Jeff Wenzholz, Chair

Stacie Ekstrom

Mary Killion

Greg Sweek, Vice Chair

Wayne Seitz

Rod Taylor

Stanley Anderson

Karl Smith

Brian Thompson

Members of Staff

Tamra Mabbott, Planning Director

Stephen Wrecsics, GIS Planning Tech

Katie Keely, Compliance Planner

Stephanie Case, Planner II

Justin Nelson, County Counsel

George Nairns, Office Manager

1. Call to Order

2. Roll Call

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

3. Minutes: March 29, 2022 and April 26, 2022

4. PUBLIC HEARING to begin at 7:00 pm (COMMISSION ACTION REQUIRED):

Hardship Variance HV-S-045-22: Douglas & Tracey Johnson applicant and owner. The property is described as Tax Lot 6300 of Assessor's Map 1S 25E 36 and is located on the SE intersection of Blackhorse Canyon & Piper Canyon Rd, Heppner. The property is zoned Exclusive Farm Use and is outside the Heppner Urban Growth Boundary (UGB). Request is to approve a temporary hardship dwelling to allow care for an infirm person. Criteria for approval include MCZO Article 7 Section 7.300 Special Uses.

Port of Morrow Interchange Area Management Plan (IAMP) Update: AP-137-22 Comprehensive Plan Amendment will update the 2012 IAMP Chapter 7 primarily to allow a roundabout north of Interstate 84 and also to include a multi-use path on both sides of the Interstate. Applicable Standards include MCZO Section 8.040 Amendments and Statewide Planning Goals 1 Citizen Involvement and Goal 12 Transportation.

Land Partition LP-N-510-22 and Replat R-N-077-22: Amazon Data Services, Inc., Applicant and Owner. The property is described as tax lot 1701 of Assessor’s Map 4N 25E. The property is zoned General Industrial (MG) and located on the west side of Bombing Range Road, one mile south of the Highway 730 and Interstate 84 Interchange. The request is to reconfigure Parcel 1 of Partition Plat 2021-25, creating two new parcels. Criteria for approval includes the Morrow County Zoning Ordinance (MCZO) Section 3.070 General Industrial Zone and Morrow County Subdivision Ordinance (MCSO) Article 5 Land Partitioning.

Request to Amend Zoning Permit Z-2956-22: Amazon Data Services, Inc., Applicant and Owner. Request is to modify conditions previously approved by Planning Commission on March 29, 2022. Application is for a master plan for data center campus, security building and water treatment building. Property is tax lot 1701 of Assessor’s Map 4N 25E 24. Also known as Parcel 1 of Partition Plat 2021-25, located on the west side of Bombing Range Road, one-mile south of the Highway 730 and Interstate 84 Interchange. Zoning is General Industrial (MG). Criteria for approval include Morrow County Zoning Ordinance (MCZO) Section 1.050, 3.070 A-E and Article 4 Supplementary Provisions.

5. OTHER BUSINESS

6. Correspondence

Directors Report – May & June
Land Use Information Sheet – Utility and Energy Facility Siting
Memo to Board of Commissioners: Measure 109 (psilocybin) – Summary of Land Use

7. Public Comment

8. Adjourn

Next Meeting: July 26, 2022 at 7:00 p.m.
Location: Morrow County Government Building, Irrigon, OR

ELECTRONIC MEETING INFORMATION

Morrow County Planning is inviting you to a scheduled Zoom meeting. Topic: Planning Commission
Time: April 26, 2022 07:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

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

Meeting ID: 369 651 7452

Passcode: 335454

One tap mobile

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

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

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 720 707 2699 US (Denver)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 369 651 7452

Passcode: 335454

Find your local number: <https://us06web.zoom.us/j/kcSPLVYIP7>

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.

**PRELIMINARY FINDINGS OF FACT
HARDSHIP VARIANCE REQUEST
HV-S-045-22**

REQUEST: Approve a Manufactured home as a special use temporary hardship dwelling to provide close-at-hand care to the property owner.

APPLICANT/OWNER: Douglas & Tracey Johnson
65257 Piper Canyon Rd
Heppner, Oregon 97836

PROPERTY DESCRIPTION: Tax lot 6300 of Assessor's Map 1S 25E 36

PROPERTY LOCATION: SE Corner of intersection of Blackhorse Canyon Rd &
Piper Canyon Rd

I BACKGROUND INFORMATION:

The request is to approve one (1) temporary hardship dwelling to allow close-at-hand care for applicants Father Dennis Wiser. The subject property is located in the Exclusive Farm Use (EFU) zone outside of the Heppner Urban Growth Boundary.

II APPROVAL CRITERIA:

The criteria for the Variance Request is found in the Morrow County Zoning Ordinance Article 7 Variances Section 7.300. Criteria are listed below in bold type, followed by a response in standard type.

SECTION 7.300 Special Uses

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 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

HV-S-045-22

Findings of Fact

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 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.

No medical hardship Special Use permit 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 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.

The applicant has been provided with the procedures and standards and does comply with the intent of this Section. The use does not qualify as a continuation of a nonconforming use as it is a permitted variance for hardship reasons as allowed by Morrow County Code. This temporary hardship permit will not have the effect of creating permanent zoning as when the hardship variance is no longer needed the dwelling is required to be removed. This permit does not confer a special privilege for which other properties within the same zone are equally eligible when they meet the applicable criteria for approval.

A. As a medical hardship Special Use in any zone that allows dwellings, the Commission may allow as a Special Use 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.

A signed doctor's statement was received with the application. The medical professional states that Mr. Wisner has multiple progressive medical conditions which require assistance from Family to help Manage.

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 Commission.

Electricity is available at the site. Water shall be obtained through a new or shared well. Do to the distance and site limitation applicant is requesting to place a new on-site sewage system for hardship dwelling.

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Findings of Fact

The applicant would need to obtain approval from Umatilla County Public Health prior to installation of manufactured home. This is listed as a condition of approval.

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.**

It is listed as a Condition of Approval that the applicant notify the Planning Department when Mr. Wisner is no longer in need of the hardship as the hardship dwelling must be removed within 90 days of the hardship ending.

- 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.**
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.**

The approval of this temporary hardship dwelling should not impact the cost of farming or significantly impact surrounding farm practices as the temporary dwelling is for a family member is much the same as adding a family member into the existing dwelling and there would be no increase in traffic impacts utilizing the 10 average daily trip standards. It is recommended and listed as a condition of approval that the landowner sign and record with the County Clerk a Right to Farm Disclaimer Statement to protect surrounding farming practices.

- C. A medical hardship Special Use permit 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.**

It is listed as a Condition of Approval that the applicant notify the Planning Department if Mr. Wisner is not in need of the hardship approved under this request for more than 120 days to determine next steps under this approval.

- D. The County Planning Director or designee may review permits issued under this section at any time and may revoke permits when they are found to be out of compliance. After the initial approval by the Planning Commission any required renewal shall be applied for as a medical**

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Findings of Fact

hardship extension. The decision to approve a medical hardship extension shall be an administrative decision of the Planning Director.

Should the Planning Commission approve the request and the applicants seek renewal before the initial permit expires, the decision will be administrative and not have to be heard in front of the Planning Commission. Any Code Enforcement action or failure to comply with the conditions of this permit would put this permit at risk of being revoked.

E. Any dwelling authorized by a medical hardship Special Use permit 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. Land around existing parcel is sloped and would make access and placement of a hardship dwelling difficult. The applicant is proposing to site the hardship dwelling NE of the existing dwelling on the same parcel in a location that is more leveled without disrupting farm ground. This location would also be closer to the main road for medical transport access. Applicant should be careful not to place structure within the flood plain, this is listed as a condition of approval.

F. County Zoning and Building Permits will be required. A Rural Address will also be required to facilitate emergency response. It is listed as a Condition of Approval that the applicant obtain appropriate Zoning and Building permits. Also listed and recommended as a Condition of Approval is for the applicant to apply for a Rural Address for the hardship dwelling in conjunction with the Zoning Permit.

G. A medical hardship Special Use permit 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 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 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.

If approved, this permit is valid through January 31st, 2024. Notice of renewal opportunity will be sent to owner at least 30 days prior to expiration date.

III PUBLIC NOTICE PUBLISHED: June 11th, 2022
East-Oregonian

June 7th, 2022
Heppner Gazette-Times

IV AGENCIES NOTIFIED: Steve Rhea, Heppner Fire District; Mike Gorman, County Assessor; Eric Imes, Morrow County Public Works; Glenn McIntire, Building Official; Brandilyn Bridges, Umatilla County Public Health, Health@umatillacounty.net, Doug Johnson

V PROPERTY OWNERS NOTIFIED: June 8th, 2022
HV-S-045-22
Findings of Fact

VI HEARING DATE: June 28, 2022
Bartholomew Building
Heppner, Oregon

VII DECISION OF PLANNING COMMISSION: Recommendation of staff is to approve the application subject to the following conditions.

1. Domestic water be obtained either through a shared well or a new well.
2. Obtain approval from the Umatilla County Public Health for the hardship dwelling for a new subsurface sewage disposal system before Zoning permits are issued. Water shall be obtained through a new or shared well.
3. Notify the Planning Department when Mr. Wiser is no longer in need of the hardship variance permit as the hardship dwelling must be removed within 90 days of the hardship ending.
4. Notify the Planning Department if Mr. Wiser is not in need of the hardship variance permit approved under this request for more than 120 days to determine next steps under this approval.
5. the landowner shall sign and record with the County Clerk a Right to Farm Disclaimer Statement to protect surrounding farming practices.
6. Obtain appropriate Zoning and Building permits.
7. Apply for a Rural Address for the hardship dwelling in conjunction with the Zoning Permit.
8. Applicant should be careful not to place structure within the flood plain.
8. This hardship variance permit is valid until January 31, 2024.

Jeff Wenholz, Chair

Date

ATTACHMENT:
Vicinity Map

BOARD OF COMMISSIONERS STAFF REPORT AND FINDINGS

PLAN AMENDMENT (AP-137-22)

I. GENERAL INFORMATION AND FACTS

Applicant: Port of Morrow

Summary of Land Use Review: This Plan Amendment is intended to amend the 2012 Port of Morrow Interchange Area Management Plan (IAMP). The update is focused on the interchange north of Interstate 84 to allow a roundabout. Minor updates also include a multi-use path in the interchange.

II. NATURE OF REQUEST AND GENERAL FACTS

The existing Interchange Area Management Plan continues to function as was intended. The 2021 IAMP is available on the Planning Department website.

https://www.co.morrow.or.us/sites/default/files/fileattachments/planning/page/12211/pomfinal_iampwordinances_0.pdf

In 2019, the City of Boardman, Morrow County, Port of Morrow and Oregon Department of Transportation (ODOT) entered into an Intergovernmental Agreement for the purpose of updating the IAMP to assure the plan met ODOT interchange standards. A Technical Advisory Committee (TAC) was formed and met over a two year period. A pre-application meeting was held on May 3, 2022 at the Port of Morrow.

A summary of the amendments to the IAMP is as follows:

Page 77 includes a minor edit to the first sentence under the “Transportation Improvement Plan Overview.”

Page 78 will include a new Figure 7-1.

Page 80 will include an updated Table 7-1 to reflect the new improvements.

Page 81 is an update project A narrative.

III. MORROW COUNTY ZONING CODE STANDARDS APPLICABLE TO LEGISLATIVE DECISIONS.

The following sections of the Morrow County Zoning Ordinances apply to this land use application. The relevant County Ordinance sections are shown below in italic text, followed by a Finding in standard text. All of the following criteria must be satisfied in order for this request to be approved.

MORROW COUNTY ZONING ORDINANCE Section 8. Amendments

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 in reaching their decision.

A. The local conditions have changed and would warrant a change in the zoning of the subject property(ies).

This standard applies to a property rezone not a Comprehensive Plan text amendment. Therefore, this standard is not applicable.

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. Morrow County Zoning Ordinance Article 8 (10-01-13) Page 2 of 2

The subject Plan amendment will not have the effect of rezoning any particular property. Rather the Plan Amendment includes an update to Table 7 and Figure 7-1. Therefore, the application complies with this standard.

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)

The subject Plan amendment will not have the effect of rezoning any particular property. Rather the Plan Amendment includes updated Section 7 of the Port of Morrow Interchange Area Management Plan. Therefore, the application complies with this standard.

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.

The proposed Interchange Area Management Plan (IAMP) is consistent with the Transportation System Plan (TSP), a part of the county Comprehensive Plan. The proposed IAMP update is based on a public need identified in the April 22, 2021 Technical Memo by Matt Hughart and Ali Razmpa of Kittelson & Associates. See attached.

D. The request addresses issues concerned with public health and welfare, if any. This Plan Amendment application does not directly impact specific public health and welfare. However, the updated TSP will serve to promote and streamline the development of more transit services, with an emphasis on serving all residents, employees and employers in Morrow County.

IV. APPLICABLE STATEWIDE PLANNING GOALS

Statewide Planning Goal 1: Citizen Involvement

Goal 1 requires a citizen involvement program that is widespread, allows two-way communication, allows for citizen involvement through all planning phases and is understandable, responsive and funded.

Generally, Goal 1 is satisfied when a county complies with public notice and hearing requirements in the Oregon Statutes and in the local Comprehensive Plan and Land Use Code. The County's Zoning Ordinance is consistent with State law with regards to notification requirements. Pursuant to Section 9 of Morrow County Zoning Ordinance at least one public hearing before the Planning Commission and Board of Commissioners is required. Legal notice in a newspaper of general circulation is required. The County has met these requirements and notified DLCD of the proposal.

Finding: Given the public vetting of the report, scheduled public hearings and notice provided, Goal 1 is satisfied.

Statewide Planning Goal 12: Transportation

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility. Transportation -- refers to the movement of people and goods. Transportation Facility -- refers to any physical facility that moves or assists in the movement of people and goods

excluding electricity, sewage and water. Transportation System -- refers to one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. Interchange Area Management Plan -- refers to a strategic plan designed to protect the long term function of an interchange by preserving capacity of the interchange while providing safe and efficient operations between connecting roadways.

Finding: Statewide Planning Goal 12 contemplates updates to local transportation plans as well as strategic plans such as an Interchange Area Management Plan. The proposed IAMP update is designed to preserve the capacity of the intersection. For purposes of this plan amendment, this application satisfies Goal 12 requirements.

Statewide Planning Goal 11: Public Facilities and Services.

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be “guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served.”

Finding: Transportation in Morrow County is as diverse as the landscape and development type. The urban scale development at the Port of Morrow and City of Boardman warrants an appropriate interchange design in order to support the urban scale development and preserve the capacity of the interchange and adjacent roadways.

This Interchange Area Management Plan update will foster future development within the urban areas of Morrow County in an around the Port of Morrow and City of Boardman. Goal 11 is satisfied.

VI. SUMMARY AND RECOMMENDATION

Morrow County proposes to update the Port of Morrow Interchange Area Management Plan.

VII. AGENCIES NOTIFIED:

Eric Imes, Morrow County Public Works Director; Joshua LeBombard, Department of Land Conservation & Development; Justin Nelson, Morrow County Counsel; Karen Pettigrew, City of Boardman; Lisa Mittelsdorf, Mark Patton, Jacob Cain, Port of Morrow; ODOT Region 5 Teresa Penninger; ODOT District 12, Rich Lani; Boardman Fire District.

35-Day Notice for this Post Acknowledgement Plan Amendment (PAPA) was submitted to Department of Land Conservation and Development on May 17, 2022.

VIII. Hearing Dates:

- Planning Commission June 28, 2022

- Board of Commissioners August 10, 2022 First Hearing/ First Reading
- Board of Commissioners August 24, 2022 Second Reading

VIII. RECOMMENDATION: Adopt the attached update to the 2012 Port of Morrow Interchange Area Management Plan.

MORROW COUNTY BOARD OF COMMISSIONERS

Jim Doherty, Chair

Melissa Lindsay, Vice-Chair

Don Russell, Commissioner

Approved as to Form:

Morrow County Counsel

Attachments: 2022 Update to Section 7 of the Port of Morrow Interchange Area Management Plan

IAMP Study Area



Legend

-  UGB
-  Interchange Management Study Area
-  City Limits

Path: S:\Planning\Transportation - Plans - etc\2020 POM IAMP\IAMP Study Area.aprx

PORT OF MORROW INTERCHANGE AREA MANAGEMENT PLAN

Boardman, Oregon

2022 UPDATE TO SECTION 7



BACKGROUND

In 2011, the City of Boardman, Morrow County, and Oregon Department of Transportation (ODOT) adopted the Port of Morrow Interchange Area Management Plan (IAMP). The purpose of the IAMP was to formally identify physical and access management improvements that would be needed to keep the interchange and the supporting local roadway network functioning safely and efficiently. In 2020/2021, the Port of Morrow (POM), City of Boardman, Morrow County, and ODOT jointly initiated an update to the Port of Morrow IAMP to address traffic congestion and vehicle queuing impacts being experienced at the north side of the interchange study area due to higher than anticipated growth within the POM.

This document updates (and supersedes) Section 7 of the original 2011 Port of Morrow IAMP and provides the justification for the additional improvements proposed to the interchange and connections to Columbia Boulevard. No changes are proposed to the portion of Laurel Lane south of the I-84 interchange and the connecting loop roads.

Section 7
Interchange Area Management Plan
(2022 Update)

INTERCHANGE AREA MANAGEMENT PLAN

The POM IAMP provides a transportation improvement plan and an Access Management Plan (AMP). The transportation improvement plan includes interchange and local circulation improvements, right-of-way requirements, as well as a phasing schedule. The AMP documents the justification for the necessary deviations to ODOT's access management standards.



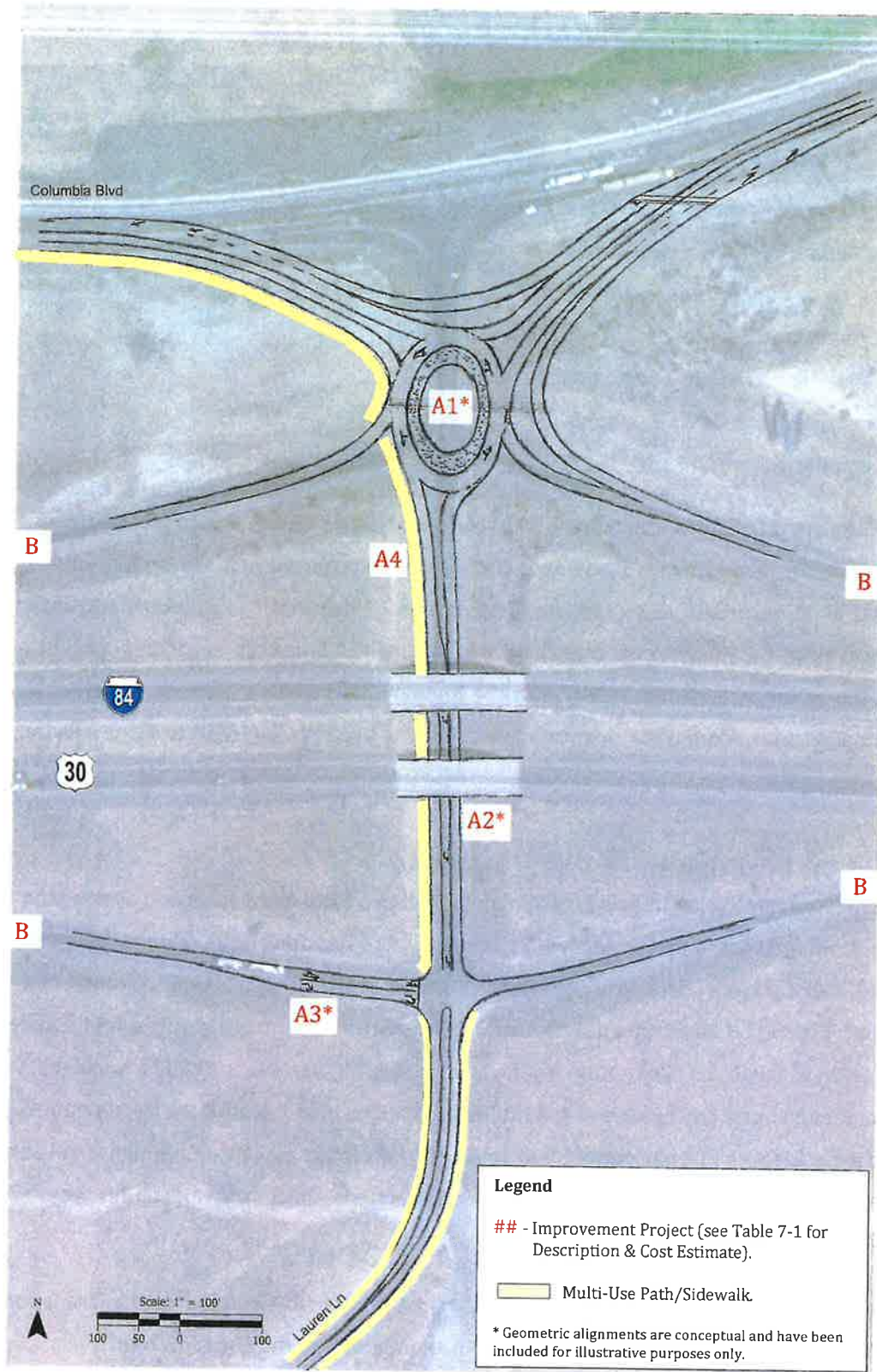
Through adoption by the City of Boardman, Morrow County, and ODOT, future development located within the Interchange Management Study Area (IMSA) will be required to make circulation and access improvements, as identified in this plan. Implementation of the IAMP is expected to preserve the functional integrity of the interchange over time and ensure viable access to existing and future land uses. Finally, the action items contained within the implementation plan (Section 8) will ensure that proper coordination between the various stakeholders occur to allow the IAMP to serve as a long-term dynamic planning tool.

Transportation Improvement Plan Overview

A comprehensive transportation improvement plan including a local circulation and access plan within the IMSA was developed based on the concept screening and evaluations outlined in the original 2011's Section 6 and this update's Technical Appendix Volume 3 (April 2021 IAMP update supporting documentation). Figure 7-1 illustrates the transportation improvement plans at the I-84/Laurel Lane interchange with a focus on Columbia Boulevard, while Figure 7-2 provides a closer look at improvements along Laurel Lane south of the interchange. This plan includes the development of new collector roadways to serve future development south of I-84, realigning and widening Laurel Lane, and modifying other existing roadways, ramps, and intersections. Each transportation improvement identified in the figures are described in Table 7-1.

The following section provides details on the major improvements identified in the Transportation Improvement Plan, including possible deviations from standards that may be required.

Figure 7-1 I-84/Laurel Lane Interchange Improvement Plan



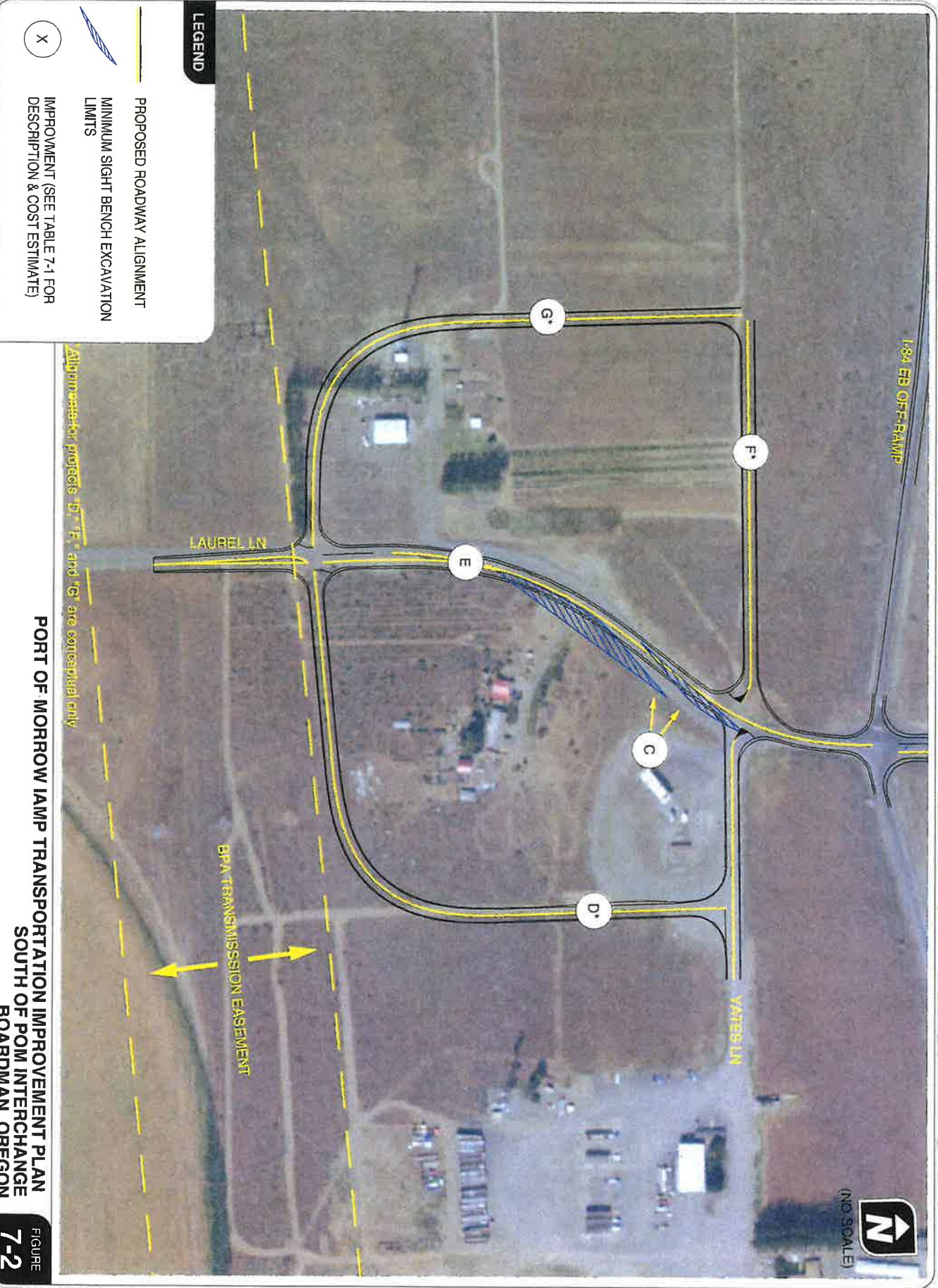


Table 7-1 POM IAMP Transportation Improvement Plan

Figure 7-1 Label	Near-Term Improvement Description	Trigger for Improvement	Planning Level Cost	Potential Funding Source
A	<ol style="list-style-type: none"> 1. Combine the Laurel Lane/Columbia Boulevard and the Laurel Lane/I-84 WB ramp terminal intersections into one single-lane roundabout intersection. 2. Widen Laurel Lane south of the combined roundabout intersection to include a 14' wide center turn lane to accommodate southbound left-turns at the Laurel Lane/I-84 EB ramp terminal. 3. Widen the I-84 EB off ramp to provide a separate left/through and right-turn lane. 4. Construct a 10' wide multi-use pathway along the west side of Laurel Lane from Columbia Boulevard to the I-84 EB ramp terminal. 	When funding becomes available.	\$4.25M	PDF STIP
B	Lengthen the I-84 eastbound and westbound on- and off-ramps (to current design standards) to provide additional room for vehicles to accelerate when entering the freeway and to decelerate when exiting the freeway.	In conjunction with future I-84 mainline resurfacing projects.	\$1.5M	STIP PDF
Figure 7-2 Label	Long-Term Improvement Description	Trigger for Improvement	Planning Level Cost	Potential Funding Source
C	Acquire right-of-way and re-grade the east and west shoulders of Laurel Lane to provide intersection sight distance at Yates Lane (355 feet of intersection sight distance for southbound left-turning vehicles from Laurel Lane onto Yates Lane and 610 feet of intersection sight distance for westbound traffic on Yates Lane approaching Laurel Lane).	New development along Yates Lane that generates 25 or more daily trips.	\$0.06M ¹	PDF
D	Construct a new Collector street connection to Yates Lane that would access Laurel Lane just north of the existing BPA transmission easement. Restrict the Laurel Lane/Yates Lane intersection to right-in/right-out access only.	Peak southbound left-turn 95 th -percentile queue backs up to the I-84/Laurel Lane eastbound ramp terminal.	\$1.2M	PDF
E	Realign Laurel Lane south of the I-84/Laurel Lane eastbound ramp terminal to improve the vertical and horizontal profile. Provide a southbound left-turn lane along Laurel Lane at the new Yates Lane access described in Project "D" above.	Peak southbound left-turn 95 th -percentile queue backs up to the I-84/Laurel Lane eastbound ramp terminal. -- or -- Eastbound approach to Laurel Lane (described in Project "F" below) operates at LOS "E" or worse.	\$1.4M	PDF
F	Construct a new Collector Street connection to the parcels in the southwest quadrant of the interchange. This connection would access Laurel Lane directly across from Yates Lane.	New development requiring access east of Laurel Lane.	\$0.03M	PDF

G ²	<p>Construct a new Collector Street connection to the remaining parcels in the southwest quadrant of the interchange. The connection would access Laurel Lane just north of the existing BPA transmission easement.</p> <p>Restrict the access described in Project "F" above to right-in/right-out access only.</p>	<p>Eastbound approach to Laurel Lane (described in Project "F" above) operates at LOS "E" or worse.</p>	\$1.8M	
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STIP – State Transportation Improvement Project

PDF – Private Development Funds

¹ - Construction costs only, does not include right-of-way costs

² – New Collector roadway may be waived by the City if all parcels to the east or west of Laurel Lane are consolidated, developed, and owned by a single entity.

NEAR-TERM IMPROVEMENTS

The following near-term improvements are identified for Laurel Lane and the I-84 ramps.

A). I-84/Laurel Lane Interchange Improvements

The Laurel Lane/Columbia Boulevard intersection and the Laurel Lane/I-84 WB ramp terminal intersections will be combined into one single-lane roundabout intersection. The new roundabout intersection would be located at the approximate location of the existing Laurel Lane/I-84 WB ramp terminal. The east and west legs of Columbia Boulevard are realigned to connect to the new roundabout intersection. Other improvements to the interchange include:

- Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal.
- Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.
- A potential bypass lane for WB movements along Columbia Boulevard.
- A potential bypass lane connecting the WB off ramp to eastbound Columbia Boulevard.
- Construction of a 10' wide multi-use pathway along the west side of Laurel Lane from Columbia Boulevard to the I-84 EB ramp terminal.

B). I-84 Ramp Improvements

The I-84 eastbound and westbound on- and off-ramps do not meet current acceleration and deceleration design standards. These ramps will be lengthened to provide additional room for vehicles to accelerate when entering the freeway and to decelerate when exiting the freeway. The extensions will improve safety on I-84 and at the ramp terminal intersections. *The ramp improvements will be constructed in conjunction with future I-84 mainline resurfacing projects.*

C). Laurel Lane Sight Distance Improvements

To improve intersection sight distance at the Laurel Lane/Yates Lane intersection, existing embankment will be re-graded. The embankments alongside Laurel Lane will be excavated to provide approximately 355 feet of intersection sight distance for southbound left-turning vehicles from Laurel Lane onto Yates Lane and 610 feet of intersection sight distance for westbound approach vehicles on Yates Lane approaching Laurel Lane. *This improvement will be conditioned upon the approval of new development on Yates Lane that generates 25 or more daily trips.*

LONG-TERM IMPROVEMENTS

Long-term improvements to the transportation system involve developing new connections to the properties immediately south of the interchange to improve access spacing and operations along Laurel Lane.

D). Yates Lane Access Connection

A new connection to Yates Lane from Laurel Lane will be constructed (at City Collector standards) just north of the existing BPA transmission easement. The existing Yates Lane intersection will remain as a right-in/right-out access. *This improvement will be warranted when the southbound left-turn 95th-percentile queue backs up to the I-84/Laurel Lane eastbound ramp terminal.*

E). Laurel Lane Realignment

To support long-term commercial growth on the south side of the interchange, Laurel Lane will be realigned within the sight distance grading identified under Project "C" to improve the horizontal and vertical alignment. *The need for the realignment will be triggered by the need for the new Yates Lane connection described in Project "D."*

F). Near-Term SW Quadrant Access

To serve potential future development in the southwest quadrant of the interchange, a new access to Laurel Lane (constructed at City Collector standards) will be provided across from Yates Lane.

G). Long-Term SW Quadrant Access

A new Collector street connection will be constructed off of Laurel Lane just north of the BPA power transmission easement to provide access to the parcels in the southwest quadrant of the interchange. *The need for this improvement is dependent upon additional development within the southwest quadrant of the interchange and the operational threshold of Project "F". When this connection is made, the near-term access described in Project "F" will be restricted to right-in/right-out access.*

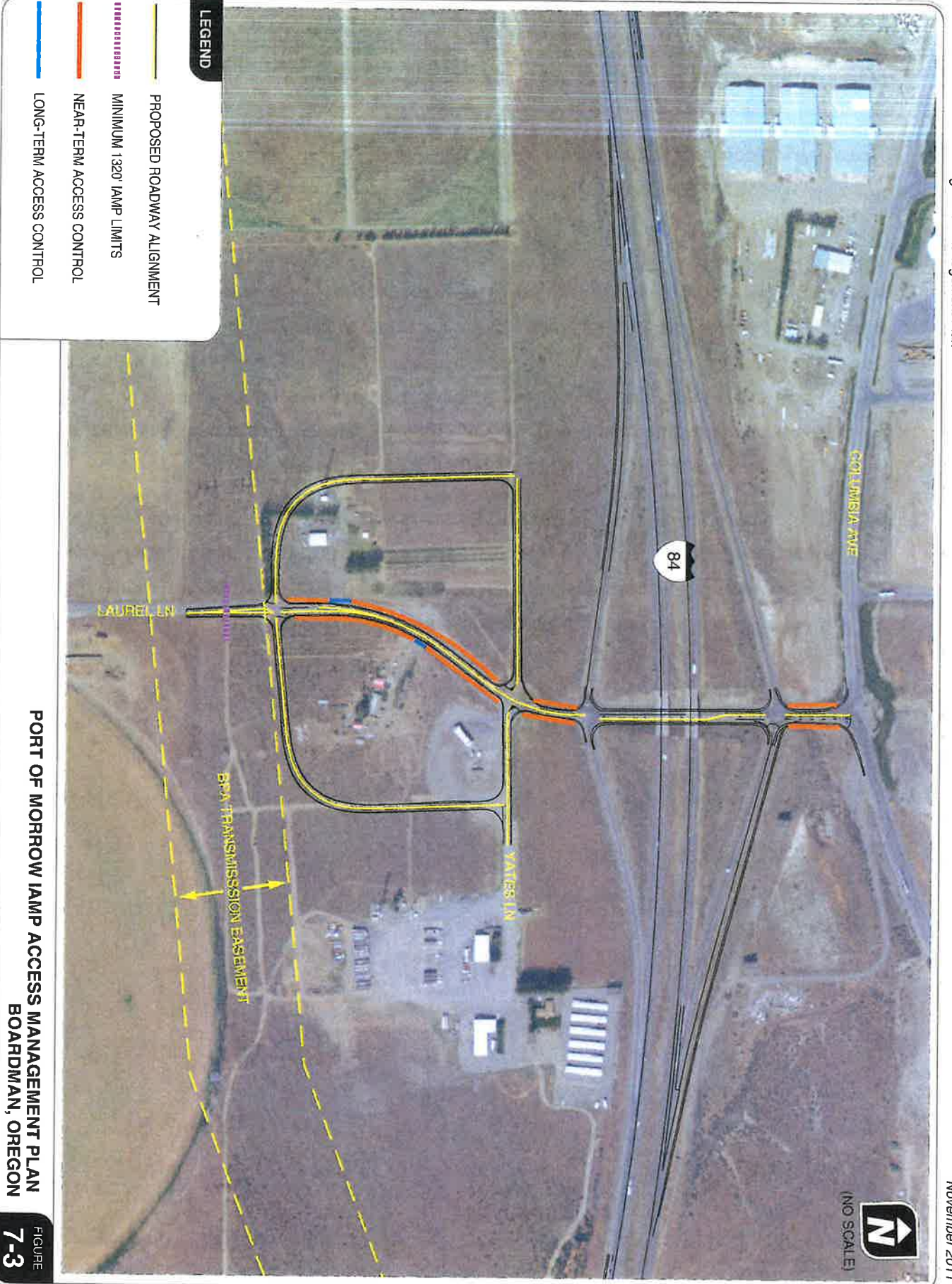
POSSIBLE EXCEPTIONS/DEVIATIONS FROM STANDARDS

The deviations that will be required for the IAMP transportation improvement plan are related to the access spacing standards outlined under Oregon Administrative Rule 734, Division 51 and the Oregon Highway Plan (OHP). These deviations are discussed in the access management subsection below.

Access Management Plan

Access locations within the IMSA were evaluated based on ODOT's Division 51 Access Management standards and an assessment of traffic operations and safety as described in Action 3C.3 of the 1999 Oregon Highway Plan. Accordingly, the Access Management Plan (AMP) will preserve the operational integrity and safety of the interchange and primary roadways (e.g. Laurel Lane) serving it, while maintaining viable access to all parcels in the IMSA. The AMP contains a plan for actions to be taken on a City of Boardman roadway (i.e., Laurel Lane) and adopted into the City's TSP.

An AMP is identified for near- and long-term timeframes. The overall AMP is illustrated in Figure 7-3. Justification is also provided for locations where deviations from ODOT's access management standards are necessary. Access management will be implemented as part of ODOT and City project development and delivery processes or as future land use actions occur.



PORT OF MORROW IAMP ACCESS MANAGEMENT PLAN
BOARDMAN, OREGON

FIGURE
7-3

GENERAL ACCESS MANAGEMENT IMPLEMENTATION

Under ODOT's current access management policy, the 1999 Oregon Highway Plan stipulates that the desired distance between an interchange ramp terminal and the first full approach (public or private) on the crossroad should be a minimum of 1,320 feet (¼-mile). The first right-in/right-out access should be a minimum of 750 feet from the ramp terminal. Currently, there are three (3) private and three (3) public approaches within 1,320 feet of the interchange ramp terminals, as was previously documented in Figure 4-6 of the original 2011 IAMP.

EXISTING PRIVATE APPROACH POLICY

ODOT guarantees Access Permit protection, as allowed within ORS 374.305 & 310, to all existing private accesses. Each will remain a valid access as long as the existing uses remain on property/site and there is no capital improvement project that would trigger review of the access (per OAR 734.051.0285). An access evaluation will be required when any of the following land use actions leads to a peak hour increase in 50 trips or more over the prior use, a daily increase of 500 trips or more over the prior use, or the increase represents a 20 percent or more increase in trips on a typical day/peak hour; if there is an identified safety or operational problem related to the approach; if the approach does not meet sight distance requirements; or if the daily traffic using the approach increases by 10 or more vehicles with a gross vehicle weight equal to or greater than 26,000 pounds:

- Modifications to existing zoning,
- Changes to plan amendment designations;
- Construction of new buildings;
- Increases in floor space of existing buildings;
- Division or consolidation of property boundaries;
- Changes in the character of traffic using the driveway/approach;
- Changes to internal site circulation design or inter-parcel circulation; or
- Reestablishment of a property's use (after discontinuance for four years or more that trigger a Traffic Impact Assessment as defined below) that occurs on the parcels served by the approaches.

In general, the types of improvements identified for accesses within the IMSA include:

- Modifying, mitigating, consolidating, or removing existing approaches pursuant to an access management plan as part of the highway project development and delivery process (OAR 734-051);
- Improving traffic safety and operations by improving the local street network to provide alternate access and reduce conflict points; and,
- Restricting highway access but improving local roadway access by introducing shared access, cross-over easements, and/or consolidated access when separate parcels are assembled for redevelopment, and access via collector or local streets.

The time period over which the following measures will be implemented will depend on the rate of redevelopment within the IMSA and when the transportation improvement plan projects identified previously are constructed. As each parcel redevelops, or upon capital improvement, accesses will be evaluated to determine how they will be modified in order to move in the direction of meeting the access spacing standards and long-term vision of driveway consolidation while still providing access as defined in OAR 734-051.

ACCESS MANAGEMENT

Figure 7-3 illustrates the AMP for the IMSA. The AMP is divided into two timeframes: near-term and long-term. The near-term plan is to not allow new access to Laurel Lane within the ¼-mile limits, except in the southwest quadrant where it may be the only feasible access point for those properties in the near-term. Long-term, the current Yates Lane access will be restricted to right-in/right-out access only, as would any access constructed opposite from it, when the new connections shown in Figure 7-3 are built. As the other properties along this section of Laurel Lane develop, their access will be provided off of either the new Yates Lane collector street or the new southwest quadrant collector street and not on Laurel Lane. The long-term plan would be implemented once the long-term improvements are constructed.

DEVIATIONS TO THE DIVISION 51 ACCESS MANAGEMENT STANDARDS

Six accesses will not meet the applicable OAR Division 51 access spacing standard, and as such, deviations are required to address them. These deviations will be reviewed by the Region Access Management Engineer. Under the provisions, the Region Access Management Engineer may approve a deviation if:

- (a) Adherence to spacing standards creates safety or traffic operation problems;*

(b) The applicant provides a joint approach that serves two or more properties and results in a net reduction of approaches to the highway;

(c) The applicant demonstrates that existing development patterns or land holdings make joint use approaches impossible;

(d) Adherence to spacing standards will cause the approach to conflict with a significant natural or historic feature including trees and unique vegetation, a bridge, waterway, park, archaeological area, or cemetery;

(e) The highway segment functions as a service road;

(f) On a couplet with directional traffic separated by a city block or more, the request is for an approach at mid-block with no other existing approaches in the block or the proposal consolidates existing approaches at mid-block; or

(g) Based on the Region Access Management Engineer's determination that:

(A) Safety factors and spacing significantly improve as a result of the approach; and

(B) Approval does not compromise the intent of these rules as set forth in OAR 734-051-0020 (Which states: The purpose of Division 51 rules is to provide a safe and efficient transportation system through the preservation of public safety, the improvement and development of transportation facilities, the protection of highway traffic from the hazards of unrestricted and unregulated entry from adjacent property, and the elimination of hazards due to highway grade intersections.)

The following is a description of the justification for deviation for each of the public accesses requiring a deviation.

Public Access to Yates Lane

A deviation to the access spacing requirements identified in OAR Division 51 is required at the Yates Lane/Laurel Lane intersection, which is located approximately 225 feet south of the I-84 Eastbound ramp terminal, as shown in Figure 7-3. The approach will be restricted to right-in/right-out access only. As was mentioned above, a deviation may be approved if:

(b) The applicant provides a joint approach that serves two or more properties and results in a net reduction of approaches to the highway

Response: Yates Lane and any future road built opposite it will serve multiple properties via the new connections described in Table 7-1. This will allow other access points to be consolidated onto the new connections and utilize this approach.

Public Access to the Yates Lane Collector and the SW Quadrant Collector

A deviation to the access spacing requirements identified in OAR Division 51 is required where the new connecting roadways identified in Table 7-1 and shown in Figure 7-3 access Laurel Lane. This new intersection will be approximately 1,200 feet south of the I-84 Eastbound ramp terminal. As was mentioned above, a deviation may be approved if:

(b) The applicant provides a joint approach that serves two or more properties and results in a net reduction of approaches to the highway

Response: The new connections will allow other access points to be consolidated onto them and utilize this approach and the Yates Lane right-in/right-out access.

(d) Adherence to spacing standards will cause the approach to conflict with a significant natural or historic feature including trees and unique vegetation, a bridge, waterway, park, archaeological area, or cemetery

Response: The new access cannot be placed further south due to the presence of transmission lines.

Appendix 1
2022 IAMP Update Supporting
Documentation

TECHNICAL MEMORANDUM

Date: April 22, 2021 Project #: 25235
To: Carla McLane
I-84/Laurel Lane Advisory Committee

From: Matt Hughart, AICP and Ali Razmpa
Project: I-84/Laurel Lane IAMP Update
Subject: Existing Conditions, Future 2040 Conditions, and Interchange Concept
Development/Evaluation

This technical memorandum documents the supporting analysis used to update the I-84/Laurel Lane Interchange Area Management Plan (IAMP). Major components include Existing Conditions, Future 2040 Conditions, and Interchange Concept Development & Evaluation.

BACKGROUND

In 2011, the City of Boardman, Morrow County, and Oregon Department of Transportation (ODOT) adopted the I-84/Laurel Lane IAMP. The purpose of the IAMP was to formally identify physical and access management improvements that would be needed to keep the interchange and the supporting local roadway network functioning safely and efficiently. In 2020, the Port of Morrow (POM), City of Boardman, Morrow County, and ODOT jointly initiated an update to the I-84/Laurel Lane IAMP to address traffic congestion and vehicle queuing impacts being experienced at the north side of the interchange study area due to higher than anticipated growth within the POM.

Consistent with the traditional planning process, this memorandum will be used to update the IAMP, documenting the current IAMP study area conditions (existing infrastructure and traffic conditions), the future no-build conditions (assuming expected local and regional growth with no infrastructure improvements), and the evaluation and selection of updated interchange improvements.

Interchange Management Study Area

The I-84/Laurel Lane interchange is located on the east side of Boardman and serves as the primary point of access to the POM and a secondary point to access to the City of Boardman. To help define the extent of the land use and traffic operations review for this update, an Interchange Management Study Area (IMSA) has been defined as depicted in Figure 1. At a minimum, the IMSA includes all properties located roughly within a ½-mile of the interchange.

Figure 1 – Interchange Management Study Area



EXISTING CONDITIONS

Existing Land Use

Pursuant to the requirements stated in the Oregon Administrative Rule 734-051-0155 for the preparation of an IAMP, the land use inventory has been updated for the IMSA. This section provides a description of the existing land-use patterns and zoning regulations that currently exist within the IMSA. Land use-related information will ultimately be combined with findings about existing transportation system conditions in an overall existing conditions section of the IAMP.

Existing Zoning and Development Standards

Any development in the IMSA will have some direct impact on the facility, so it is important to review the existing zoning for parcels surrounding the interchange and connecting roads. Permitted land uses and the applicable standards associated with the zone designations are an indicator of the potential for growth in the area. Zoning for areas within the IMSA are shown in Figure 2. This map includes both city and county zoning, as the IMSA includes unincorporated areas of Morrow County.

Morrow County

Morrow County zoning designations in the vicinity of the POM interchange include Port Industrial (PI), General Industrial (MG), Exclusive Farm Use (EFU), and Farm Residential (FR2). A portion of the PI and MG zoned land in the IMSA to the northeast of the POM interchange was previously inside the Boardman UGB but an annexation in 2018 placed much of that area inside the Boardman city limits. The few remaining parcels still within the UGB west and south of the Union Pacific mainline are managed pursuant to an intergovernmental agreement that exists between the City and County, where the City is included in the County's development review process, but development approval is subject to existing County zoning requirements, as described below. The portion that has been annexed has had applied the corresponding City zoning of General Industrial (GI), which is discussed in the next section of this memorandum.

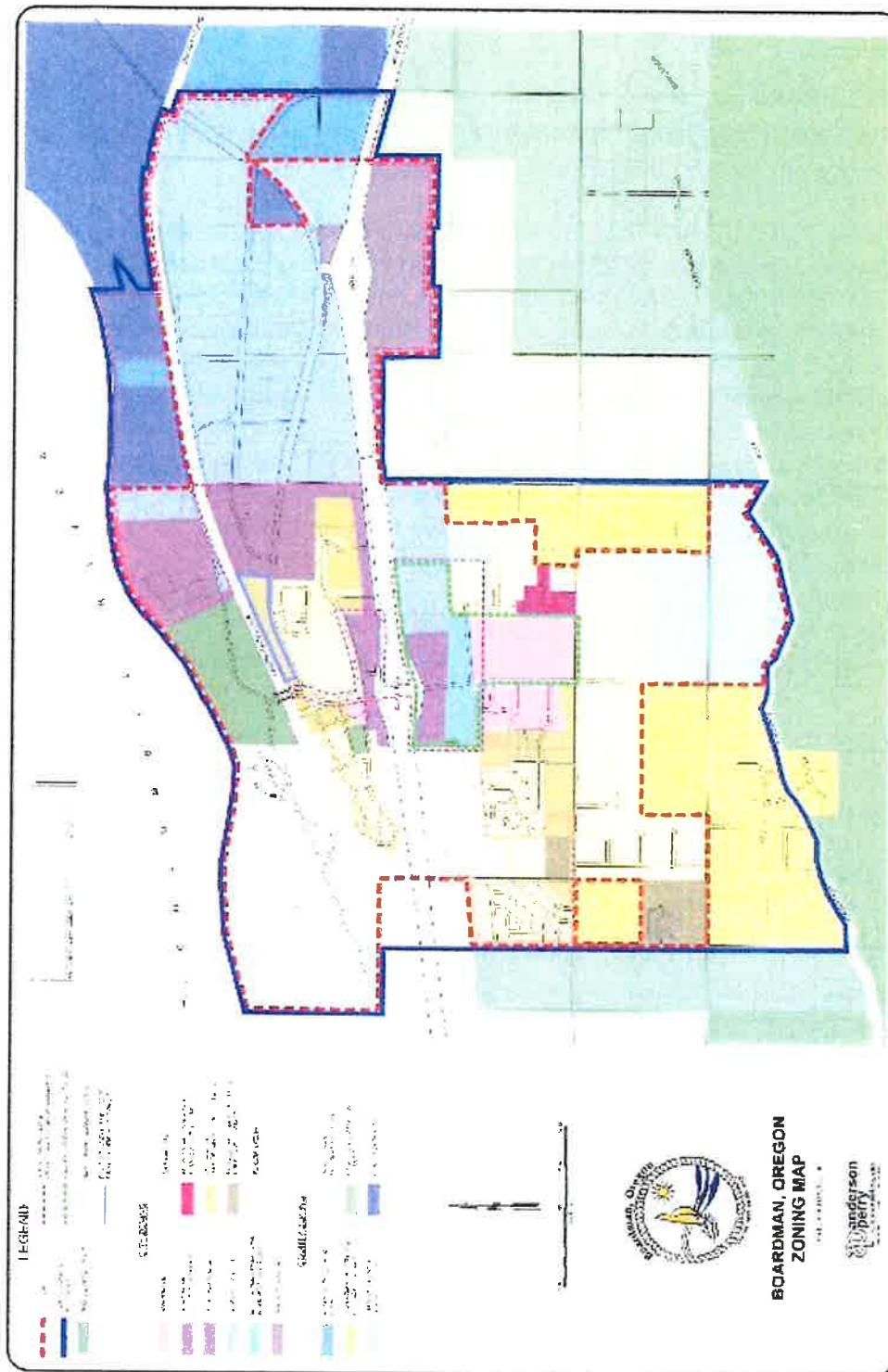
An overview of permitted uses and development requirements of these zones, as regulated by the Morrow County Zoning Ordinance, is provided below.

- Port Industrial (PI) (Section 3.073). The PI zone was established to “provide for port-related industrial uses and aerospace-related industrial uses which are not devoted to research and development. The zone is intended to provide an industrial sanctuary, limiting commercial uses to those appropriate and necessary to serve the needs of the workers employed within the zone.” As stated in its purpose, the zone allows uses that are port-related, especially water-dependent, aerospace, manufacturing, and heavy industrial uses. Commercial and retail uses are allowed conditionally and are limited in floor area so that they are clearly secondary to the primary uses in the zone. There are no restrictions on building height or minimum requirements for lot coverage in this zone.
- General Industrial (MG) (Section 3.070). Retail and wholesale businesses, construction-related businesses, freight hubs, warehouses and distributions centers, machine shops, and

food processing are amongst the uses allowed outright in the MG zone. More intensive manufacturing and processing uses, industrial uses entailing outdoor storage, and public and semi-public uses are conditionally permitted in the MG zone. There are no specific minimum lot size or setback standards other than stream setbacks (100 feet) and building setbacks that range from 20 to 50 feet depending on whether the building fronts a local street, collector, or arterial.

- **Farm Residential (FR2) (Section 3.041).** This zone is a rural residential zone that acknowledges pre-existing homes on small lots outside the Urban Growth Boundary (UGB), although state policy and law discourages the expansion of such development. Single-family housing, farming (with some restriction), utilities, parks, community centers, and other public uses that serve rural residential uses are allowed outright in the FR2 zone. Duplexes, water and sewer facilities, golf courses, stables, and vet clinics are permitted conditionally. Lots in this zone must be at least two acres.
- **Exclusive Farm Use (EFU) (Section 3.010).** The EFU zone targets the preservation of agricultural land and uses and is designed to only allow uses that are compatible with agricultural uses. Agricultural production and harvesting, buildings associated with agricultural uses, accessory dwellings, farm worker dwellings, restoration of established dwellings and other lawful buildings, improvements to roads, schools not within three miles of the UGB, churches, wineries, and solid waste disposal facilities (with restrictions) are permitted outright in the EFU zone. Certain single-family homes, mining operations, golf courses, private recreation facilities, public- or non-profit-owned parks and community centers, utilities, road expansions, and other solid waste and composting facilities are amongst uses that are permitted conditionally. The lot standard for agricultural units in the zone is 160 acres. Income and capability tests are required for residential uses in the zone. Uses are subject to 100-foot stream setbacks, as in other zones.

Figure 2 – City of Boardman and Morrow County Zoning Map



City of Boardman Zoning

The POM interchange has to the south City of Boardman Service Center (SC) commercial. To the north lies City industrial land, zoned General Industrial (GI).

Chapter 2 of the City of Boardman Zoning Ordinance implements zoning “districts” that establish permitted uses and development standards for residential, commercial, and industrial zones. Below is an overview of these provisions for the zoning districts within the IMSA.

- **General Industrial (GI) (Chapter 2.3).** The GI district is intended for a range of light and heavy industrial uses and to provide business services close to employment centers, while limiting impacts on adjacent districts and keeping incompatible uses separate. Heavy and light industrial and manufacturing uses, warehouses and distribution centers, offices and commercial uses that serve industrial uses, limited retail uses, government facilities “where the public is not generally received,” vocational schools, open space, and Utilities are among the uses permitted outright in the GI district. Transportation facilities and improvements that are in the TSP, are part of an approved land division, or do not require land use approval are also permitted outright; transportation improvements that are not in the TSP or part of an approved land division are permitted conditionally. The maximum lot coverage in the district is 75% and building height is restricted to three stories or 35 feet. Additional standards apply to uses with significant noise, light/glare, dust, vibration, or traffic impacts, as defined in Section 2.3.160, including possible traffic impact analyses for uses that would increase average daily traffic by 20 percent or more and 100 vehicles per day.
- **Service Center (SC) (Section 2.2.200).** The Service Center designation is a sub-district of the City’s Commercial district. The sub-district was established to accommodate heavy commercial uses and light industrial uses along segments of the I-84 corridor. The development standards of the Commercial district apply to the sub-district, except where modifications are specified. Lot coverage is capped at 85% in the sub-district. Maximum height is four stories or 50 feet. Design and additional standards as well as pedestrian amenity requirements apply to uses in this sub-district.

Those areas of County Port Industrial (PI) and General Industrial (MG) zoning northeast of the interchange on land that is still inside the City of Boardman UGB could develop under current County zoning or could be annexed and, if so, most likely re-zoned with corresponding City General Industrial (GI) zoning. The existing County zoning and potential City zoning generally allow the same types of industrial uses. The City zoning is slightly more prescriptive when it comes to development standards, including maximum lot coverage of 75% and maximum building height of three stories or 35 feet.

Land Use Inventory

For purposes of describing existing zoning and land uses within the IMSA, as well as conducting the transportation analysis, the narrative below will consider the surroundings for each interchange.

POM Interchange

Land uses directly adjacent to the POM interchange lie entirely within Boardman’s city limits. Land in the immediate vicinity, both north and south of the highway, is zoned for highway “service” uses (SC). Industrial zoned land lies further north of this commercial land and includes land within the city zoned General Industrial and, since the annexation in 2018 fewer properties within the City’s UGB zoned Port Industrial and General Industrial. Notably, the IMSA encompasses all of the City of Boardman’s industrial land (zoned General Industrial) and all of the POM’s developable, industrial zoned land (“Port Industrial”) north of I-84. Currently, there are no developed commercial uses north of the interchange.

South of the interchange, there are only a few developed commercial properties including a Pacific Pride fueling station, storage facility, and coffee shop. The City’s SC zoned land is coterminous with the city limits and UGB in this area. Land further south is in the County, zoned for farming (EFU) and rural residential (FR2).

Existing Transportation Inventory

The second major component of the existing conditions evaluation process is to document the transportation system. The existing transportation inventory provides a detailed description of all transportation facilities and travel modes within the study area. In addition, the inventory identifies the current operational, traffic control, and geometric characteristics of roadways and other transportation facilities within the IMSA. A detailed description of these facilities is provided in the following sections.

Roadway Facilities

The roadways within the IMSAs include state, county, POM, and city roadways. A description of each of the functionally classified roadway facilities is summarized below in Table 1.

Table 1 – Existing Transportation Facilities and Roadway Designations

Roadway	Existing Roadway Ownership/ Functional Classification	Cross-section	Posted Speed (mph)	Side- walks?	Bicycle Lanes?	On-Street Parking?
Interstate-84	ODOT/ Interstate Highway	4-lane	70	No	Shoulders	No
Columbia Avenue	City-POM/Arterial	3/4-lane	35/40	Yes (north side)	Shoulders	No
Laurel Lane	City-County/Arterial	2-lane	35	No	No	No
Yates Lane	City - Local	2-lane	Not posted	No	No	No

Interstate-84

I-84 is a four-lane interstate highway that runs east-west through Morrow County. It is the main east-west travel route within the state of Oregon providing a connection between Portland, Oregon and Boise, Idaho. I-84 is part of the National Highway System and is designated in the *Oregon Highway Plan* as an Interstate Highway, Freight Route, and Truck Route.

Laurel Lane Interchange Ramps

The Laurel Lane interchange ramps are currently configured in a diamond interchange form. Both ramp terminals are stop-controlled on the off-ramp approaches. Due to the area's topography, I-84 is elevated over Laurel Lane.

Laurel Lane

Laurel Lane is a City and County roadway that provides a north-south connection across I-84 on the east side of Boardman. It is also an important roadway for providing access to the POM area. It is a two-lane roadway with narrow shoulders that are partially paved and partially gravel. Within the Boardman city limits it is classified as an arterial by the City of Boardman Transportation System Plan (TSP).

Columbia Avenue

Columbia Avenue is a three- to four-lane City arterial roadway connecting the POM area to Laurel Lane and to the commercial core area of Boardman. Many Port properties and local streets connect to Columbia Avenue making it one of the most highly traveled roadways within the POM.

Pedestrian and Bicycle Facilities

Due to the rural and industrial nature of the study area, exclusive pedestrian and bicycle facilities (e.g. sidewalks and bike lanes) are limited in the study area. The Morrow County Columbia River Heritage Trail does travel through the Port of Morrow, usually as a separate facility, north of the Interchange coming from the east along Columbia, turning north along Ullman Boulevard and finally along Marine Drive. Sidewalks are generally not present on the study roadways with the exception of the north side of Columbia Avenue. Many of the study roadways have shoulders that are at least partially paved and provide additional space for autos and bicycles to share on the roadway. Traffic volumes are also relatively low on many of the City and County roadways in the study area, making it more comfortable for non-motorized and motorized users to share the roadways.

Existing Traffic Volumes and Peak Hour Operations

Manual intersection turning movement counts were obtained from ODOT at each of the following study intersections to assess the operational performance and characteristics within the study area:

- Laurel Lane/Columbia Boulevard
- Laurel Lane/I-84 WB Ramp Terminal
- Laurel Lane/I-84 EB Ramp Terminal
- Laurel Lane/Yates Lane

These counts were conducted on mid-week days in June 2019. A description of the analysis conducted with this data is summarized in the following sections. *Appendix A contains the traffic count worksheets.*

Seasonal Adjustments

Following the methodology outlined by ODOT’s Analysis Procedures Manual (APM), a seasonal adjustment factor was applied to the traffic counts collected for the existing conditions analysis in order to estimate 30th highest hour volumes. Consistent with the previous IAMP, ATR #25-008, located on I-84 west of US 730, was determined to have the most similar traffic characteristics within the study area. The seasonal adjustment factor calculations for the intersection counts during June is 1.07 is noted in Table 2 below.

Table 2 - Seasonal Adjustment Factor Calculations

	2018	2017	2016	2015	2014	Avg
ATR 25-008						
Peak Month (August)	122	126	122	123	125	123.3
Count Month (June)	115	118	115	115	115	115

- The average peak month (August) is: $(122\% + 123\% + 125\%) / 3 = 123.3\%$
- The average count month (June) is: $(115\% + 115\% + 115\%) / 3 = 115\%$
- The seasonal adjustment factor is $123.3\%/115\% = \mathbf{1.07}$

After applying the 1.07 seasonal adjustment factor, the intersection turning movement volumes at the I-84/Laurel Lane interchange were analyzed to discern any notable traffic patterns that would help inform the IAMP update process as noted in the following sections.

Exhibits 1 through 2 illustrate the seasonally adjusted 16-hour volume profiles of the I-84 ramps at Laurel Lane, each graph illustrating the ramps have dominate traffic patterns. For example, the traffic volumes on the I-84 westbound off-ramp are significantly higher than volumes on the westbound on-ramp throughout the 16-hour period that counts were conducted. The exact reverse pattern occurs on the eastbound ramps, where the off-ramp has significantly lower volumes than the on-ramp. This indicates that much of the traffic utilizing this interchange is coming from and returning to the east on I-84.

Exhibit 1 – Year 2019 16-Hour Traffic Volume Profile for the I-84 WB Ramps at Laurel Lane

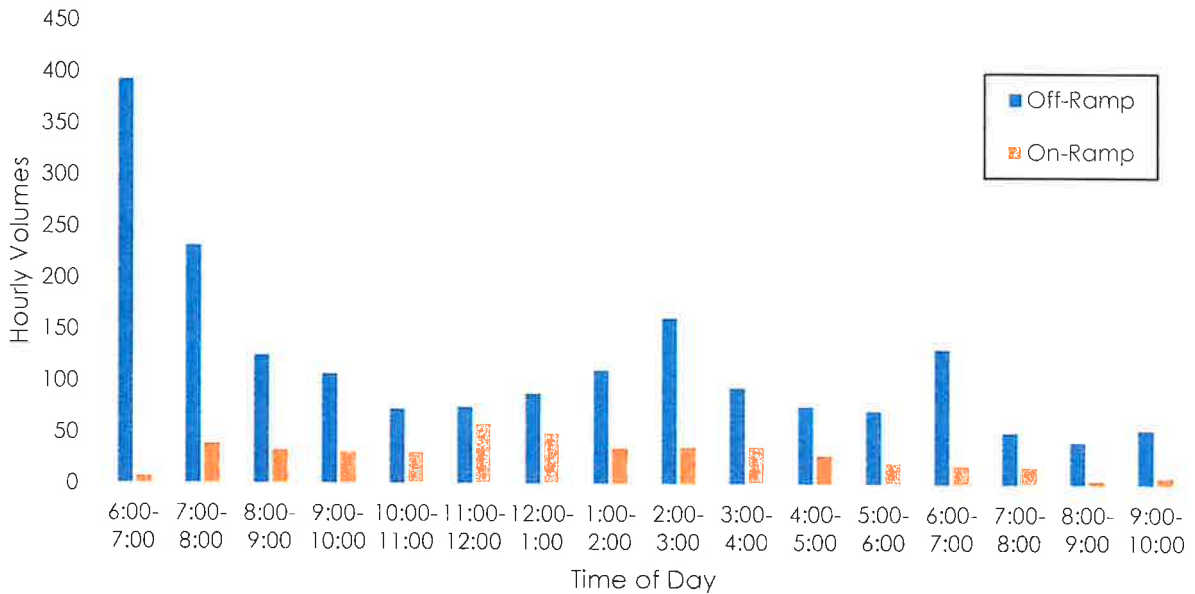


Exhibit 2 – Year 2019 16-Hour Traffic Volume Profile for the I-84 EB Ramps at Laurel Lane

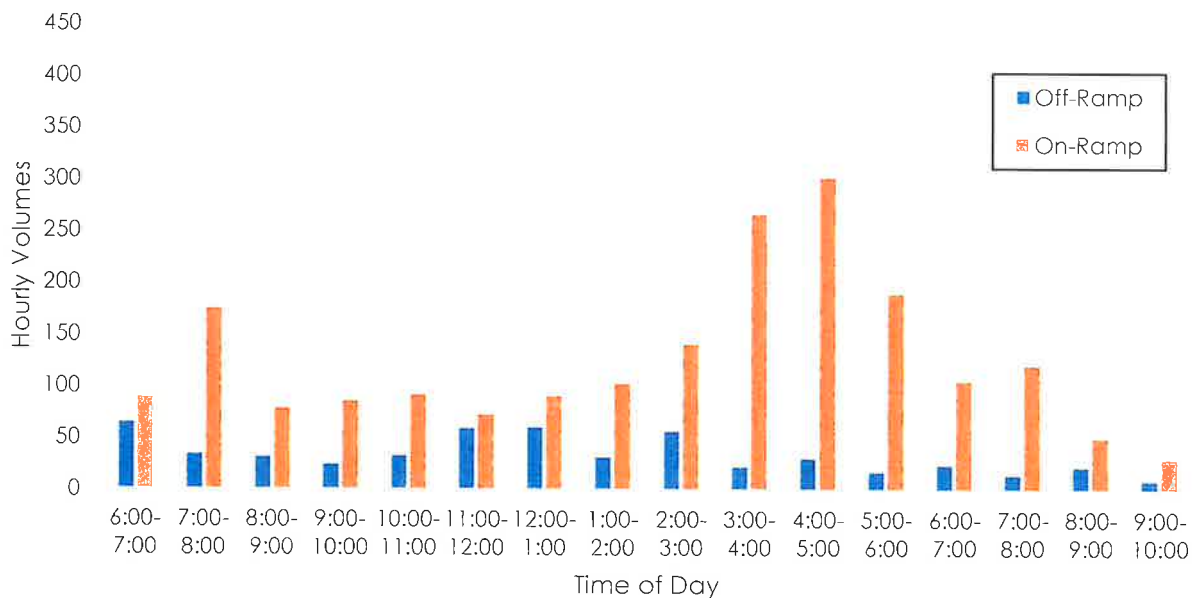
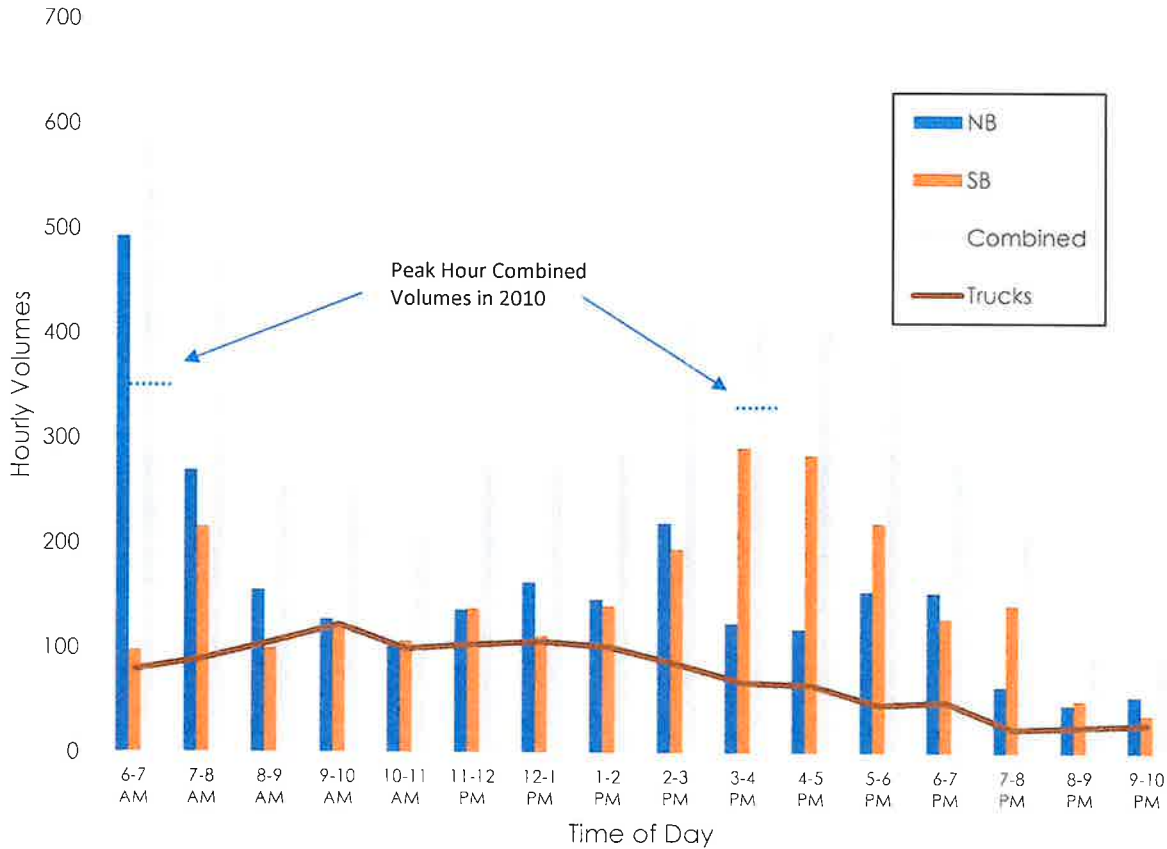


Exhibit 3 illustrates the 16-hour traffic volume profile for Laurel Lane just north of the I-84 WB ramps. As shown, the profile indicates heavy northbound demand in the 6:00-8:00 AM time period and a more evenly distributed but still significant heavy southbound demand in the 3:00-6:00 PM time period. These patterns appear to be consistent with the dominate work shift employment model used by many of the POM businesses.

Exhibit 3 – Year 2020 16-Hour Traffic Volume Profile for Laurel Lane North of the I-84 WB Ramps



Given the industrial nature of the POM area, heavy truck traffic makes up a significant proportion of the combined total traffic volumes along Laurel Lane as shown in Exhibit 3. During the non-commuting time periods, truck traffic can be anywhere from 40-50 percent of the total volume.

Existing Intersection Operations

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. Table 6 of the *Oregon Highway Plan (OHP)* provides maximum volume-to-capacity ratio targets for all signalized/roundabout and unsignalized intersections located outside the Portland metropolitan area. Table 3 summarizes the v/c ratio that will be used to evaluate the existing and future operations at the ODOT owned/maintained I-84/Laurel Lane ramp terminals.

Table 3 – ODOT Mobility Targets

Intersection	OHP Mobility Target
Laurel Lane/I-84 WB Ramp Terminal	0.90 Laurel Lane approach / 0.85 ramp approach
Laurel Lane/I-84 EB Ramp Terminal	0.90 Laurel Lane approach / 0.85 ramp approach

The operational standard for intersections involving only City and County roadways is based on level-of-service (LOS). The City maintains a LOS standard of “C” or better for all intersections. The Morrow County standard is LOS “C” or better LOS “D” or better for areas within a City’s UGB.

Using these standards, an operations assessment was performed at the previously noted intersections. The seasonally adjusted peak hour intersection turning movement volumes at the study intersections (6:30-7:30 AM and 3:30-4:30 PM) are summarized in Figures 3 and 4 while Table 4 summarizes the corresponding traffic operations during the weekday AM and PM peak hours. As shown in Table 3, the study intersection operations satisfy applicable ODOT and Morrow County mobility targets/standards. The critical westbound left-turn movement at the Laurel Lane/Columbia Boulevard intersection is currently operating at LOS D during the weekday AM peak period which exceeds the City of Boardman’s LOS C standard. *Appendix B contains the existing traffic operations worksheets.*

Table 4 – Existing Traffic Conditions

Intersection	Critical Approach/Lane	Weekday AM Peak Hour (6:30-7:30 AM)			Weekday PM Peak Hour (3:30-4:30 PM)		
		V/C	Approach Delay (sec)	Approach LOS	V/C	Approach Delay (sec)	Approach LOS
Laurel Lane/ Columbia Boulevard	Westbound Left-Turn	0.47	28.2	D	0.38	14.6	B
Laurel Lane/ I-84 WB Ramp Terminal	Westbound Approach	0.51	13.74	B	0.13	10.0	B
Laurel Lane/ I-84 EB Ramp Terminal	Eastbound Approach	0.18	15.36	C	0.15	23.4	C
Laurel Lane/ Yates Lane	Westbound Approach	0.01	9.81	A	0.03	9.26	A

While the operations analysis indicates that the study intersections have capacity during the peak time periods, there are several traffic conditions that create operational and safety issues that are not apparent in these operational findings. These include:

- The westbound I-84/Laurel Lane off ramp is a single-lane ramp with a shared single-lane stop-controlled approach to Laurel Lane. During the weekday AM peak time period, the ramp accommodates up to 400 vehicles and trucks with the majority destined to businesses within the POM. Due to the high peaking characteristics, volumes on the westbound off ramp can back up towards the I-84 mainline at times.
- In an effort to minimize conflicts between the closely spaced Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB Ramp Terminal intersections, all northbound movements at the Laurel Lane/Columbia Boulevard intersection are uncontrolled. Only the westbound left-turn and eastbound through movements are stop-controlled.

Figure 3 – Existing Weekday AM Peak Hour Traffic Volumes

Generated with **PTV VISTRO** Port of Morrow IAMP Update Weekday AM Peak Hour
 Version 2020 (SP 0-3) Existing Traffic Conditions HCM 6th
 Traffic Volume - Future Total Volume

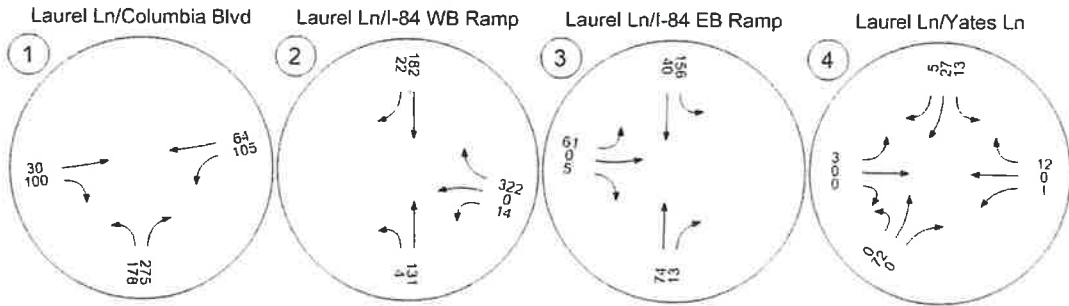
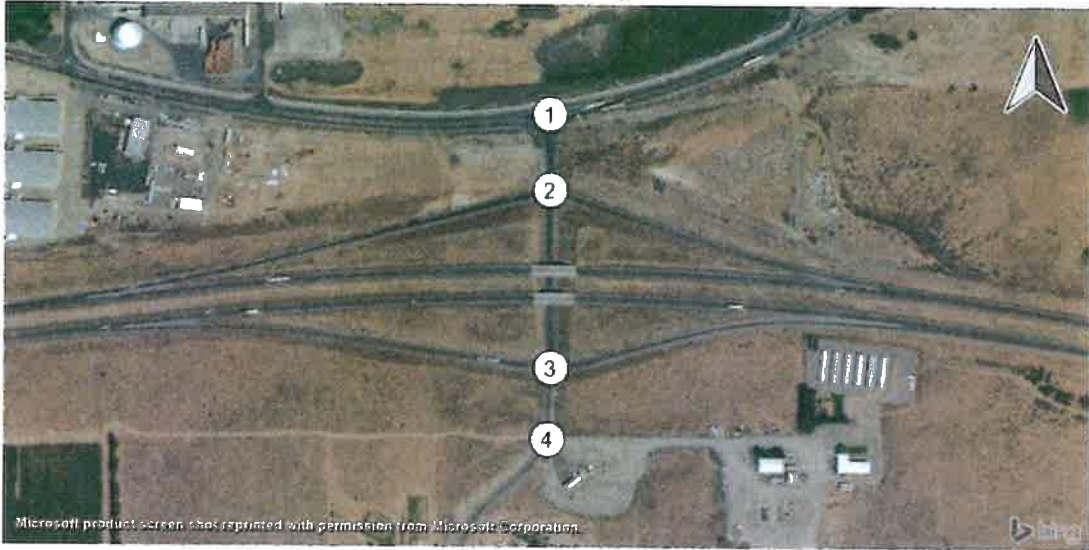
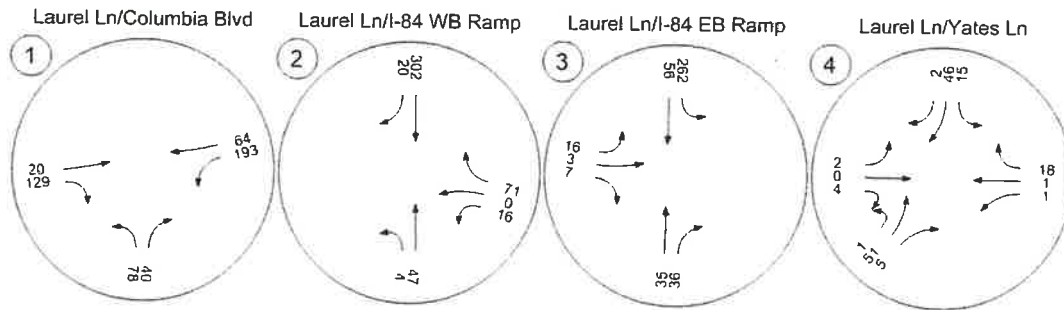
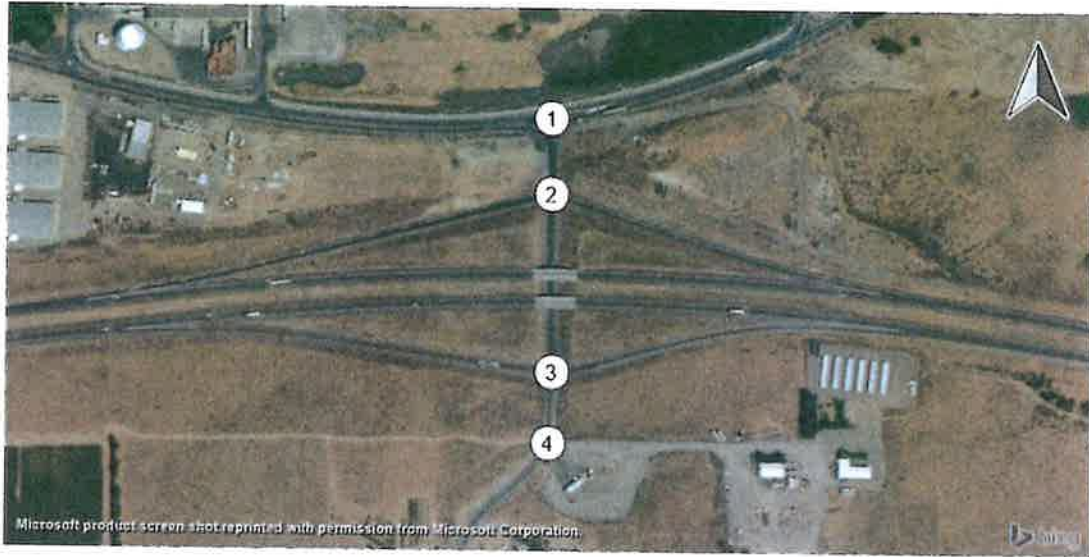


Figure 4 – Existing Weekday PM Peak Hour Traffic Volumes

Generated with **PTV VISTRO** Port of Morrow IAMP Update Weekday PM Peak Hour
 Version 2020 (SP 0-3) Existing Traffic Conditions HCM 6th
 Traffic Volume - Future Total Volume



FUTURE 2040 CONDITIONS

This section documents the future land use as well as the forecast traffic operations in the vicinity of the I-84/Laurel Lane interchange through 2040. The future traffic projections are based on anticipated future land uses. Future land use information was determined through working with the City, County, and POM.

Future 2040 Land Uses/Development Projections

The analysis of future land uses in the vicinity of the I-84 / Laurel Lane interchange was focused on areas that are expected to have development or redevelopment potential that would generate traffic in the IMSA. The IMSA defined in Figure 1 includes land both inside and outside the City of Boardman and its urban growth boundary (UGB) and contains a variety of zones, including commercial, rural residential, industrial, farm use, and exclusive farm use zones. Development is anticipated to occur within the IMSA in the POM properties, south of I-84 in the City, and unincorporated Morrow County.

Unincorporated Morrow County

Through consultation with Morrow County staff, new residential development is anticipated to occur in the IMSA south of I-84. This development would occur under the FR2 zoning, which requires a minimum lot size of two acres. The specific areas identified as likely to develop in the next 20 years are along the north and south sides of Wilson Lane. Consistent with the 2011 IAMP, this is expected to equate to about 80 additional single-family homes, assuming these areas develop according to approvals or minimum lot sizes. The vehicle trip impact of these homes was cumulatively added to the existing traffic volumes at the study intersections based on an assumed distribution that is approximate to existing traffic patterns.

City of Boardman

The area immediately south of I-84 adjacent to the Laurel Lane interchange is located within Boardman City limits and is zoned as Service Center (SC), which is a sub-district of the Commercial district. This zone allows for highway-oriented commercial uses along the I-84 corridor. In order to be conservative and consistent with the original 2011 IAMP, it was assumed that the area served by Yates Lane in the southeast quadrant of the POM interchange would intensify. Specifically, it was assumed a long-term intensification of highway-oriented retail or service uses such as full truck stop could develop in this area. The vehicle trip impact of a full truck stop (serving as a conservative surrogate of future highway-oriented retail) was cumulatively added to the existing traffic volumes at the study intersections based on an assumed distribution that is primarily oriented to/from I-84.

Port of Morrow

The POM industrial area is essentially split into two areas by the Union Pacific (UP) mainline railroad. Most of the existing development in the industrial park is located south of the UP mainline and much of this area is built out with few parcels left for substantive development project. The area north of the UP mainline is known as the East Beach area has been developing rapidly over the last fifteen years with additional room for growth. POM staff anticipates that most future development in the industrial park will occur in this area over the next 20 years.

Recognizing that the Lewis and Clark Drive connection to US 730 is currently serving as a primary and secondary access for many of the East Beach properties, it is assumed that this connection will continue to accommodate future POM development, particularly in the East Beach area. As a result, long-term POM-related traffic growth is likely to equilibrate between this connection and the I-84/Laurel lane interchange to an extent. Consistent with the long-term POM traffic growth projections vetted in the 2011 IAMP and considering the Lewis and Clark connection, the more recent 2019 traffic volumes at the IAMP study intersections were proportionally grown.

Future 2040 No-Build Traffic Conditions

Future year 2040 No-Build weekday AM and PM peak hour traffic volumes were determined by applying the previously discussed growth projections and development-related trips to the existing traffic network. The resulting year 2040 No-Build weekday AM and PM peak hour traffic volumes are shown in Figures 5 and 6. Table 5 summarizes the corresponding traffic operations during the weekday AM and PM peak hours. *Appendix C contains the 2040 no-build traffic conditions worksheets.*

Table 5 –Future 2040 No-Build Traffic Conditions

Intersection	Critical Approach/Lane	Weekday AM Peak Hour (6:30-7:30 AM)			Weekday PM Peak Hour (3:30-4:30 PM)		
		V/C	Approach Delay (sec)	Approach LOS	V/C	Approach Delay (sec)	Approach LOS
Laurel Lane/ Columbia Boulevard	Westbound Left-Turn	1.67	395.2	F	0.87	48.1	E
Laurel Lane/ I-84 WB Ramp Terminal	Westbound Approach	1.06	77.2	F	0.63	27.7	D
Laurel Lane/ I-84 EB Ramp Terminal	Eastbound Approach	0.59	34.7	D	1.12	206.0	F
Laurel Lane/ Yates Lane	Westbound Approach	0.26	12.4	B	0.19	12.04	B

As shown in Table 5, the critical movements at the Laurel Lane/Columbia Boulevard, Laurel Lane/I-84 WB Ramp Terminal, and Laurel Lane/I-84 EB Ramp Terminal intersections are forecast to operate over capacity (WB left-turn at Laurel Lane/Columbia Boulevard, WB offramp approach at Laurel Lane, and EB offramp approach at Laurel lane) during one or more of the peak time periods. At the I-84 WB offramp, the forecast vehicle queues are projected to be 500 feet long. Based on the existing offramp length, this queue length will back up into the portion of the ramp needed for safe deceleration of I-84 mainline speeds.

Based on these findings, some of the long-term interchange improvements identified in the 2011 IAMP will need to be reinvestigated as well as some new alternatives investigated to address the updated forecast volumes.

Figure 5 – Future 2040 Weekday AM Peak Hour Traffic Volumes

Generated with **PTV VISTRO** Port of Morrow IAMP Update Weekday AM Peak Hour
 Version 2020 (SP 0-3) Year 2040 Traffic Volumes HCM 6th
 Traffic Volume - Future Total Volume

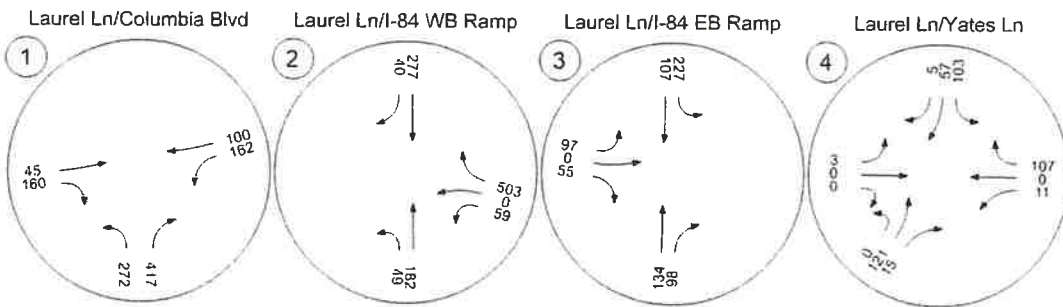
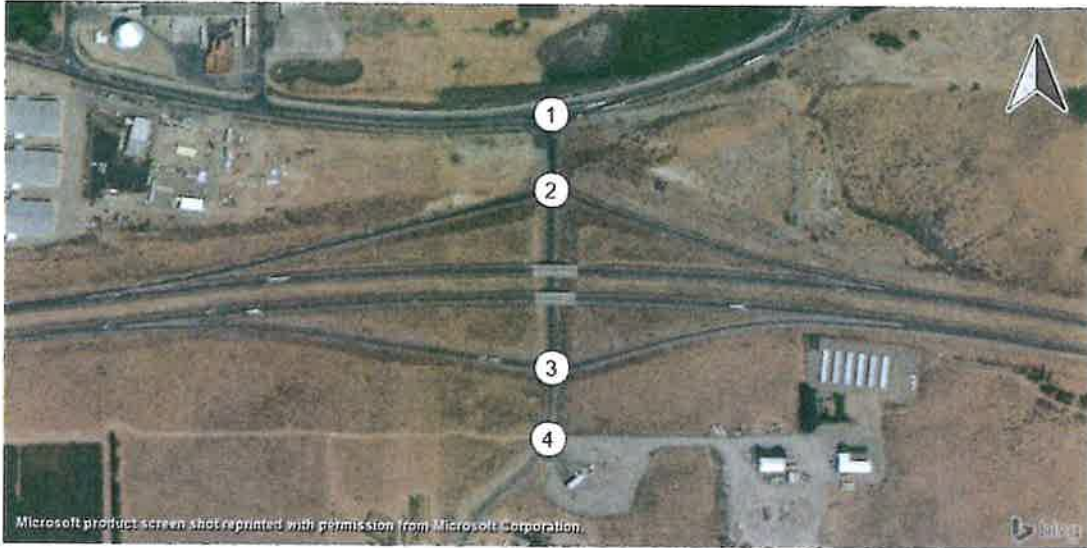
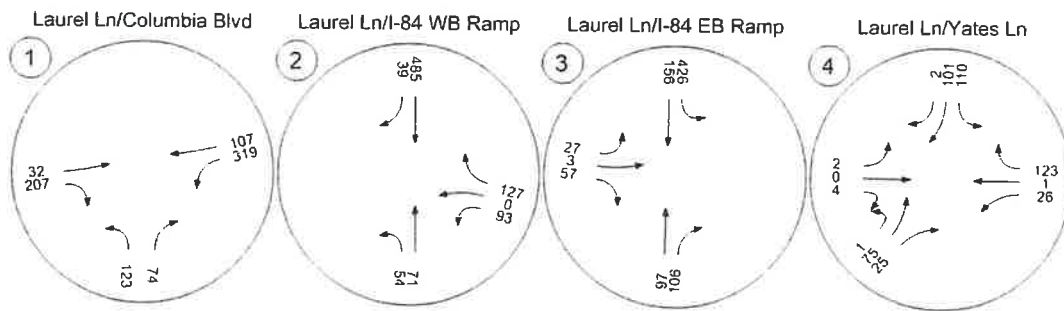
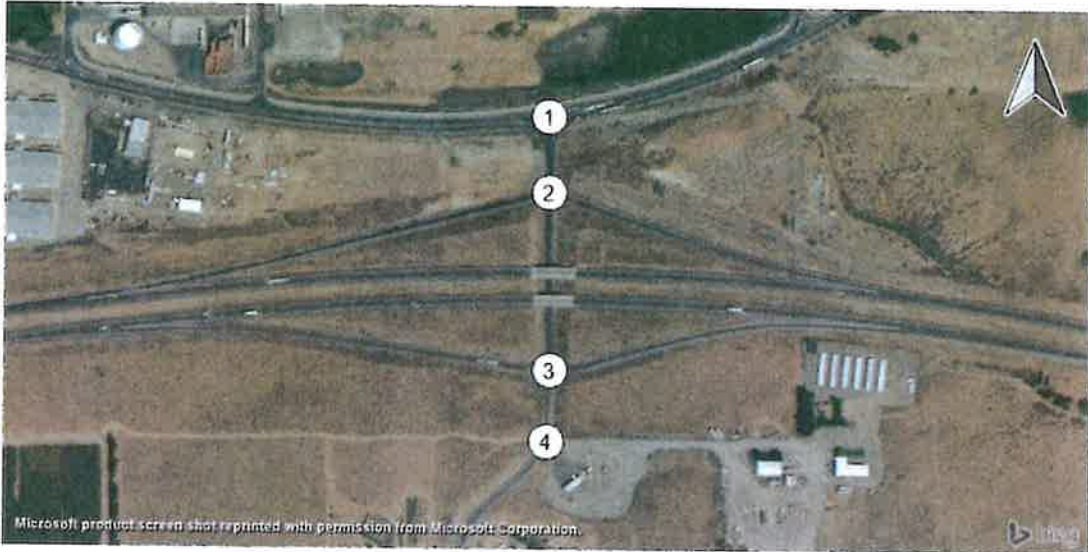


Figure 6 – Future 2040 Weekday PM Peak Hour Traffic Volumes

Generated with **PTV VISTRO** Port of Morrow IAMP Update Weekday PM Peak Hour
 Version 2020 (SP 0-3) Year 2040 Traffic Volumes HCM 6th
 Traffic Volume - Future Total Volume



SUMMARY OF EXISTING and 2040 NO-BUILD CONDITIONS

2020 Existing Conditions

- No significant land use changes have occurred within the immediate vicinity of the I-84/Laurel Lane interchange since the original 2011 IAMP was developed. The City of Boardman has annexed a portion of the land within their UGB to the northeast of the Interchange retaining industrial zoning comparable to County zoning.
- The City of Boardman and POM has seen significant development on POM owned lands both north of I-84 and within the larger regional vicinity since the 2011 IAMP. At the I-84/Laurel Lane interchange, this development has generated a 60% increase in weekday AM peak hour traffic volumes and a 22% increase in weekday PM peak hour traffic volumes when compared to 2010 counts.
- While the operations analysis indicates that the study intersections have capacity during the peak time periods, the high peaking characteristics during these time periods creates queuing problems on the I-84 WB off ramp and on the stop-controlled approaches at the Laurel Lane/Columbia Boulevard intersection.

2040 No-Build Conditions

- Significant growth potential exists within the immediate vicinity of the I-84/Laurel Lane interchange and within the larger regional study area (POM and Morrow County). This growth potential could result in a significant increase in traffic volumes during both the weekday AM and PM peak hours.
- Based on the growth assumptions described in this memo:
 - The critical stop-controlled approaches (WB left-turn and EB through) at the Laurel Lane/Columbia Boulevard intersection are forecast to operate over capacity. These movements are forecast to be most significantly impacted during the weekday AM time period when inbound volumes to the POM businesses peak before shift changes.
 - The Laurel Lane/I-84 WB Off Ramp is forecast to operate over capacity during the weekday AM peak hour when inbound volumes to various POM businesses are highest.
 - The Laurel Lane/I-84 EB Off Ramp is forecast to operate over capacity during the weekday PM peak hour when outbound volumes from POM businesses are highest and returning to EB I-84 via the on-ramp.

The following section of this technical memorandum will investigate potential improvement concepts to address the forecast capacity, operations, and queuing conditions.

INTERCHANGE CONCEPT DEVELOPMENT & EVALUATION

This section of the technical memorandum documents the development and evaluation of new interchange and access configuration concepts for the I-84/Laurel Lane interchange.

Initial Interchange Concept Development

The initial interchange improvement concepts considered in this section were developed by members of the project consultant team, project committee, POM, and ODOT staff to address the existing and forecast capacity, operations, and queuing conditions within the study area¹. In particular, concepts were developed that focus on addressing the following issues:

- Mitigating the forecast over capacity constraints for the critical side-street movements at the Laurel Lane/Columbia Boulevard intersection.
- Improving the spacing between the Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB ramp terminal intersections or modifying the geometric configuration to better accommodate the forecast operations between closely spaced intersections.
- Reducing the forecast vehicle queue length on the WB offramp.
- Improving the long-term capacity for the Laurel Lane/I-84 EB offramp.
- Improving the efficiency of traffic flow through the interchange considering the high peaking characteristics associated with the POM businesses.

Initial Interchange Concept Evaluation

In response to these issues, six distinct interchange improvement concepts were developed as documented in the following tables. Each table contains the following planning-level evaluation:

- A graphical illustration that conveys the basic components of the concept in a representative double-line sketch overlaid on an aerial photograph.
- A short narrative summarizing the main infrastructure components of the concept.
- A planning-level evaluation using the operations/land use/access spacing/cost/constructability evaluation criteria from the original IAMP.

¹ These improvements are concentrated on the Laurel Lane/ I-84 interchange ramp terminals and the Laurel Lane/Columbia Boulevard intersection. No improvements or refinements were identified for Laurel Lane south of I-84 as it was determined that the roadway improvements and local circulation enhancements identified in the original 2011 IAMP are still representative of desired long-term transportation infrastructure.

Table 6 – Concept ‘A’ Summary and Evaluation

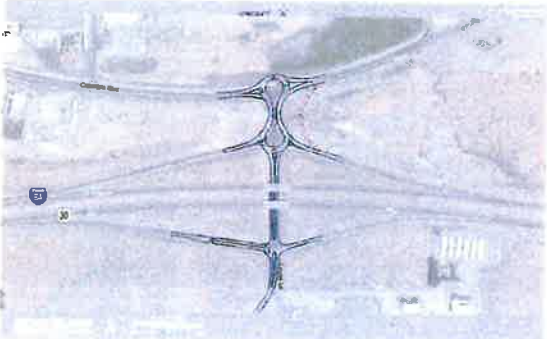
Concept ‘A’		Evaluation Information			Evaluation Results	
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	Score	Comments
<p>Concept ‘A’ converts the Laurel Lane/Columbia Boulevard intersection and the Laurel Lane/I-84 WB ramp terminal intersection into a conjoined single-lane roundabout intersection (sometimes referred to as a ‘peanut’ or ‘dog bone’ roundabout for its elongated shape). The rationale for this concept is a geometric configuration that would allow two roundabouts to coexist in close proximity to one another. Other improvements to the interchange include:</p> <ul style="list-style-type: none"> • A potential bypass slip lane connecting the WB off ramp to eastbound Columbia Boulevard. • Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a separate southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal. • Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard, WB ramp terminal, and EB ramp terminals	+1 Fully addresses the identified operation, capacity, and queuing concerns -1 Partially addresses the identified operations, capacity, and queuing concerns	-1	The geometry and circulation limitations of the ‘peanut’ roundabout causes some movements (EB Columbia Boulevard and WB off-ramp to SB Laurel Lane) to circumnavigate the entire roundabout, thereby reducing its efficiency compared to other concepts (see Appendix D).	
	Improves walking and biking access along Laurel Lane	+1 Improves walking and biking to existing and future destinations along Laurel Lane -1 Does not improve walking or biking to existing or future destination along Laurel Lane	+1	Assuming pedestrian improvements along the west side of Laurel Lane, the roundabout configuration and widening of Laurel Lane can be designed to accommodate pedestrian and bicycle movements.		
	Land Use/Economic Development	Minimizes right-of-way impacts	+1 Alternative provides for long term growth in the study area with minimal ROW impacts -1 Alternative precludes long term growth or has significant ROW impacts	-1	While roundabout design has private property/utility impacts north of Columbia Boulevard (including the stormwater retention pond), it is anticipated that the remaining layout could be constructed within existing right-of-way. However, the combined roundabout design has less capacity when compared to other concepts, limiting its ability to accommodate as much long-term growth.	
	Access Spacing	Moves in the direction of ODOT access spacing requirements	+1 Moves in the direction of ODOT’s access spacing guidelines -1 Does not move in the direction of ODOT’s access spacing guidelines	+1	While the Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB ramp terminal are still within close proximity to one another, the geometry of the ‘peanut’ roundabout minimizes the traffic flow and queuing issues associated with closely spaced intersections.	
	Cost	Cost relative to other concepts	+1 Low construction costs 0 Moderate construction costs -1 Substantial construction costs	-1	This concept has a planning level cost estimate of approximately \$2.5M. The costs associated with a combined/elongated roundabout design are anticipated to be higher relative to other concepts.	
	Implementation	Constructability	+1 Project can be constructed with relative ease and/or can maintain existing traffic during construction. -1 Construction of improvements will be a physical challenge and/or will require major detours during construction.	-1	Construction is likely to require some detours and/or temporary lanes in order to maintain traffic flow.	
	Where Relevant, Evaluation Comments					
	While the concept can likely be designed to accommodate large trucks, the median connecting the two roundabouts offers less flexibility for oversized loads.					
	The optional slip-lane connecting the WB off-ramp to EB Columbia Boulevard would better address a major movement in the weekday AM peak hour. It may also have private property impacts.					
	While not reflected in the concept sketch, the WB off-ramp may need to be lengthened to better address the high peaking characteristics of the AM time period.					
	None of the identified interchange improvements would impact or require changes from the previously identified local circulation improvements to Laurel Lane south of the interchange.					
	Next Steps/Justification					
Do not include for further consideration. While the ‘peanut’ roundabout concept does allow for the two closely spaced roundabouts to be constructed, it does not have the same degree of operational and geometric design flexibility compared to other roundabout layouts.						

Table 7 – Concept 'B' Summary and Evaluation

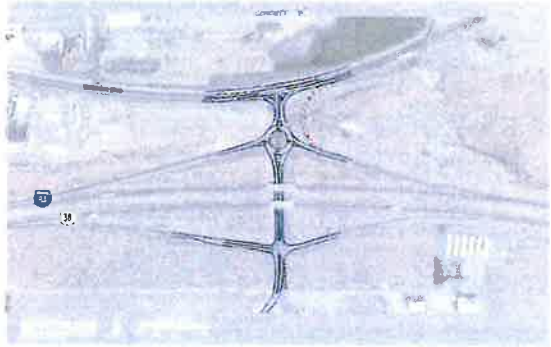
Concept 'B'		Evaluation Information			Evaluation Results		
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	Score	Comments	
<p>Concept 'B' maintains the existing Laurel Lane/Columbia Boulevard intersection geometry and traffic control and converts the Laurel Lane/I-84 WB ramp terminal intersection into a single-lane roundabout intersection. The rationale for this concept is to improve the Laurel Lane/I-84 WB ramp terminal while maintaining the recent geometric and traffic control improvements at Columbia Boulevard. Other improvements to the interchange include:</p> <ul style="list-style-type: none"> A potential bypass slip lane connecting the WB off ramp to eastbound Columbia Boulevard. Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal. Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard, WB ramp terminal, and EB ramp terminals	+1	Fully addresses the identified operations, capacity, and queuing concerns	-1	While the new Laurel Lane/I-84 WB ramp terminal roundabout would better address long-term capacity and queuing, the concept does not address the over capacity (see Appendix D) conditions associated with the WB left-turn and EB through movements at the Laurel Lane/Columbia Boulevard intersection.	
				-1			Partially addresses the identified operations, capacity, and queuing concerns
		Improves walking and biking access along Laurel Lane	+1	Improves walking and biking to existing and future destinations along Laurel Lane	+1	Assuming pedestrian improvements along the west side of Laurel Lane, the roundabout configuration and widening of Laurel Lane can be designed to accommodate pedestrian and bicycle movements.	
	Land Use/ Economic Development	Minimizes right of way impacts		+1	Alternative provides for long-term growth in the study area with minimal ROW impacts	-1	All identified improvements are anticipated to fit within existing right-of-way. However, the concept does not address the existing or long-term capacity constraints of the Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB ramp terminal intersections. As such the concept does not accommodate long-term growth.
				-3	Alternative precludes long-term growth or has significant ROW impacts		
	Access Spacing	Moves in the direction of ODOT access spacing requirements		+1	Moves in the direction of ODOT's access spacing guidelines	-1	No changes are made that separate the closely spaced Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB ramp terminal intersections.
				-3	Does not move in the direction of ODOT's access spacing guidelines		
	Cost	Cost relative to other concepts		+1	Low construction costs	0	This concept has a planning level cost estimate of approximately \$1.5M. Costs are anticipated to be moderate relative to other concepts due to the lack of modifications to the Laurel Lane/Columbia Boulevard intersection.
				0	Moderate construction costs		
				-1	Substantial construction costs		
Implementation	Constructability		+1	Project can be constructed with relative ease and/or can maintain existing traffic during construction	-1	Construction is likely to require some detours and/or temporary lanes in order to maintain traffic flow.	
			-1	Construction of improvements will be a physical challenge and/or will require major detours during construction.			
			-1				
Miscellaneous Evaluation Comments							
The roundabout can likely be designed to accommodate large trucks. No impacts are anticipated for oversized loads along Columbia Boulevard.							
The optional slip-lane connecting the WB off-ramp to EB Columbia Boulevard would better address a major movement in the weekday AM peak hour. It may also have private property impacts.							
While not reflected in the concept sketch, the WB off-ramp may need to be lengthened to better address the high peaking characteristics of the AM time period							
None of the identified interchange improvements would impact or require changes from the previously identified total circulation improvements to Laurel Lane south of the interchange.							
Next Steps/Justification							
Do not include for further consideration. The financial capacity constraints of the Laurel Lane/Columbia Boulevard intersection are not addressed in this concept. It is recommended that the design be changed to accommodate the anticipated near- and long-term growth within the study area. The concept requires the design of a separate intersection between Columbia Boulevard and the I-84 WB ramp terminal.							

Table 8 – Concept 'C1' Summary and Evaluation

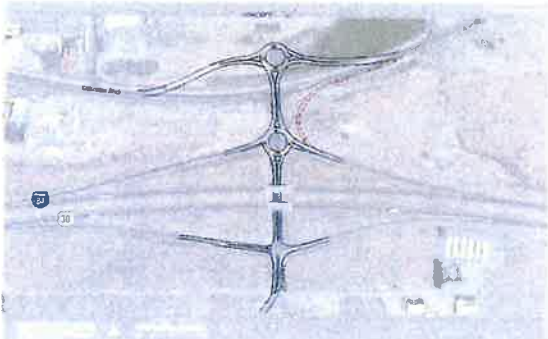
Concept 'C1'		Evaluation Information			Evaluation Results		
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	Score	Comments	
<p>Concept 'C1' relocates the Laurel Lane/Columbia Boulevard intersection further to the north (to increase spacing from the I-84 WB ramp terminal) and converts it into a single-lane roundabout. The east and west legs of Columbia Boulevard are realigned to connect to the new roundabout intersection. The Laurel Lane/I-84 WB ramp terminal intersection is also converted to a single-lane roundabout. Unlike the peanut design under Concept 'A', the rationale for this concept is to allow to provide full separation between two future roundabouts. Other improvements to the interchange include:</p> <ul style="list-style-type: none"> A potential bypass slip lane connecting the WB off ramp to eastbound Columbia Boulevard. Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal. Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard, WB ramp terminal, and EB ramp terminals	+1 Fully addresses the identified operation, capacity, and queuing concerns. -1 Partially addresses the identified operations, capacity, and queuing concerns	+1	Both future roundabouts and the lane widening at the Laurel Lane/I-84 EB ramp terminal would meet the long-term capacity needs of the interchange study area (see Appendix D).		
	Improves walking and biking access along Laurel Lane	+3 Improves walking and biking to existing and future destinations along Laurel Lane -1 Does not improve walking or biking to existing or future destinations along Laurel Lane	+1	Although there is some throw-away of recently constructed sidewalks along the north side of Columbia Boulevard, the roundabouts and widening of Laurel Lane can be designed to adequately accommodate pedestrian and bicycle movements.			
	Land Use/Economic Development	Minimizes right-of-way impacts	-1 Alternative provides for long-term growth in the study area with minimal ROW impacts -1 Alternative precludes long term growth or has significant ROW impacts	-1	The roundabout at the relocated Laurel Lane/Columbia Boulevard intersection would have significant private property and utility impacts.		
	Access Spacing	Moves in the direction of ODOT access spacing requirements	+1 Moves in the direction of ODOT's access spacing guidelines -1 Does not move in the direction of ODOT's access spacing guidelines	+1	The roundabout at the relocated Laurel Lane/Columbia Boulevard intersection would increase spacing from the Laurel Lane/I-84 WB ramp terminal.		
	OMB	Cost relative to other concepts	+1 Low construction costs = Moderate construction costs				
			-1 Substantial construction costs	-1	This concept has a planning level cost estimate of approximately \$3.5M. The costs associated with two roundabouts and a relocated Laurel Lane/Columbia Boulevard intersection are anticipated to be substantially higher relative to other concepts.		
	Implementation	Constructability	+1 Project can be constructed with relative ease and/or can maintain existing traffic during construction.				
			-1 Construction of improvements will be a physical challenge and/or will require major detours during construction.	-1	Construction is likely to require some detours and/or temporary lanes in order to maintain traffic flow. However, the Laurel Lane/Columbia Boulevard intersection can remain open during most of the construction period.		
	Total Score					0	
	Multicriteria Evaluation Comments						
The roundabouts can likely be designed to accommodate typical large trucks. Oversized truck loads would need special design consideration.							
The optional slip lane connecting the WB off-ramp to EB Columbia Boulevard would better address a major movement in the weekday AM peak hour. It may also have private property impacts.							
While not reflected in the concept sketch, the WB off-ramp may need to be lengthened to better address the high peaking characteristics of the AM time period.							
None of the identified interchange improvements would impact or require changes from the previously identified local circulation improvements to Laurel Lane south of the interchange.							
Next Steps/Justification							
Do not include for further consideration. While this concept is better than Concepts 'A' and 'B' in overall operations and intersection spacing scenarios, it is a more significant improvement from a cost and right-of-way impact perspective.							

Table 9 - Concept 'C2' Summary and Evaluation

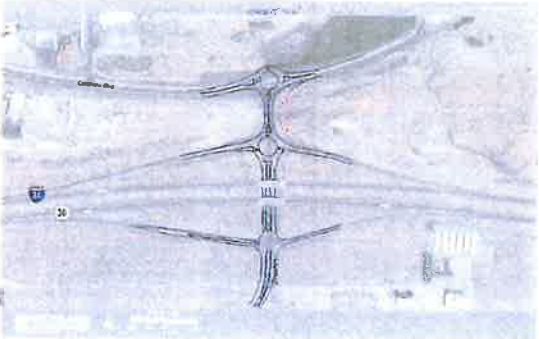
Concept 'C2'		Evaluation Information			Evaluation Results		
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	Score	Comments	
<p>Concept 'C2' is similar to Concept 'C1', with less spacing between the two roundabouts. This is accomplished by relocating Laurel Lane/I-84 WB ramp terminal intersection slightly to the south and relocating the Laurel Lane/Columbia Boulevard intersection slightly to the north. The rationale is to minimize the amount of private property impacts north of Columbia Boulevard while providing the minimal amount of separation between the two roundabouts. Other improvements to the interchange include:</p> <ul style="list-style-type: none"> A potential bypass slip lane connecting the WB off ramp to eastbound Columbia Boulevard. Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal. Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard, WB ramp terminal, and EB ramp terminal.	-1 -1	Fully addresses the identified operation, capacity, and queuing concerns. Partially addresses the identified operations, capacity, and queuing concerns.	+1	Both future roundabouts and the lane widening at the Laurel Lane/I-84 EB ramp terminal would meet the long-term capacity needs of the Interchange study area (see Appendix D).	
	Improves walking and biking access along Laurel Lane	+1 -1	Improves walking and biking to existing and future destinations along Laurel Lane. Does not improve walking or biking to existing or future destination along Laurel Lane.	+1	+1	Although there is some throw-away of recently constructed sidewalks along the north side of Columbia Boulevard, the roundabouts and widening of Laurel Lane can be designed to adequately accommodate pedestrian and bicycle movements (assuming all multi-modal accommodations are provided along the west side of Laurel Lane).	
	Land Use/Economic Development	Minimizes right-of-way impacts	-1 -1	Alternative provides for long-term growth in the study area with minimal ROW impacts. Alternative precludes long-term growth or has significant ADW impacts.	+1	+1	Compared to Concept 'C1', the roundabout at the relocated Laurel Lane/Columbia Boulevard intersection would have less significant private property/utility impacts and no impacts to the stormwater retention pond.
	Access Spacing	Moves in the direction of ODOT access spacing requirements	+1 -1	Moves in the direction of ODOT's access spacing guidelines. Does not move in the direction of ODOT's access spacing guidelines.	+1	+1	The roundabout at the relocated Laurel Lane/Columbia Boulevard intersection would increase spacing from the Laurel Lane/I-84 WB ramp terminal.
	Cost	Cost relative to other concepts	+1 0	Low construction costs. Moderate construction costs.			
			-1	Substantial construction costs.	-1	-1	This concept has a planning level cost estimate of approximately \$3.0M. The costs associated with two roundabouts are anticipated to be substantially higher relative to other concepts, but still less than Concept 'C1' due to only minor realignment of Columbia Avenue.
	Implementation	Constructability	+1 -1	Project can be constructed with relative ease and/or can maintain existing traffic during construction. Construction of improvements will be a physical challenge and/or will require route detours during construction.			Construction is likely to require some detours and/or temporary lanes in order to maintain traffic flow. However, the Laurel Lane/Columbia Boulevard intersection can remain open during most of the construction period.
					+2	+2	Total Score
	<p>Minor/Discretionary Findings/Comments</p> <p>The roundabouts can likely be designed to accommodate typical large trucks. Oversized truck loads would need special design consideration.</p> <p>The optional slip lane connecting the WB off-ramp to EB Columbia Boulevard would better address a major movement in the weekday AM peak hour. It may also have private property impacts.</p> <p>While not reflected in the concept sketch, the WB off-ramp may need to be lengthened to better address the high peaking characteristics of the AM time period.</p> <p>Name of the identified interchange improvements would impact or require changes from the previously identified local circulation improvements to Laurel Lane south of the interchange.</p> <p>Next Steps/Justification</p> <p>Include for further consideration. Compared to other concepts, this concept would perform better from a traffic operations and land use/light-of-way impact perspective.</p>						

Table 10 Concept 'D' Summary and Evaluation

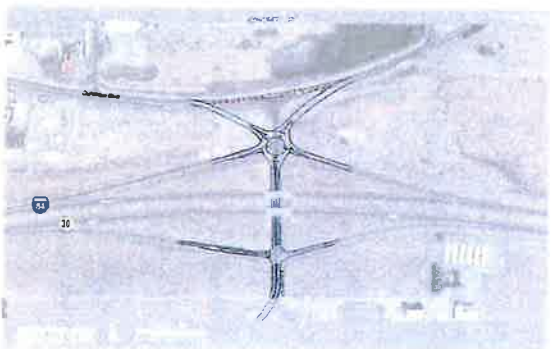

Concept 'D'		Evaluation Information			Evaluation Results		
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	Score	Comments	
<p>Concept 'D' combines the Laurel Lane/Columbia Boulevard intersection and the Laurel Lane/I-84 WB ramp terminal intersections into one single-lane roundabout intersection. The new roundabout intersection would be located at the approximate location of the existing Laurel Lane/I-84 WB ramp terminal. The east and west legs of Columbia Boulevard are realigned to connect to the new roundabout intersection. Other improvements to the interchange include:</p> <ul style="list-style-type: none"> A potential bypass lane for WB movements along Columbia Boulevard. A potential bypass slip lane connecting the WB off ramp to eastbound Columbia Boulevard. Widening of Laurel Lane south of the I-84 WB ramp terminal roundabout to a three-lane cross section in order to develop a southbound left-turn lane at the Laurel Lane/I-84 EB ramp terminal. Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane for long-term operations and queue management purposes.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard/WB ramp terminal, and EB ramp terminals	+1 Fully addresses the identified operation, capacity, and queuing concerns -1 Partially addresses the identified operations, capacity, and queuing concerns	+1	A combined single roundabout and the lane widening at the Laurel Lane/I-84 EB ramp terminal would meet the long-term capacity needs of the interchange (see Appendix D).		
	Transportation	Improves walking and biking access along Laurel Lane	+1 Improves walking and biking to existing and future destinations along Laurel Lane -1 Does not improve walking or biking to existing or future destinations along Laurel Lane	+1	The combined intersection roundabout and widening of Laurel Lane can be designed to adequately accommodate pedestrian and bicycle movements. No changes would be needed to the recently constructed multi-modal infrastructure along the north side of Columbia Boulevard.		
	Land Use/Economic Development	Minimizes right-of-way impacts	+1 Alternative provides for long-term growth in the study area with minimal ROW impacts -1 Alternative precludes long-term growth or has significant ROW impacts	+1	No right-of-way impacts are anticipated.		
	Access Spacing	Moves in the direction of ODOT access spacing requirements	+1 Moves in the direction of ODOT's access spacing guidelines -1 Does not move in the direction of ODOT's access spacing guidelines	+1	The combination of the Laurel Lane/Columbia Boulevard intersection with the I-84 WB ramp terminal eliminates the close intersection spacing issue. However, such a design brings the functional hierarchy principal into question by aligning a local street [Columbia Boulevard] connection opposite a freeway ramp terminal. This design would likely need special consideration from ODOT and FHWA.		
	Cost	Cost relative to other concepts	+1 Low construction costs 0 Moderate construction costs -1 Substantial construction costs	0	This concept has a planning level cost estimate of approximately \$1.75M. The costs associated with a combined roundabout and realigned EB and WB Columbia Boulevard approaches are anticipated to be moderate relative to other concepts.		
	Implementation	Constructability	-1 Project can be constructed with relative ease and/or can maintain existing traffic during construction. -1 Construction of improvements will be a physical challenge and/or will require major detours during construction.	-1	Construction is likely to require some detours and/or temporary lanes in order to maintain traffic flow. However, the Laurel Lane/Columbia Boulevard intersection can remain open during most of the construction period.		
	Microscopic Evaluation Comments						
	The roundabouts can likely be designed to accommodate typical large trucks. Oversized truck loads would need special design consideration.						
	The optional slip lane connecting the WB off-ramp to EB Columbia Boulevard would better address a major movement in the weekday AM peak hour. It may also have private property impacts.						
	While not reflected in the concept sketch, the WB off-ramp may need to be lengthened to better address the high peaking characteristics of the AM time period.						
None of the identified interchange improvements would impact or require changes from the previously identified local circulation improvements to Laurel Lane south of the interchange.							
Next Steps/Recommendation							
Include for further consideration. This concept scored well from a traffic operations, land use/right-of-way impact, and cost perspective.							

Table 11 – Concept 'E' Summary and Evaluation

Concept 'E'		Evaluation Information			Evaluation Results		
Concept Description and Illustration		Category	Evaluation Criteria	Scoring Key	% One	Comments	
<p>Concept 'E' would signalize the Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 WB ramp terminal intersections. This concept offers a non-roundabout option in recognition that roundabouts have been interpreted as being more difficult for oversized freight to navigate. Other improvements that would be needed to support the interchange include:</p> <ul style="list-style-type: none"> Lengthening and widening of the I-84 WB off ramp to provide a separate left/through and right-turn lane. Widening of Laurel Lane between the I-84 EB and WB ramp terminals to a four-lane cross section in order to develop side-by-side left-turn lanes serving the two on ramps. The side-by-side left-turn lanes would better address the projected long-term queuing demands. Widening of the I-84 EB off ramp to provide a separate left/through and right-turn lane.  <p>Note: Sketch is for illustrative purposes only.</p>	Transportation	Addresses the identified operational and safety concerns at the Columbia Boulevard, WB ramp terminal, and EB ramp terminals	+1 Fully addresses the identified operation, capacity, and queuing concerns. -1 Partially addresses the identified operations, capacity, and queuing concerns.	+1 -1		While signalization would address the capacity needs, special signal timing requirements would result in long vehicle queues on the WB off ramp (see Appendix D).	
	Improves walking and biking access along Laurel Lane	+1 -1	Improves walking and biking to existing and future destinations along Laurel Lane Does not improve walking or biking to existing or future destination along Laurel Lane	+1 -1		Signalization would accommodate bicycle and pedestrian movements better than the roundabout concepts.	
	Land Use/Economic Development	Minimizes right-of-way impacts	+1 -1	Alternative provides for long-term growth in the study area with minimal ROW impacts Alternative precludes long-term growth or has significant ROW impacts	+1 -1		All identified improvements would have little to no private property impacts.
	Access Spacing	Moves in the direction of ODOT access spacing requirements	+1 -1	Moves in the direction of ODOT's access spacing guidelines Does not move in the direction of ODOT's access spacing guidelines	+1 -1		The Laurel Lane/Columbia Boulevard intersection does not change and would therefore result in no access spacing improvements.
	Cost	Cost relative to other concepts	+1 0 -1	Low construction costs Moderate construction costs Substantial construction costs	+1 0 -1		This concept has a planning level cost estimate of approximately \$1.75M. Widening Laurel Lane to four travel lanes would have significant cost implications as it would require new retaining walls within the narrow I-84 underpass.
	Implementation	Constructability	+1 -1	Project can be constructed with relative ease and/or can maintain existing traffic during construction. Construction of improvements will be a physical challenge and/or will require major detours during construction.	+1 -1		It is unclear if Laurel Lane can be widened to four travel lanes without impacting the I-84 overpass structure and embankment.
	Final Score						
	-2 Total Score						
	Impacts/Issues/Production Comments						
	Oversized truck loads can be more easily accommodated with signalized intersections.						
While two separate intersections, a signalized Laurel Lane/I-84 WB ramp terminal and Laurel Lane/Columbia Boulevard would need to be timed and function as one interconnected intersection. This reduces its operation efficiency and would result in longer vehicle queues on all approaches.							
None of the identified interchange improvements would impact or require changes from the previously identified local circulation improvements to Laurel Lane south of the interchange.							
Next Steps/Justification							
Do not include for further consideration. The strategy for spacing and constructability concerns.							

Preferred Interchange Concept Evaluation

As documented in the previous section, Concept 'C2' and 'D' best met the high-level evaluation criteria. In summary, these concepts outperformed the other concepts in the following areas:

- Both concepts would have the capacity to accommodate projected long-term traffic volumes.
- All of the modifications could occur within existing right-of-way or with relatively minimal private property impacts.
- A combined roundabout intersection eliminates the access spacing concerns between Laurel Lane/Columbia Boulevard and Laurel Lane/I-84 ramp terminal intersections.

Based on these findings, Concepts 'C2' and 'D' were further evaluated from a geometric and future traffic operations perspective.

Refined Geometric Layouts

Refined geometric layouts of Concepts 'C2' and 'D' were prepared taking into closer consideration the area's topography, forecast traffic demands, the vehicle/truck types associated with POM businesses, more precise geometric alignments that could be achieved under a modern roundabout layout², the potential to include several optional bypass lanes, and multi-modal accommodations. The refined Concepts 'C2' and 'D' are illustrated in Figures 7 and 8 below.

Multimodal Accommodations

Figures 7 and 8 illustrate potential multimodal accommodations with each of the refined concepts. As shown, a multi-use pathway is envisioned along the west side of Laurel Lane from Columbia Boulevard to the I-84 EB Ramp Terminal.

² The refined geometric layout is a high-level design with some additional engineering that is provided for illustrative purposes only.

Figure 7 – Refined Concept 'D' Sketch-Level Layout (with multi-modal accommodations)

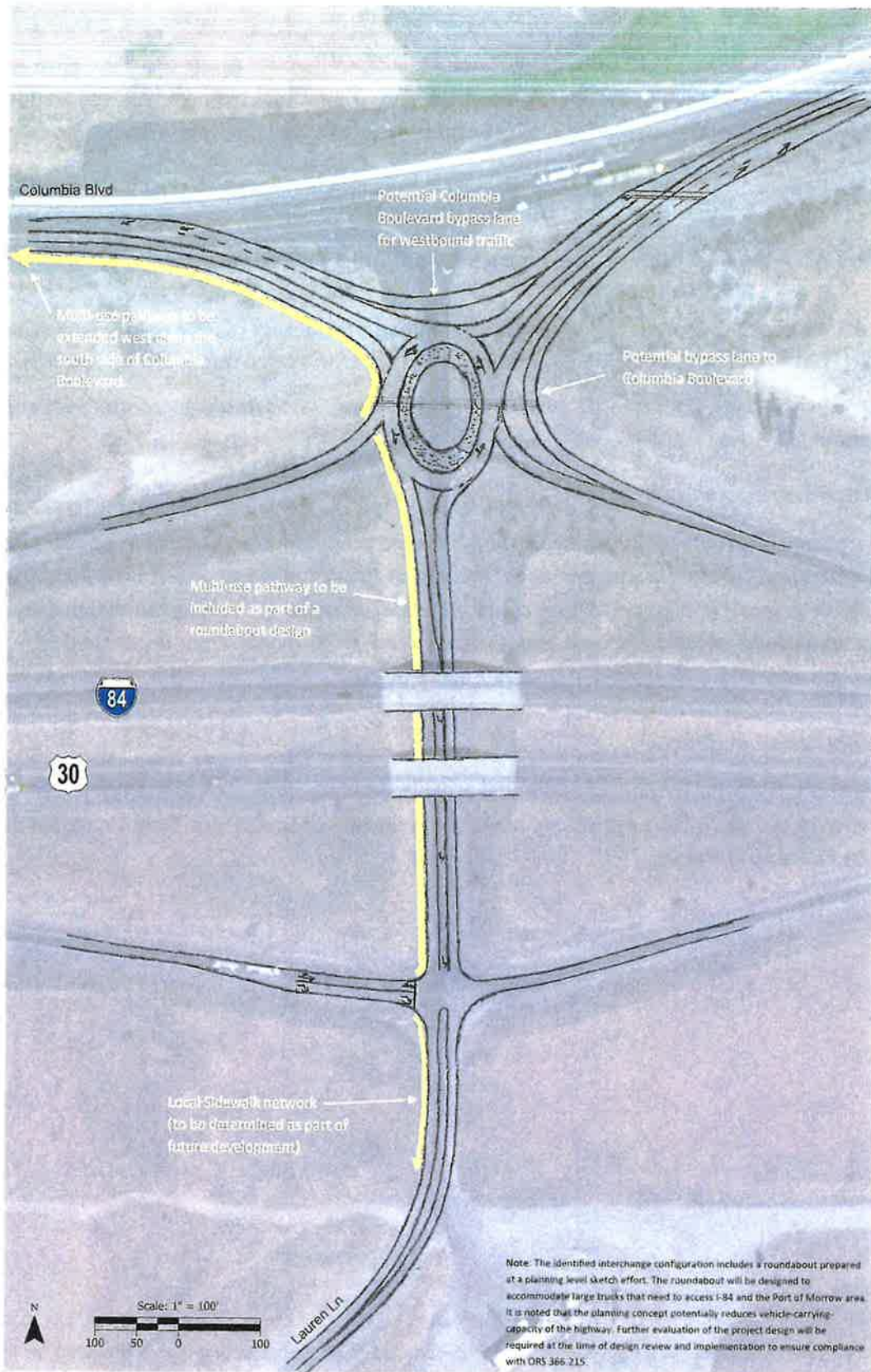
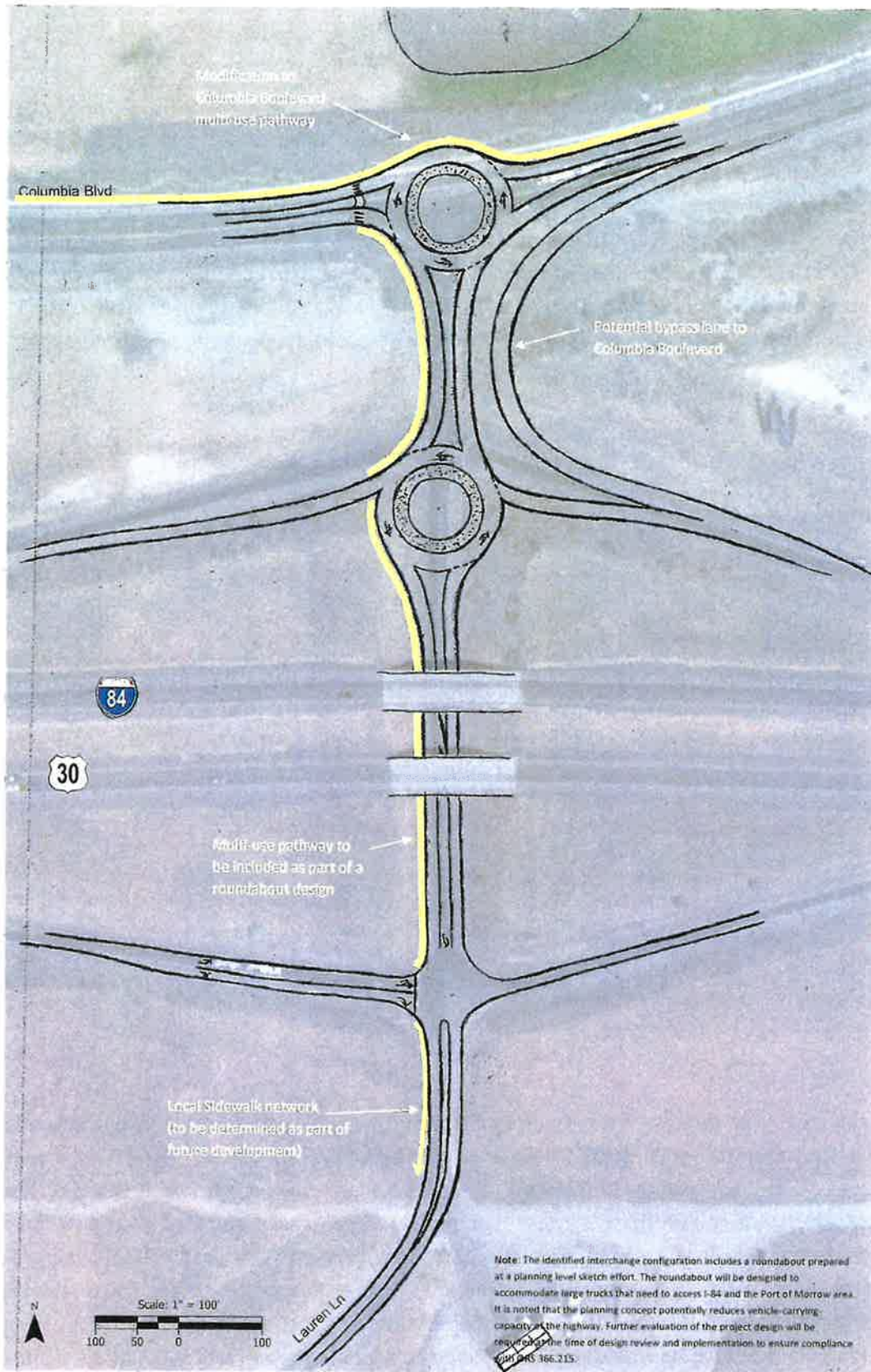
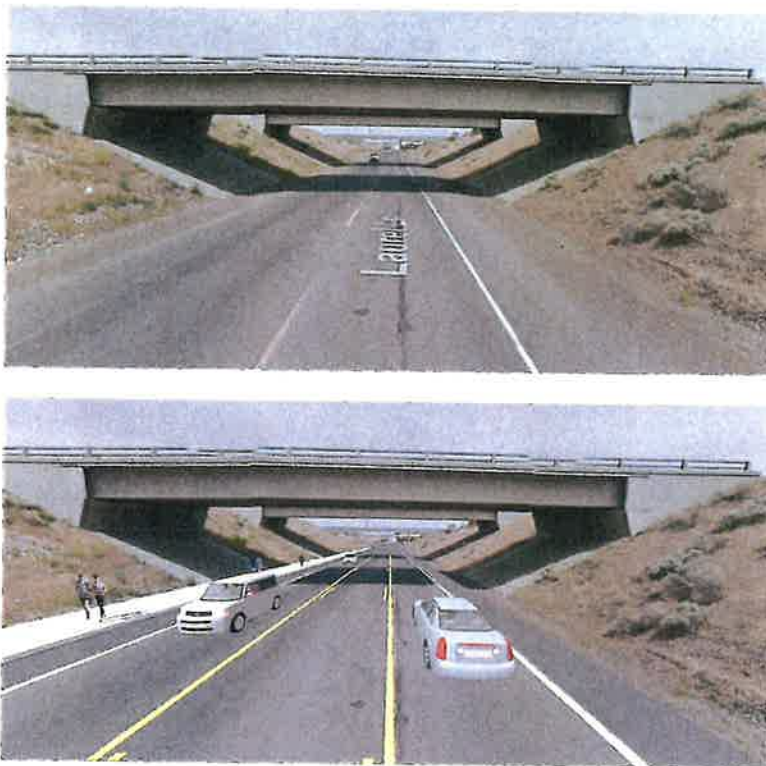


Figure 8 - Refined Concept 'C2' Sketch Level Layout (with multi-modal accommodations)



Laurel Lane Widening and Multi-Modal Accommodations

As previously described and illustrated in the Concept 'C2' and 'D' refinement sketches, Laurel Lane between the I-84 WB and EB ramp terminals would require widening from its current two-lane cross section to a full three-lane cross section. This widening is primarily needed to accommodate a separate southbound left-turn lane at the Laurel Lane/I-84 EB Ramp Terminal. While this finding is consistent with the original IAMP project list, the accommodation of bicycle and pedestrian movements was not previously defined or visualized. Consistent with Concept 'C2' and 'D' and the previously described multi-modal accommodations, the following exhibit illustrates a potential implementation of the roadway widening and the development of a separated multi-use pathway along the west side of the roadway segment.



Truck Turning Evaluation

Recognizing that roundabouts have traditionally been a source of concern from truck drivers and businesses that operate large fleets of trucks (such as many of the businesses in the POM), a truck turning analysis was performed using the preliminary roundabout sketch shown in Figure 7. Based on discussions with POM officials, a WB-67 truck is the most common large vehicle that frequents POM businesses. Using this design vehicle, turning movement paths were added to the sketch layout using AutoTurn software as illustrated in Figures 9 and 10. As shown, this large design vehicle can reasonably maneuver through the roundabout. It should be noted that since this is just an illustrative sketch, some of the approaching roadway layouts would likely need to be adjusted to better meet some of the tighter turning movements. This can be accomplished in a future design phase.

Figure 9 – Concept 'D' Sketch-Level Layout with WB-67 Truck Turning Paths

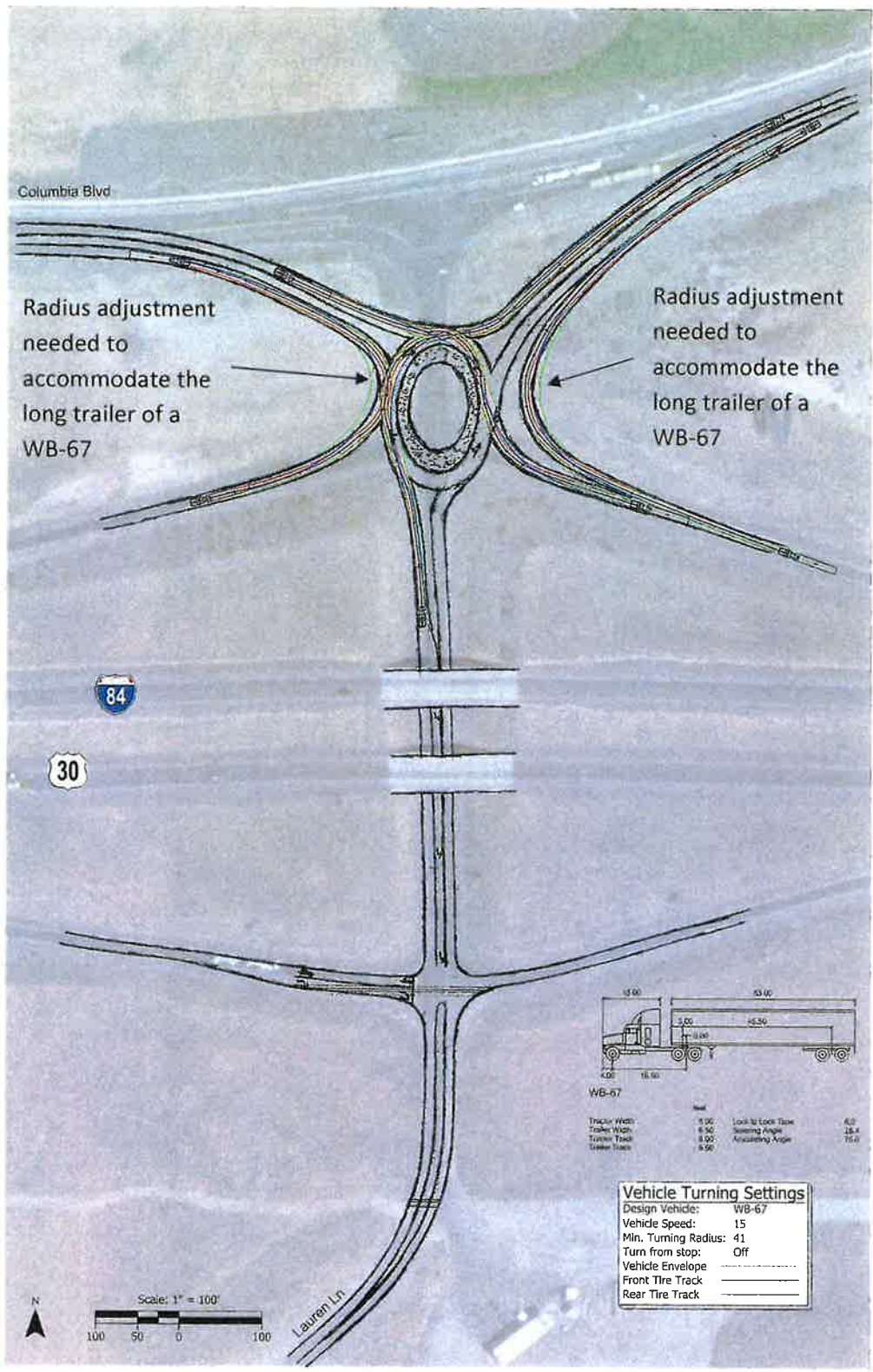
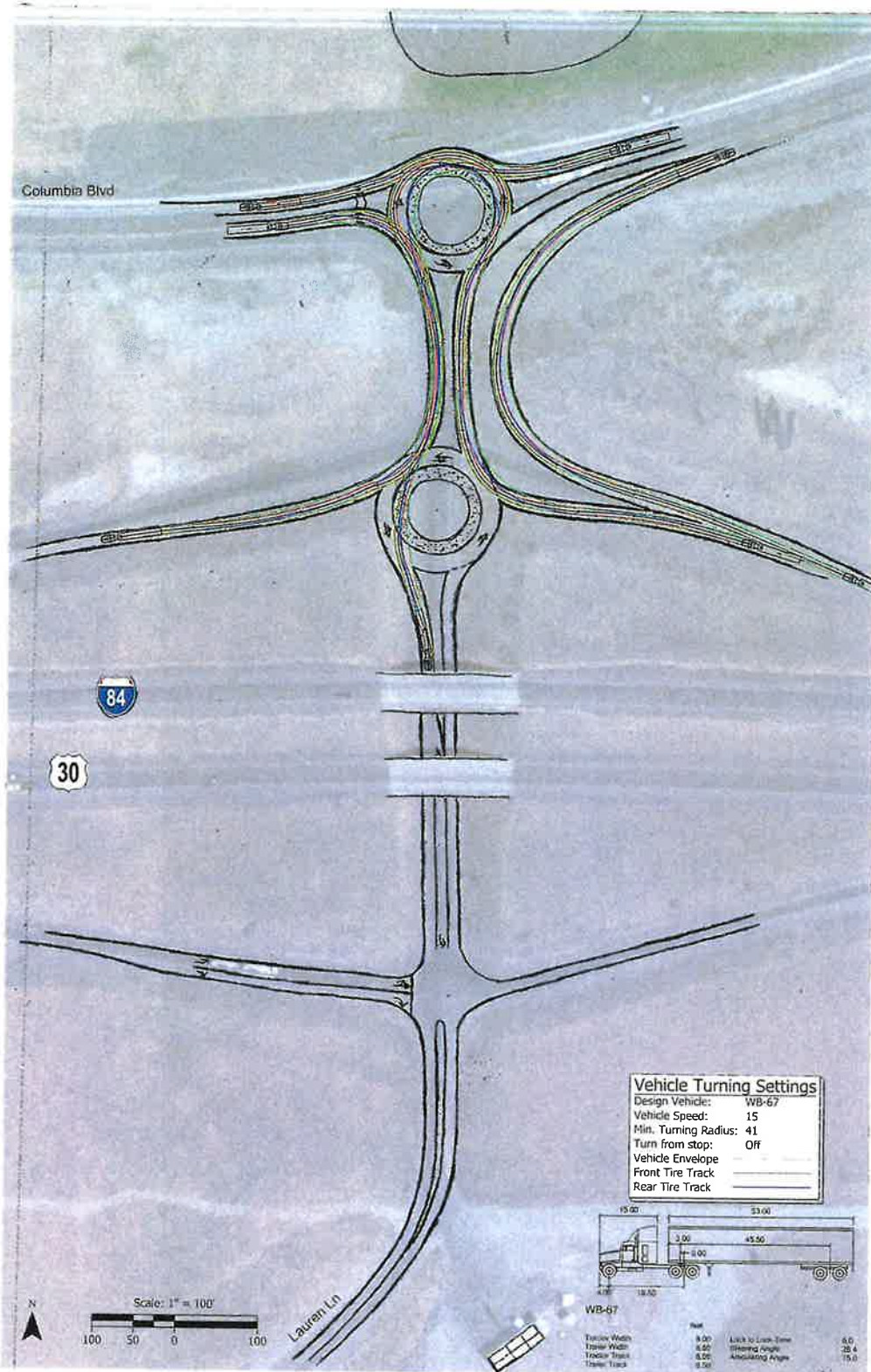


Figure 10 – Concept 'C2' Sketch Level Layout with WB-67 Design Vehicle



November 12, 2020 Mobility Advisory Committee Meeting

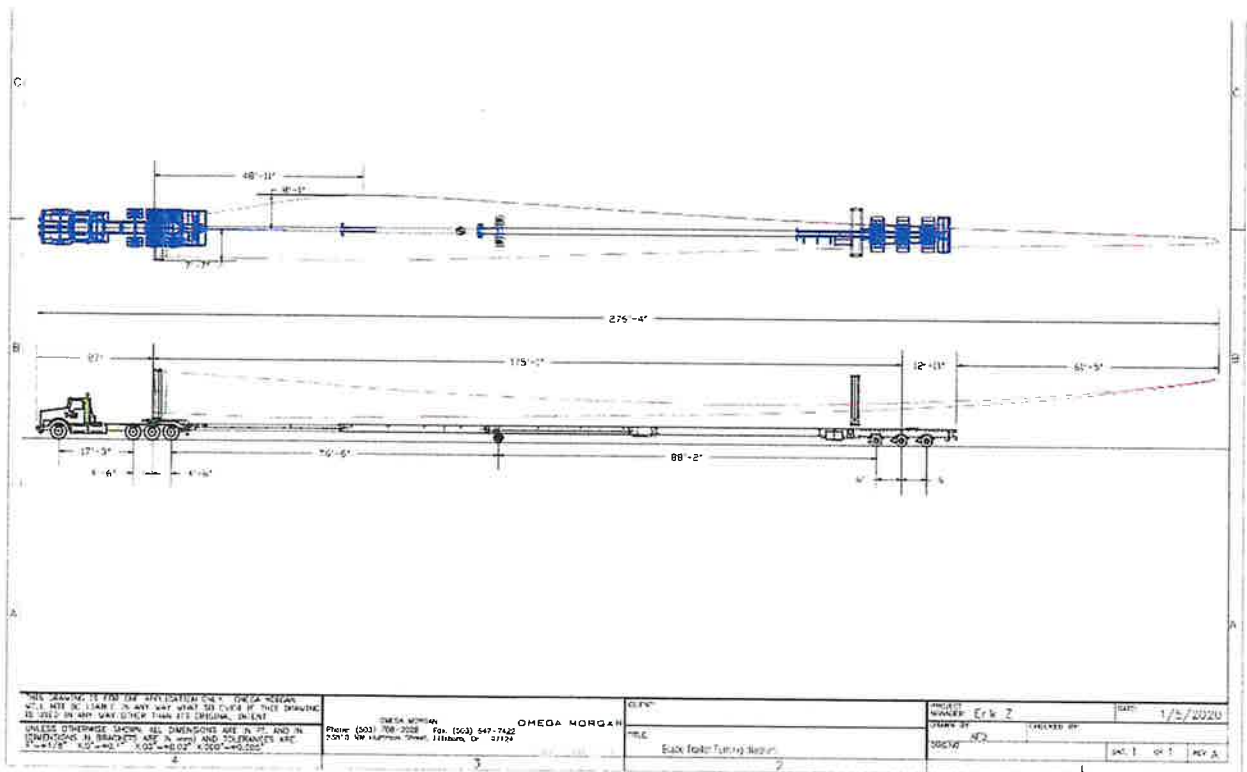
On November 12, 2020, the project team met with Oregon’s Mobility Advisory Committee (MAC) for the purposes of requesting early feedback on the planning and concept design/evaluation summarized in this technical memorandum. The meeting minutes from that meeting are included in *Appendix E*. As noted, the committee has two specific follow up requests:

- Include a truck turning diagram that shows how an anticipated trailer (for the latest generation of windmill blades) would navigate the roundabout design.
- Include a discussion/evaluation of other potential interchange design treatments used in other parts of the state with similar operating characteristics.

Additional Truck Turning Evaluation

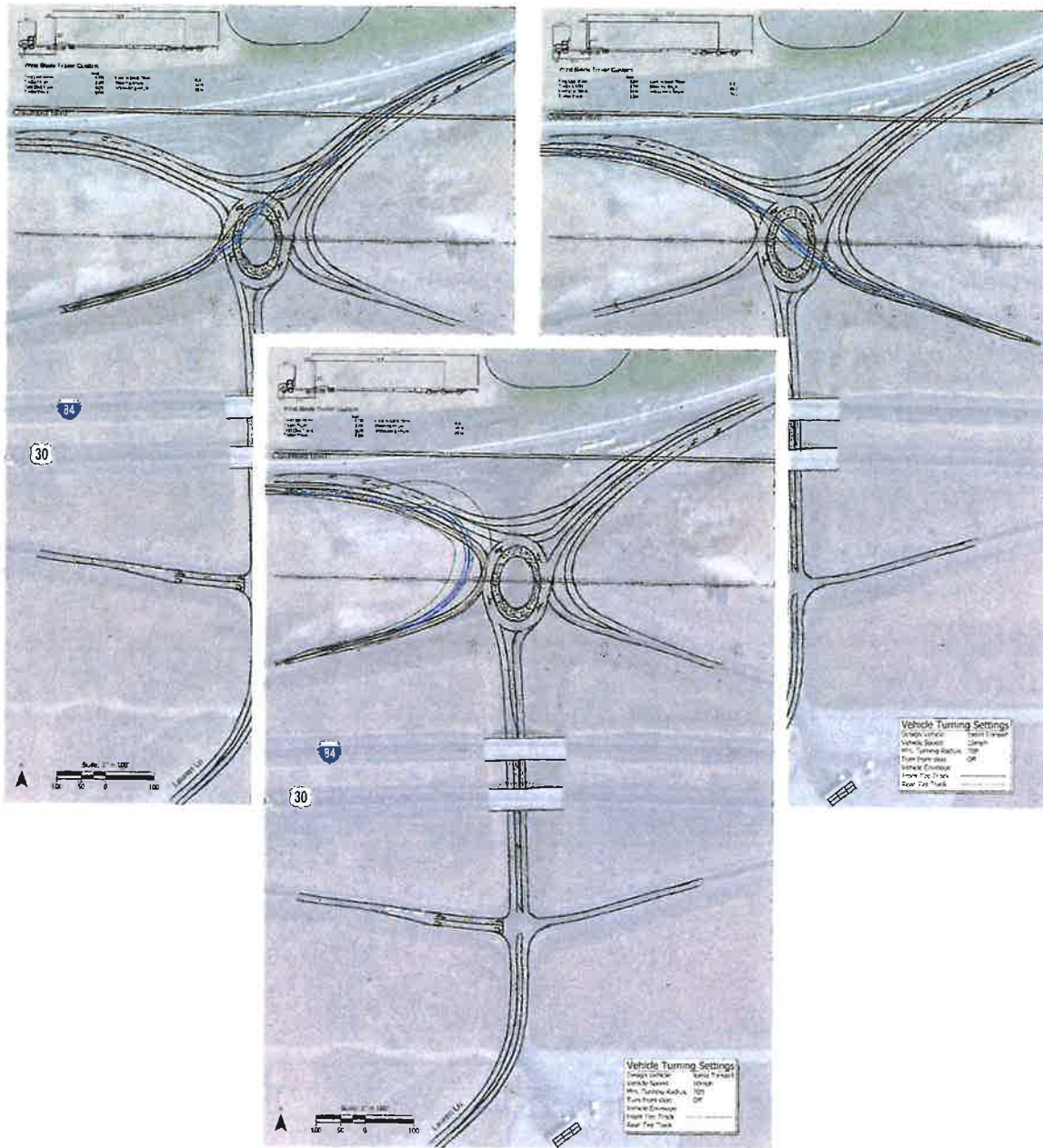
MAC members noted the POM has historically accommodated oversized loads and will likely continue to do so in the future. Representatives from Omega Morgan identified that the latest generation of windmill blades are one particular oversized load that they are concerned with. The trailer designed to accommodate this load is illustrated in Exhibit 4 below.

Exhibit 4 – Windmill Blade Trailer (provided by Omega Morgan)



To conceptually illustrate the circulation challenges associated with this design vehicle, a custom trailer was created in AutoTurn and applied to the sketch interchange layouts shown on the following exhibits. As shown, special care would need to be taken in future design stages to ensure a vehicle trailer and load of this magnitude could be accommodated³.

Exhibit 5 – Windmill Blade Turning Movements to I-84



³ This is required under ORS 366.215 which requires further evaluation of the formal project design stages when there is a likelihood that the intended design would potentially reduce the vehicle-carrying-capacity of the highway.

Although the turn exhibits illustrate special care would need to be undertaken in a future design phase, it should be noted that POM officials have established routes in place for all high, wide, and heavy loads that are generated through the port terminals. Exhibit 6 illustrates how the POM has historically and plans to continue to handle loads of this magnitude. As shown, all oversized loads would either be oriented to the existing Exit 164 interchange in Boardman or to the US 730 access via Lewis and Clark Drive depending upon the load and terminal. These routes do not rely upon the I-84/Laurel Lane interchange due to internal bridge load constraints on multiple roadway facilities within POM. Accordingly, POM staff are confident that a reasonable maximum design vehicle for the I-84/Laurel Lane interchange is a WB-67 design vehicle.

Exhibit 6 – High Wide and Heavy Travel Path Options for the Port of Morrow (source POM)



Other Potential Interchange Design Treatments

The I-84/Laurel Lane interchange serves a unique concentration of industrial land uses in a rural area. While there are other major port facilities and industrial clusters located throughout the state, they tend to be located in more urban settings where there is greater overall travel demand, geographical limitations, and a need for special high-capacity design treatments such as direct-connect freeway ramps, cut-n-cover interchange forms, and braided ramps/local street connections.

As documented in the previous sections of this technical memorandum, six different interchange design concepts were evaluated ranging from different roundabout configurations to a signalized configuration. All of these concepts represented what the project team, POM officials, and ODOT staff felt were the most reasonable and implementable improvement scenarios to address the projected travel demands and incorporate movements to/from the closely spaced Columbia Boulevard corridor. While it is understood why MAC would want to see other more elaborate design treatments that eliminate the need for roundabouts or signalized ramp terminals, the project team respectfully felt they were disproportionate to the needs of the interchange and not within the private and public funds being used to update the I-84/Laurel Lane IAMP.

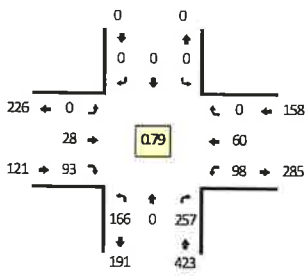
Appendix A Traffic Count Worksheets

Type of peak hour being reported: Intersection Peak

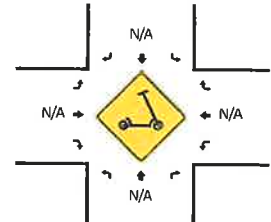
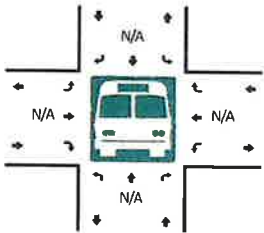
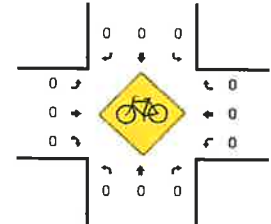
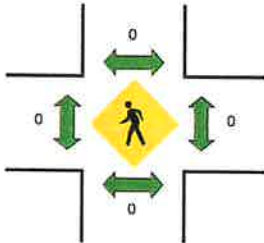
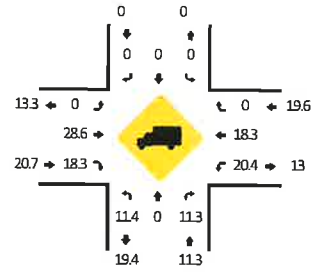
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- Columbia Blvd
 CITY/STATE: Boardman, OR

QC JOB #: 15230901
 DATE: Tue, Jun 25 2019



Peak-Hour: 6:30 AM -- 7:30 AM
 Peak 15-Min: 6:45 AM -- 7:00 AM



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Columbia Blvd (Eastbound)				Columbia Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	29	0	44	0	0	0	0	0	0	11	4	0	7	5	0	0	100	
6:15 AM	42	0	56	0	0	0	0	0	0	10	10	0	10	10	0	0	138	
6:30 AM	51	0	70	0	0	0	0	0	0	9	15	0	18	15	0	0	178	
6:45 AM	73	0	111	0	0	0	0	0	0	5	8	0	9	16	0	0	222	638
7:00 AM	20	0	38	0	0	0	0	0	0	7	22	0	38	14	0	0	139	677
7:15 AM	22	0	38	0	0	0	0	0	0	7	48	0	33	15	0	0	163	702
7:30 AM	34	0	38	0	0	0	0	0	0	7	18	0	16	6	0	0	119	643
7:45 AM	26	0	37	0	0	0	0	0	0	4	16	0	19	10	0	0	112	533
8:00 AM	16	0	31	0	0	0	0	0	0	14	12	0	7	4	0	0	84	478
8:15 AM	22	0	18	0	0	0	0	0	0	8	6	0	12	5	0	0	71	386
8:30 AM	14	0	15	0	0	0	0	0	0	2	11	0	23	6	0	0	71	338
8:45 AM	14	0	17	0	0	0	0	0	0	5	11	0	11	9	0	0	67	293
9:00 AM	53	0	71	0	0	0	0	0	0	27	43	0	70	28	0	0	292	501
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	359
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	292	0	444	0	0	0	0	0	0	20	32	0	36	64	0	0	888	
Heavy Trucks	24	0	40	0	0	0	0	0	0	8	12	0	16	24	0	0	124	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

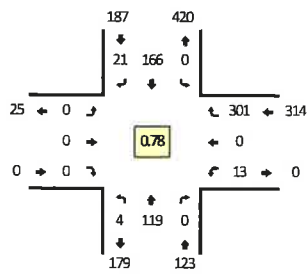
Comments:

Report generated on 5/19/2020 10:24 AM

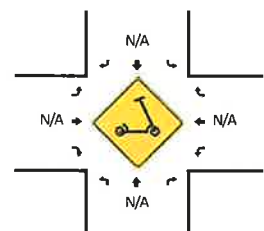
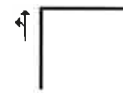
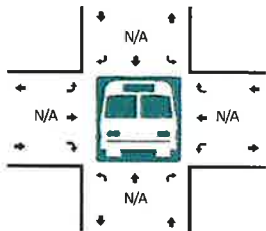
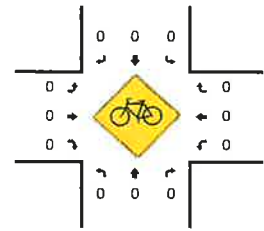
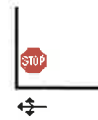
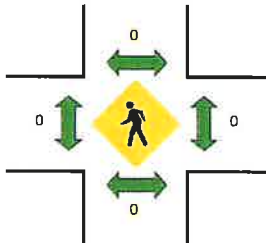
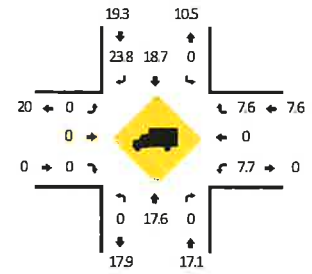
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Laurel Ln -- I-84 WB Ramps
 CITY/STATE: Boardman, OR

QC JOB #: 15230903
 DATE: Tue, Jun 25 2019



Peak-Hour: 6:30 AM -- 7:30 AM
 Peak 15-Min: 6:45 AM -- 7:00 AM

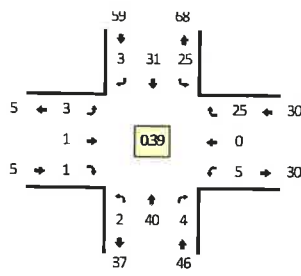


15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	10	0	0	0	17	1	0	0	0	0	0	12	0	53	0	95	
6:15 AM	0	20	0	0	0	22	1	0	0	0	0	0	6	0	78	0	127	
6:30 AM	0	37	0	0	0	28	3	0	0	0	0	0	3	0	89	0	160	
6:45 AM	0	53	0	0	0	20	0	0	0	0	0	0	5	0	121	0	199	581
7:00 AM	2	15	0	0	0	46	10	0	0	0	0	0	1	0	43	0	117	603
7:15 AM	2	14	0	0	0	72	8	0	0	0	0	0	4	0	48	0	148	624
7:30 AM	1	11	0	0	0	28	6	0	0	0	0	0	4	0	54	0	104	568
7:45 AM	2	13	0	0	0	27	5	0	0	0	0	0	9	0	54	0	110	479
8:00 AM	1	18	0	0	0	15	4	0	0	0	0	0	7	0	28	0	73	435
8:15 AM	2	9	0	0	0	13	7	0	0	0	0	0	1	0	29	0	61	348
8:30 AM	2	7	0	0	0	23	10	0	0	0	0	0	1	0	23	0	66	310
8:45 AM	1	6	0	0	0	17	4	0	0	0	0	0	2	0	26	0	56	256
9:00 AM	5	37	0	0	0	91	23	0	0	0	0	0	17	0	83	0	256	439
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	212	0	0	0	80	0	0	0	0	0	0	20	0	484	0	796	
Heavy Trucks	0	28	0	0	0	32	0	0	0	0	0	0	0	0	28	0	88	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

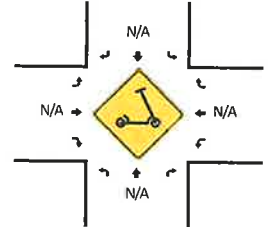
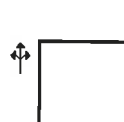
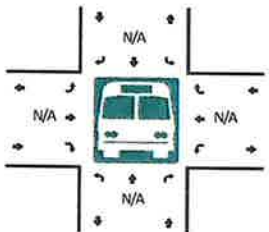
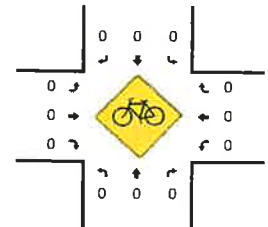
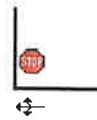
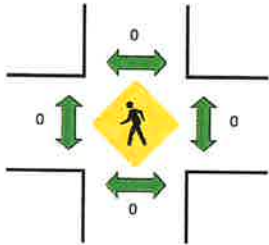
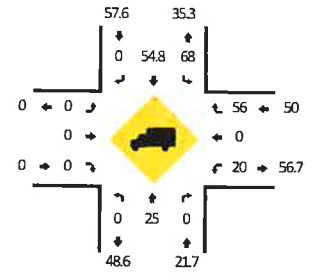
Comments:

LOCATION: Laurel Ln -- Yates Ln
 CITY/STATE: Boardman, OR

QC JOB #: 15230905
 DATE: Tue, Jun 25 2019



Peak-Hour: 8:15 AM -- 9:15 AM
 Peak 15-Min: 9:00 AM -- 9:15 AM

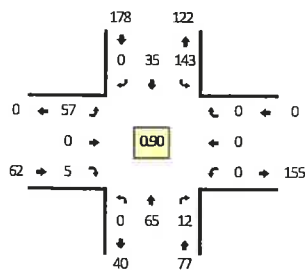


15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Yates Ln (Eastbound)				Yates Ln (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:00 AM	0	7	0	0	3	7	1	0	2	0	1	0	0	1	2	0	24		
6:15 AM	0	8	0	0	1	7	0	0	1	0	0	0	0	0	1	0	18		
6:30 AM	0	17	0	0	2	6	1	0	1	0	0	0	0	0	0	0	27		
6:45 AM	0	30	0	0	2	7	0	0	0	0	0	0	0	0	3	0	42	111	
7:00 AM	0	9	0	0	5	7	2	0	1	0	0	0	0	1	0	3	0	28	115
7:15 AM	0	7	0	0	3	5	2	0	1	0	0	0	0	0	0	5	0	23	120
7:30 AM	0	10	0	0	3	7	0	0	1	1	0	0	0	1	0	2	0	25	118
7:45 AM	0	7	0	0	1	8	5	0	2	0	0	0	0	1	0	0	0	24	100
8:00 AM	1	6	1	0	5	6	1	0	0	0	0	0	0	1	0	1	0	22	94
8:15 AM	0	5	1	0	1	2	0	0	2	0	0	0	0	0	0	4	0	15	86
8:30 AM	0	4	1	0	5	2	0	0	0	0	0	0	0	1	0	6	0	19	80
8:45 AM	0	5	1	0	3	1	1	0	0	0	0	0	0	1	0	5	0	17	73
9:00 AM	2	26	1	0	16	26	2	0	1	1	1	0	3	0	10	0	89	140	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	8	104	4	0	64	104	8	0	4	4	4	0	12	0	40	0	356		
Heavy Trucks	0	32	0	0	48	56	0	0	0	0	0	0	4	0	28	0	168		
Buses																			
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scoters																			

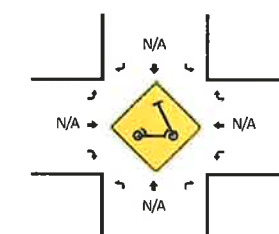
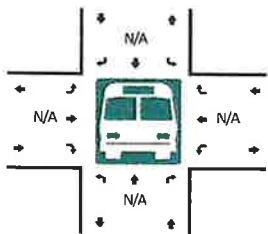
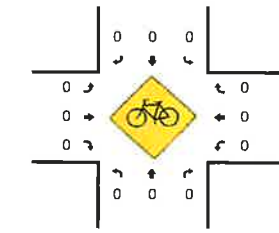
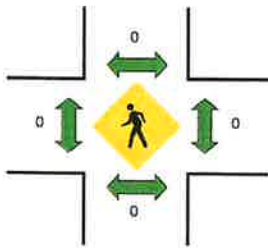
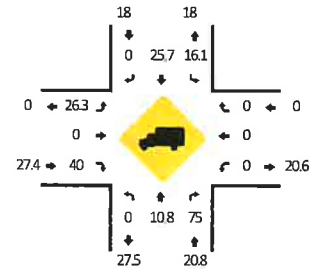
Comments:

LOCATION: Laurel Ln -- I-84 EB Ramps
 CITY/STATE: Boardman, OR

QC JOB #: 15230907
 DATE: Tue, Jun 25 2019



Peak-Hour: 6:30 AM -- 7:30 AM
 Peak 15-Min: 7:15 AM -- 7:30 AM



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	10	1	0	18	10	0	0	2	0	1	0	0	0	0	0	42	
6:15 AM	0	11	1	0	18	8	0	0	13	0	0	0	0	0	0	0	51	
6:30 AM	0	19	0	0	22	7	0	0	21	0	1	0	0	0	0	0	70	
6:45 AM	0	28	5	0	18	10	0	0	22	0	0	0	0	0	0	0	83	246
7:00 AM	0	13	1	0	43	10	0	0	6	0	3	0	0	0	0	0	76	280
7:15 AM	0	5	6	0	60	8	0	0	8	0	1	0	0	0	0	0	88	317
7:30 AM	0	5	8	0	24	10	0	0	7	0	0	0	0	0	0	0	54	301
7:45 AM	0	8	1	0	20	14	0	0	6	0	1	0	0	0	0	0	50	268
8:00 AM	0	5	4	0	12	10	0	0	12	0	2	0	0	0	0	0	45	237
8:15 AM	0	7	3	0	13	3	0	0	5	1	0	0	0	0	0	0	32	181
8:30 AM	0	5	3	0	18	4	0	0	4	0	3	0	0	0	0	0	37	164
8:45 AM	0	6	4	0	16	4	0	0	1	0	1	0	0	0	0	0	32	146
9:00 AM	0	27	13	0	66	44	0	0	19	1	2	0	0	0	0	0	172	273
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	20	24	0	240	32	0	0	32	0	4	0	0	0	0	0	352	
Heavy Trucks	0	0	12		4	4	0		16	0	0		0	0	0		36	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

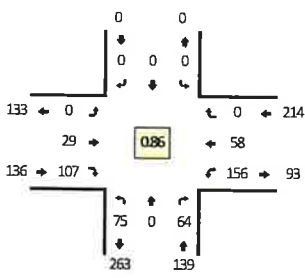
Comments:

Type of peak hour being reported: Intersection Peak

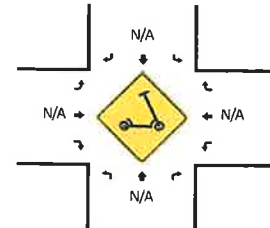
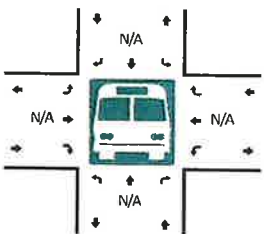
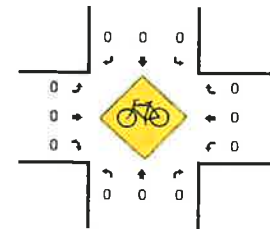
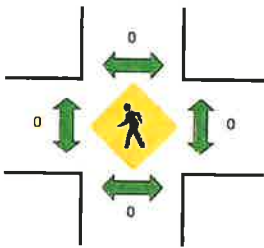
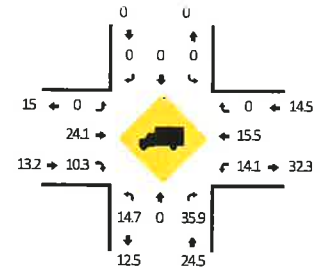
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- Columbia Blvd
 CITY/STATE: Boardman, OR

QC JOB #: 15230902
 DATE: Tue, Jun 25 2019



Peak-Hour: 4:00 PM -- 5:00 PM
 Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Columbia Blvd (Eastbound)				Columbia Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	75	0	128	0	0	0	0	0	0	41	87	0	93	49	0	0	473	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	12	0	10	0	0	0	0	0	0	5	22	0	57	27	0	0	133	473
3:15 PM	23	0	13	0	0	0	0	0	0	8	19	0	43	16	0	0	122	133
3:30 PM	19	0	6	0	0	0	0	0	0	3	31	0	60	21	0	0	140	255
3:45 PM	23	0	6	0	0	0	0	0	0	2	16	0	26	7	0	0	80	395
4:00 PM	10	0	13	0	0	0	0	0	0	5	47	0	51	16	0	0	142	475
4:15 PM	19	0	12	0	0	0	0	0	0	9	27	0	43	16	0	0	126	484
4:30 PM	27	0	21	0	0	0	0	0	0	8	19	0	44	16	0	0	135	488
4:45 PM	19	0	18	0	0	0	0	0	0	7	14	0	18	10	0	0	86	483
5:00 PM	12	0	3	0	0	0	0	0	0	11	42	0	33	14	0	0	115	489
5:15 PM	13	0	7	0	0	0	0	0	0	2	35	0	27	4	0	0	88	462
5:30 PM	14	0	13	0	0	0	0	0	0	8	22	0	24	9	0	0	90	424
5:45 PM	8	0	15	0	0	0	0	0	0	6	13	0	9	9	0	0	60	379
5:00 PM	8	0	15	0	0	0	0	0	0	6	13	0	9	9	0	0	60	353
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	0	52	0	0	0	0	0	0	20	188	0	204	64	0	0	568	
Heavy Trucks	4	0	32		0	0	0		0	8	8		8	8	0		68	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

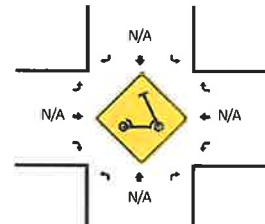
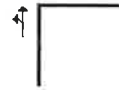
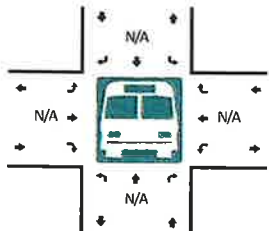
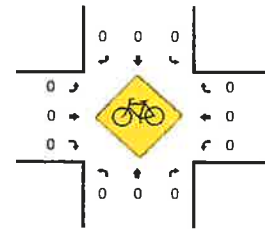
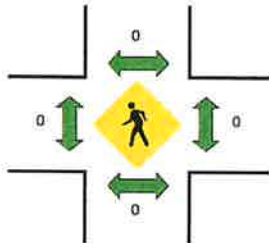
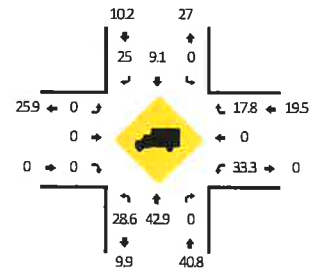
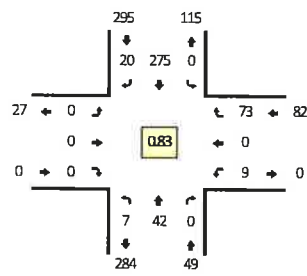
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- I-84 WB Ramps
CITY/STATE: Boardman, OR

QC JOB #: 15230904
DATE: Tue, Jun 25 2019



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
2:00 PM	10	72	0	0	0	158	24	0	0	0	0	0	16	1	134	0	415		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415
3:00 PM	4	7	0	0	0	72	8	0	0	0	0	0	5	0	15	0	111	111	
3:15 PM	3	13	0	0	0	54	7	0	0	0	0	0	1	0	23	0	101	212	
3:30 PM	1	12	0	0	0	80	7	0	0	0	0	0	2	0	18	0	120	332	
3:45 PM	1	7	0	0	0	42	3	0	0	0	0	0	3	0	21	0	77	409	
4:00 PM	2	10	0	0	0	99	3	0	0	0	0	0	3	0	11	0	128	426	
4:15 PM	0	15	0	0	0	60	6	0	0	0	0	0	4	0	16	0	101	426	
4:30 PM	0	8	0	0	0	59	6	0	0	0	0	0	1	0	14	0	88	394	
4:45 PM	3	17	0	0	0	27	6	0	0	0	0	0	2	0	20	0	75	392	
5:00 PM	2	6	0	0	0	70	6	0	0	0	0	0	1	0	9	0	94	358	
5:15 PM	0	6	0	0	0	59	3	0	0	0	0	0	4	0	14	0	86	343	
5:30 PM	0	8	0	0	0	41	5	0	0	0	0	0	4	0	21	0	79	334	
5:45 PM	4	9	0	0	0	22	0	0	0	0	0	0	1	1	12	0	49	308	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	8	40	0	0	0	396	12	0	0	0	0	0	12	0	44	0	512		
Heavy Trucks	0	16	0	0	0	12	0	0	0	0	0	0	12	0	12	0	52		
Buses																			
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scoters																			

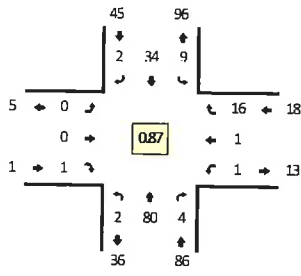
Comments:

Type of peak hour being reported: Intersection Peak

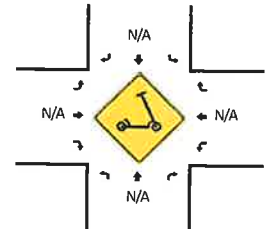
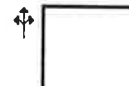
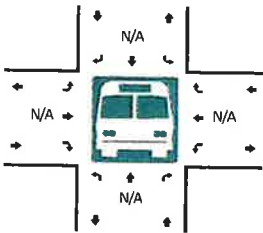
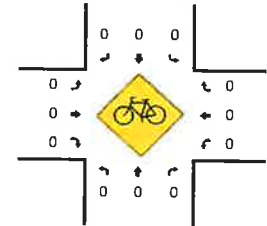
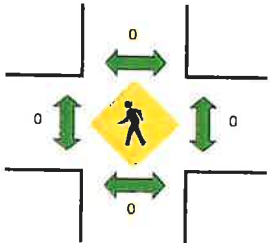
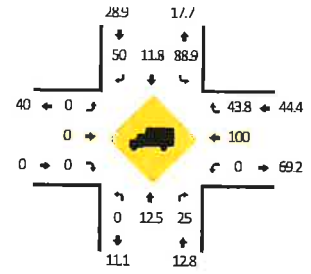
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- Yates Ln
CITY/STATE: Boardman, OR

QC JOB #: 15230906
DATE: Tue, Jun 25 2019



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Yates Ln (Eastbound)				Yates Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	39	0	0	15	37	6	0	6	0	3	0	1	0	12	0	120	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	2	8	0	0	4	10	1	0	0	0	0	0	1	0	8	0	34	120
3:15 PM	1	11	0	0	3	6	0	0	2	0	0	0	0	0	1	0	24	34
3:30 PM	0	12	1	0	5	12	1	0	0	0	0	0	0	0	3	0	24	58
3:45 PM	0	7	0	0	3	8	1	0	2	0	3	0	0	0	7	0	39	97
4:00 PM	1	11	1	0	3	17	0	0	0	0	0	0	1	0	5	0	26	123
4:15 PM	0	13	3	0	3	6	0	0	0	0	1	0	0	1	2	0	39	128
4:30 PM	0	31	0	0	1	7	0	0	0	0	0	0	0	0	4	0	29	133
4:45 PM	1	25	0	0	2	4	2	0	0	0	0	0	0	0	5	0	43	137
5:00 PM	0	9	0	0	2	14	0	0	1	0	0	0	0	0	5	0	39	150
5:15 PM	0	6	1	0	1	10	0	0	0	0	1	0	0	0	1	0	27	138
5:30 PM	0	5	1	0	3	7	0	0	0	0	0	0	0	0	4	0	20	129
5:45 PM	0	9	0	0	1	5	0	0	0	0	0	0	0	0	2	0	20	106
																	19	86
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	124	0	0	4	28	0	0	0	0	0	0	0	0	16	0	172	
Heavy Trucks	0	4	0	0	4	4	0	0	0	0	0	0	0	0	4	0	16	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0			0	0			0	0			0	0			0	
Scooters																	0	

Comments:

Report generated on 5/19/2020 10:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

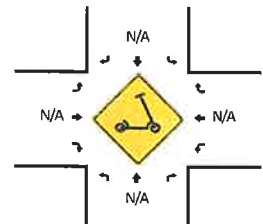
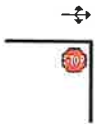
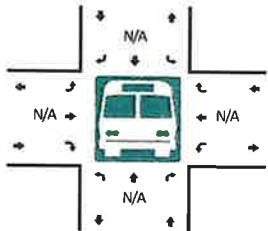
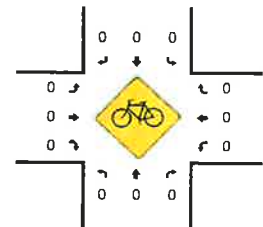
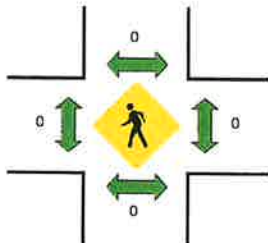
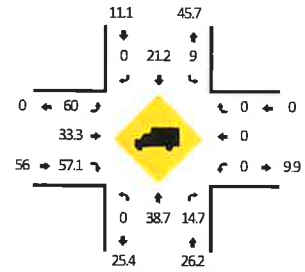
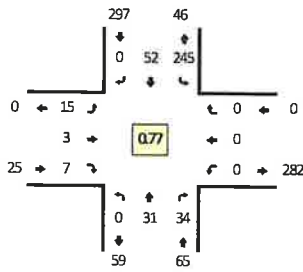
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- I-84 EB Ramps
CITY/STATE: Boardman, OR

QC JOB #: 15230908
DATE: Tue, Jun 25 2019

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	42	16	0	115	53	0	0	44	2	6	0	0	0	0	0	278	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
3:00 PM	0	9	10	0	61	17	0	0	3	0	0	0	0	0	0	0	100	100
3:15 PM	0	10	3	0	48	8	0	0	5	0	1	0	0	0	0	0	75	175
3:30 PM	0	8	10	0	71	17	0	0	4	1	3	0	0	0	0	0	114	289
3:45 PM	0	6	9	0	37	9	0	0	2	1	1	0	0	0	0	0	65	354
4:00 PM	0	7	10	0	83	18	0	0	6	0	2	0	0	0	0	0	126	380
4:15 PM	0	10	5	0	54	8	0	0	3	1	1	0	0	0	0	0	82	387
4:30 PM	0	6	34	0	49	9	0	0	4	0	0	0	0	0	0	0	102	375
4:45 PM	0	12	18	0	28	6	0	0	7	1	3	0	0	0	0	0	75	385
5:00 PM	0	6	4	0	58	15	0	0	1	0	2	0	0	0	0	0	86	345
5:15 PM	0	4	5	0	46	10	0	0	3	0	1	0	0	0	0	0	69	332
5:30 PM	0	7	2	0	38	7	0	0	1	1	1	0	0	0	0	0	57	287
5:45 PM	0	9	3	0	21	6	0	0	4	0	2	0	0	0	0	0	45	257
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	40	0	332	72	0	0	24	0	8	0	0	0	0	0	504	
Heavy Trucks	0	4	4	0	12	12	0	0	16	0	8	0	0	0	0	0	56	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 5/19/2020 10:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B Existing Traffic Conditions

Intersection Level Of Service Report
Intersection 1: Laurel Ln/Columbia Blvd

Control Type:	Two-way stop	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+						r			└		
Lane Configuration	+						r			└		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00					12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0		0	0		0	0		1	0		0
Entry Pocket Length [ft]									150.00			
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00						30.00			30.00		
Grade [%]	0.00						0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	166	0	257				28	93	98			
Base Volume Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Heavy Vehicles Percentage [%]	11.00	0.00	11.00				29.00	18.00	20.00			
Growth Factor	1.0700	1.0700	1.0700				1.0700	1.0700	1.0700			
In-Process Volume [veh/h]	0	0	0				0	0	0			
Site-Generated Trips [veh/h]	0	0	0				0	0	0			
Diverted Trips [veh/h]	0	0	0				0	0	0			
Pass-by Trips [veh/h]	0	0	0				0	0	0			
Existing Site Adjustment Volume [veh/h]	0	0	0				0	0	0			
Other Volume [veh/h]	0	0	0				0	0	0			
Total Hourly Volume [veh/h]	178	0	275				30	100	105			
Peak Hour Factor	0.7900	0.7900	0.7900				0.7900	0.7900	0.7900			
Other Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Total 15-Minute Volume [veh/h]	56	0	87				9	32	33			
Total Analysis Volume [veh/h]	225	0	348				38	127	133			
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free		Stop	Stop
Flared Lane				
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.12	0.47					0.13	0.12	0.47		
d_M, Delay for Movement [s/veh]								19.33	8.94	28.16		
Movement LOS	A	A						C	A	D		
95th-Percentile Queue Length [veh/ln]	0.00	0.00						0.45	0.42	2.33		
95th-Percentile Queue Length [ft/ln]	0.00	0.00						11.19	10.40	58.31		
d_A, Approach Delay [s/veh]	0.00							11.34		28.16		
Approach LOS	A							B		D		
d_I, Intersection Delay [s/veh]	6.45											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 2: Laurel Ln/I-84 WB Ramp

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	↑			↓						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00						30.00		
Grade [%]	0.00			0.00						0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	4	122	0	170	21	0	0	0	13	0	301	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	0.00	18.00	0.00	19.00	24.00	0.00	0.00	0.00	8.00	0.00	8.00	
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	4	131	0	182	22	0	0	0	14	0	322	
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	1	42	0	58	7	0	0	0	4	0	103	
Total Analysis Volume [veh/h]	5	168	0	233	28	0	0	0	18	0	413	
Pedestrian Volume [ped/h]	0	0	0	0	0	0	0	0	0	0	0	

Intersection Settings

Priority Scheme	Free	Free		Stop
Flared Lane				No
Storage Area [veh]				
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00									0.03	0.00	0.48
d_M, Delay for Movement [s/veh]	7.75									16.28		13.63
Movement LOS	A	A			A	A				C		B
95th-Percentile Queue Length [veh/ln]	0.01	0.01			0.00	0.00				3.00		3.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29			0.00	0.00				74.91		74.91
d_A, Approach Delay [s/veh]	0.22				0.00						13.74	
Approach LOS	A				A						B	
d_I, Intersection Delay [s/veh]	6.89											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Laurel Ln/I-84 EB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 15.8
Level Of Service: C
Volume to Capacity (v/c): 0.169

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	⤴			⤵			⊕					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Speed [mph]	30.00			30.00			30.00					
Grade [%]	0.00			0.00			0.00					
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	69	12	146	37	57	0	5					
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000			
Heavy Vehicles Percentage [%]	11.00	75.00	16.00	26.00	26.00	0.00	40.00					
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700			
In-Process Volume [veh/h]	0	0	0	0	0	0	0					
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0					
Diverted Trips [veh/h]	0	0	0	0	0	0	0					
Pass-by Trips [veh/h]	0	0	0	0	0	0	0					
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0					
Other Volume [veh/h]	0	0	0	0	0	0	0					
Total Hourly Volume [veh/h]	74	13	156	40	61	0	5					
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000					
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000					
Total 15-Minute Volume [veh/h]	21	4	43	11	17	0	1					
Total Analysis Volume [veh/h]	82	14	173	44	68	0	6					
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]			
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio			0.12		0.17	0.00	0.01
d_M, Delay for Movement [s/veh]			7.90		15.77		10.69
Movement LOS	A	A	A	A	C		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.42	0.42	0.63		0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	10.43	10.43	15.76		15.76
d_A, Approach Delay [s/veh]	0.00		6.30		15.36		
Approach LOS	A		A		C		
d_I, Intersection Delay [s/veh]	6.47						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 4: Laurel Ln/Yates Ln

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 9.8
Level Of Service: A
Volume to Capacity (v/c): 0.005

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	67	0	12	25	5	3	0	0	1	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	42.00	28.00	0.00	0.00	0.00	0.00	0.00	0.00	82.00
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	72	0	13	27	5	3	0	0	1	0	12
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	0	5	10	2	1	0	0	0	0	4
Total Analysis Volume [veh/h]	0	101	0	18	38	7	4	0	0	1	0	17
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]		7.86				9.81			9.73		9.76
Movement LOS	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.04	0.04	0.04	0.02				0.07		0.07
95th-Percentile Queue Length [ft/ln]	0.00	1.07	1.07	1.07	0.40				1.78		1.78
d_A, Approach Delay [s/veh]	0.00		2.25			9.81			9.76		
Approach LOS	A		A			A			A		
d_I, Intersection Delay [s/veh]	1.92										
Intersection LOS	A										

Intersection Level Of Service Report
Intersection 1: Laurel Ln/Columbia Blvd

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 14.6
Level Of Service: B
Volume to Capacity (v/c): 0.376

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+						r			└		
Lane Configuration	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Turning Movement												
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]									150.00			
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]												
Speed [mph]	30.00						30.00			30.00		
Grade [%]	0.00						0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	73	0	37				19	121	180			
Base Volume Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Heavy Vehicles Percentage [%]	11.00	0.00	51.00				26.00	8.00	14.00			
Growth Factor	1.0700	1.0700	1.0700				1.0700	1.0700	1.0700			
In-Process Volume [veh/h]	0	0	0				0	0	0			
Site-Generated Trips [veh/h]	0	0	0				0	0	0			
Diverted Trips [veh/h]	0	0	0				0	0	0			
Pass-by Trips [veh/h]	0	0	0				0	0	0			
Existing Site Adjustment Volume [veh/h]	0	0	0				0	0	0			
Other Volume [veh/h]	0	0	0				0	0	0			
Total Hourly Volume [veh/h]	78	0	40				20	129	193			
Peak Hour Factor	0.8600	0.8600	0.8600				0.8600	0.8600	0.8600			
Other Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Total 15-Minute Volume [veh/h]	23	0	12				6	38	56			
Total Analysis Volume [veh/h]	91	0	47				23	150	224			
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free		Stop	Stop
Flared Lane				
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.1	0.2	1.0	0.2	0.0	0.0	0.0	0.04	0.14	0.38		
d_M, Delay for Movement [s/veh]	3.0	7	3.0	7.2	1.0	0.0	0.0	10.93	8.92	14.62		
Movement LOS	A		A					B	A	B		
95th-Percentile Queue Length [veh/ln]	0.00		0.00					0.11	0.49	1.74		
95th-Percentile Queue Length [ft/ln]	0.00		0.00					2.84	12.21	43.48		
d_A, Approach Delay [s/veh]	0.00							9.19		14.62		
Approach LOS	A							A		B		
d_I, Intersection Delay [s/veh]	9.09											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: Laurel Ln/I-84 WB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 13.3
Level Of Service: B
Volume to Capacity (v/c): 0.040

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	↑			↓						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00						30.00		
Grade [%]	0.00			0.00						0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	4	44			282	19				15	0	66
Base Volume Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	50.00	41.00			10.00	37.00				33.00	0.00	14.00
Growth Factor	1.0700	1.0700			1.0700	1.0700				1.0700	1.0700	1.0700
In-Process Volume [veh/h]	0	0			0	0				0	0	0
Site-Generated Trips [veh/h]	0	0			0	0				0	0	0
Diverted Trips [veh/h]	0	0			0	0				0	0	0
Pass-by Trips [veh/h]	0	0			0	0				0	0	0
Existing Site Adjustment Volume [veh/h]	0	0			0	0				0	0	0
Other Volume [veh/h]	0	0			0	0				0	0	0
Total Hourly Volume [veh/h]	4	47			302	20				16	0	71
Peak Hour Factor	0.8300	0.8300			0.8300	0.8300				0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14			91	6				5	0	21
Total Analysis Volume [veh/h]	5	57			364	24				19	0	86
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free		Stop
Flared Lane				No
Storage Area [veh]				
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01										0.04	0.00	0.09
d_M, Delay for Movement [s/veh]	8.80										13.26		9.33
Movement LOS	A	A			A	A					B		A
95th-Percentile Queue Length [veh/ln]	0.02	0.02			0.00	0.00					0.44		0.44
95th-Percentile Queue Length [ft/ln]	0.40	0.40			0.00	0.00					10.98		10.98
d_A, Approach Delay [s/veh]	0.71				0.00						10.04		
Approach LOS	A				A						B		
d_I, Intersection Delay [s/veh]	1.98												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 3: Laurel Ln/I-84 EB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 27.9
Level Of Service: D
Volume to Capacity (v/c): 0.118

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach												
Lane Configuration	↷			↶			+					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	33	34	245	52		15	3	7				
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Heavy Vehicles Percentage [%]	39.00	15.00	9.00	21.00		60.00	33.00	57.00				
Growth Factor	1.0700	1.0700	1.0700	1.0700		1.0700	1.0700	1.0700				
In-Process Volume [veh/h]	0	0	0	0		0	0	0				
Site-Generated Trips [veh/h]	0	0	0	0		0	0	0				
Diverted Trips [veh/h]	0	0	0	0		0	0	0				
Pass-by Trips [veh/h]	0	0	0	0		0	0	0				
Existing Site Adjustment Volume [veh/h]	0	0	0	0		0	0	0				
Other Volume [veh/h]	0	0	0	0		0	0	0				
Total Hourly Volume [veh/h]	35	36	262	56		16	3	7				
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700		0.7700	0.7700	0.7700				
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Total 15-Minute Volume [veh/h]	11	12	85	18		5	1	2				
Total Analysis Volume [veh/h]	45	47	340	73		21	4	9				
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]			
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.12	0.02	0.01
d_M, Delay for Movement [s/veh]	8.21	27.91	25.47	11.92
Movement LOS	A	D	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	0.00	12.77	12.77	12.77
d_A, Approach Delay [s/veh]	0.00	6.76	23.39	
Approach LOS	A	A	C	
d_I, Intersection Delay [s/veh]	6.66			
Intersection LOS	D			

Intersection Level Of Service Report
Intersection 4: Laurel Ln/Yates Ln

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.5
Level Of Service: B
Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	48	5	14	43	2	2	0	4	1	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	19.00	20.00	71.00	9.00	0.00	0.00	0.00	0.00	0.00	100.00	41.00
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	51	5	15	46	2	2	0	4	1	1	18
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	2	5	15	1	1	0	1	0	0	6
Total Analysis Volume [veh/h]	1	66	6	19	60	3	3	0	5	1	1	23
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	7.32	7.32	7.32	8.09	7.32	7.32	9.82	8.60	9.74	11.48	9.14	
Movement LOS	A	A	A	A	A	A	A	A	A	B	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.03	0.03	0.09	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	1.22	1.22	1.22	0.68	0.68	2.22	2.22	2.22	2.22
d_A, Approach Delay [s/veh]	0.10			1.87			9.06			9.26		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.47											
Intersection LOS	B											

Appendix C 2040 No-Build Traffic
Conditions

Intersection Level Of Service Report
Intersection 1: Laurel Ln/Columbia Blvd

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 395.2
Level Of Service: F
Volume to Capacity (v/c): 1.667

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+						r			└		
Lane Configuration	+						r			└		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00					12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0		0	0		0	0		1	0		0
Entry Pocket Length [ft]									150.00			
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00						30.00			30.00		
Grade [%]	0.00						0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	166	0	257				28	93	98			
Base Volume Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Heavy Vehicles Percentage [%]	11.00	0.00	11.00				29.00	18.00	20.00			
Growth Factor	1.0700	1.0700	1.0700				1.0700	1.0700	1.0700			
In-Process Volume [veh/h]	94	0	142				15	60	57			
Site-Generated Trips [veh/h]	0	0	0				0	0	0			
Diverted Trips [veh/h]	0	0	0				0	0	0			
Pass-by Trips [veh/h]	0	0	0				0	0	0			
Existing Site Adjustment Volume [veh/h]	0	0	0				0	0	0			
Other Volume [veh/h]	0	0	0				0	0	0			
Total Hourly Volume [veh/h]	272	0	417				45	160	162			
Peak Hour Factor	0.7900	0.7900	0.7900				0.7900	0.7900	0.7900			
Other Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Total 15-Minute Volume [veh/h]	86	0	132				14	51	51			
Total Analysis Volume [veh/h]	344	0	528				57	203	205			
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.69	0.25	0.0	0.03	0.05	0.10	0.15	0.36	0.20	1.67	0.07	0.11
d_M, Delay for Movement [s/veh]	2.74	1.58	0.00	0.23	0.34	0.22	1.30	39.46	9.30	395.19	0.23	0.11
Movement LOS	A	A	A					E	A	F		
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.01	0.01	0.03	0.05	1.49	0.72	15.28	0.07	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.09	0.00	0.09	0.53	0.26	1.20	37.21	18.07	382.05	0.23	0.11
d_A, Approach Delay [s/veh]	0.00			0.15				15.91			395.19	
Approach LOS	A			B				C			F	
d_I, Intersection Delay [s/veh]	63.69											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Laurel Ln/I-84 WB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 83.6
Level Of Service: F
Volume to Capacity (v/c): 0.249

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	←			→						+		
Lane Configuration	←			→						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00			12.00	12.00				12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00						30.00		
Grade [%]	0.00			0.00						0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	4	119			166	21				13	0	301
Base Volume Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	18.00			19.00	24.00				8.00	0.00	8.00
Growth Factor	1.0700	1.0700			1.0700	1.0700				1.0700	1.0700	1.0700
In-Process Volume [veh/h]	45	55			99	18				45	0	181
Site-Generated Trips [veh/h]	0	0			0	0				0	0	0
Diverted Trips [veh/h]	0	0			0	0				0	0	0
Pass-by Trips [veh/h]	0	0			0	0				0	0	0
Existing Site Adjustment Volume [veh/h]	0	0			0	0				0	0	0
Other Volume [veh/h]	0	0			0	0				0	0	0
Total Hourly Volume [veh/h]	49	182			277	40				59	0	503
Peak Hour Factor	0.7800	0.7800			0.7800	0.7800				0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	58			89	13				19	0	161
Total Analysis Volume [veh/h]	63	233			355	51				76	0	645
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]				
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.10	0.09	0.09	0.09	0.09	0.10	0.09	0.09	0.25	0.00	0.81
d_M, Delay for Movement [s/veh]	8.27	8.27	8.27	8.27	8.27	8.27	8.27	8.27	8.27	83.63	15.15	76.39
Movement LOS	A	A			A	A				F		F
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.17	0.17	0.00	0.00	0.17	0.17	0.17	19.37	15.15	19.37
95th-Percentile Queue Length [ft/ln]	4.29	4.29	4.29	4.29	0.00	0.00	4.29	4.29	4.29	484.35	394.35	484.35
d_A, Approach Delay [s/veh]	1.76			0.00			1.76			77.15		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	39.46											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Laurel Ln/I-84 EB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 39.4
Level Of Service: E
Volume to Capacity (v/c): 0.522

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	←			→			+					
Lane Configuration	←			→			+					
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00					
Grade [%]	0.00			0.00			0.00					
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	65	12	143	35		57	0	5				
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Heavy Vehicles Percentage [%]	11.00	75.00	16.00	26.00		26.00	0.00	40.00				
Growth Factor	1.0700	1.0700	1.0700	1.0700		1.0700	1.0700	1.0700				
In-Process Volume [veh/h]	64	85	74	70		36	0	50				
Site-Generated Trips [veh/h]	0	0	0	0		0	0	0				
Diverted Trips [veh/h]	0	0	0	0		0	0	0				
Pass-by Trips [veh/h]	0	0	0	0		0	0	0				
Existing Site Adjustment Volume [veh/h]	0	0	0	0		0	0	0				
Other Volume [veh/h]	0	0	0	0		0	0	0				
Total Hourly Volume [veh/h]	134	98	227	107		97	0	55				
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000		0.9000	0.9000	0.9000				
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Total 15-Minute Volume [veh/h]	37	27	63	30		27	0	15				
Total Analysis Volume [veh/h]	149	109	252	119		108	0	61				
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]		0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.20	0.20	0.20	0.52	0.00	0.07	0.07	0.07	0.07	0.07	
d_M, Delay for Movement [s/veh]	8.68	8.68	8.68	8.68	39.42	39.42	26.30	26.30	26.30	26.30	26.30	
Movement LOS	A	A	A	A	E	E	D	D	D	D	D	
95th-Percentile Queue Length [veh/lane]	0.77	0.77	0.77	0.77	3.54	3.54	3.54	3.54	3.54	3.54	3.54	
95th-Percentile Queue Length [ft/lane]	19.21	19.21	19.21	19.21	88.39	88.39	88.39	88.39	88.39	88.39	88.39	
d_A, Approach Delay [s/veh]	0.00			5.90			34.69			34.69		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.09											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 4: Laurel Ln/Yates Ln

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 18.1
Level Of Service: C
Volume to Capacity (v/c): 0.014

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	0	63	0	12	25	5	3	0	0	1	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	42.00	28.00	0.00	0.00	0.00	0.00	0.00	0.00	82.00
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700
In-Process Volume [veh/h]	0	54	15	90	30	0	0	0	0	10	0	95
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	121	15	103	57	5	3	0	0	11	0	107
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	43	5	36	20	2	1	0	0	4	0	38
Total Analysis Volume [veh/h]	0	170	21	145	80	7	4	0	0	15	0	151
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]				
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median				

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.02	0.12	0.02	0.01	0.00	0.00	0.04	0.00	0.22
d_M, Delay for Movement [s/veh]		8.49		8.49		18.05			15.85		12.09
Movement LOS	A	A	A	A	A	C	B	A	C	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.42	0.42	0.42	0.04	0.04	0.04	1.01	0.00	1.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	10.52	10.52	10.52	1.09	1.09	1.09	25.30	0.00	25.30
d_A, Approach Delay [s/veh]	0.00			5.31			18.05			12.43	
Approach LOS	A			A			C			B	
d_I, Intersection Delay [s/veh]	5.68										
Intersection LOS	C										

Intersection Level Of Service Report
Intersection 1: Laurel Ln/Columbia Blvd

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 48.1
Level Of Service: E
Volume to Capacity (v/c): 0.867

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+						+r			+l		
Lane Configuration	+						+r			+l		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0	1		0		0
Entry Pocket Length [ft]								150.00				
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00						30.00			30.00		
Grade [%]	0.00						0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	71	0	37				19	121	180			
Base Volume Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Heavy Vehicles Percentage [%]	11.00	0.00	51.00				26.00	8.00	14.00			
Growth Factor	1.0700	1.0700	1.0700				1.0700	1.0700	1.0700			
In-Process Volume [veh/h]	47	0	34				12	78	126			
Site-Generated Trips [veh/h]	0	0	0				0	0	0			
Diverted Trips [veh/h]	0	0	0				0	0	0			
Pass-by Trips [veh/h]	0	0	0				0	0	0			
Existing Site Adjustment Volume [veh/h]	0	0	0				0	0	0			
Other Volume [veh/h]	0	0	0				0	0	0			
Total Hourly Volume [veh/h]	123	0	74				32	207	319			
Peak Hour Factor	0.8600	0.8600	0.8600				0.8600	0.8600	0.8600			
Other Adjustment Factor	1.0000	1.0000	1.0000				1.0000	1.0000	1.0000			
Total 15-Minute Volume [veh/h]	36	0	22				9	60	93			
Total Analysis Volume [veh/h]	143	0	86				37	241	371			
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	1	1	1	1
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	1	1	1	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.23	0.87	0.07	0.23	0.87	0.07	0.23	0.87		
d_M, Delay for Movement [s/veh]				12.43	9.35	48.14					
Movement LOS	A	A	A	B	A	E					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.23	0.87	8.76					
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.71	21.68	219.12					
d_A, Approach Delay [s/veh]	0.00			9.76			48.14				
Approach LOS	A			A			E				
d_I, Intersection Delay [s/veh]	23.43										
Intersection LOS	E										

Intersection Level Of Service Report
Intersection 2: Laurel Ln/I-84 WB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 34.3
Level Of Service: D
Volume to Capacity (v/c): 0.475

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	←			→						→		
Lane Configuration	←			→						→		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00		12.00	12.00					12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00						30.00		
Grade [%]	0.00			0.00						0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	4	44			281	19				12	0	66
Base Volume Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	50.00	41.00			10.00	37.00				33.00	0.00	14.00
Growth Factor	1.0700	1.0700			1.0700	1.0700				1.0700	1.0700	1.0700
In-Process Volume [veh/h]	50	24			184	19				80	0	56
Site-Generated Trips [veh/h]	0	0			0	0				0	0	0
Diverted Trips [veh/h]	0	0			0	0				0	0	0
Pass-by Trips [veh/h]	0	0			0	0				0	0	0
Existing Site Adjustment Volume [veh/h]	0	0			0	0				0	0	0
Other Volume [veh/h]	0	0			0	0				0	0	0
Total Hourly Volume [veh/h]	54	71			485	39				93	0	127
Peak Hour Factor	0.8300	0.8300			0.8300	0.8300				0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000			1.0000	1.0000				1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	21			146	12				28	0	38
Total Analysis Volume [veh/h]	65	86			584	47				112	0	153
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	2	2	2
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.16
d_M, Delay for Movement [s/veh]	10.19	1.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34.27	0.00	22.84
Movement LOS	B	A			A	A					D		C
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.29	0.00	4.29
95th-Percentile Queue Length [ft/ln]	7.01	7.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	107.36	0.00	107.36
d_A, Approach Delay [s/veh]	4.39			0.00			0.00			27.67			
Approach LOS	A			A			A			D			
d_I, Intersection Delay [s/veh]	7.64												
Intersection LOS	D												

Intersection Level Of Service Report
Intersection 3: Laurel Ln/I-84 EB Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 266.5
Level Of Service: F
Volume to Capacity (v/c): 0.936

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	←			→			↑			↓		
Lane Configuration	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Turning Movement												
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00					
Grade [%]	0.00			0.00			0.00					
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	31	34	245	52		15	3	7				
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Heavy Vehicles Percentage [%]	39.00	15.00	9.00	21.00		60.00	33.00	57.00				
Growth Factor	1.0700	1.0700	1.0700	1.0700		1.0700	1.0700	1.0700				
In-Process Volume [veh/h]	64	70	164	100		11	0	50				
Site-Generated Trips [veh/h]	0	0	0	0		0	0	0				
Diverted Trips [veh/h]	0	0	0	0		0	0	0				
Pass-by Trips [veh/h]	0	0	0	0		0	0	0				
Existing Site Adjustment Volume [veh/h]	0	0	0	0		0	0	0				
Other Volume [veh/h]	0	0	0	0		0	0	0				
Total Hourly Volume [veh/h]	97	106	426	156		27	3	57				
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700		0.7700	0.7700	0.7700				
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000		1.0000	1.0000	1.0000				
Total 15-Minute Volume [veh/h]	31	34	138	51		9	1	19				
Total Analysis Volume [veh/h]	126	138	553	203		35	4	74				
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]			
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.08	0.07	0.44	0.02	0.01	0.94	0.08	0.10	0.02	0.01	0.01
d_M, Delay for Movement [s/veh]	2.14	2.02	2.06	10.07	2.01	2.01	266.53	246.06	175.26	2.00	2.01	2.01
Movement LOS		A	A	B	A		F	F	F			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.29	2.29	0.00	7.33	7.33	7.33	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	57.14	57.14	0.00	183.34	183.34	183.34	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			7.37			206.04			2.01		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	25.46											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: Laurel Ln/Yates Ln

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 19.2
Level Of Service: C
Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0		0	0		0	0		0	0		0
Entry Pocket Length [ft]												
No. of Lanes in Exit Pocket	0		0	0		0	0		0	0		0
Exit Pocket Length [ft]												
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	43	5	14	43	2	2	0	4	1	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	19.00	20.00	71.00	9.00	0.00	0.00	0.00	0.00	0.00	100.00	41.00
Growth Factor	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700	1.0700
In-Process Volume [veh/h]	0	29	20	95	55	0	0	0	0	25	0	105
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	75	25	110	101	2	2	0	4	26	1	123
Peak Hour Factor	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700	0.7700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	24	8	36	33	1	1	0	1	8	0	40
Total Analysis Volume [veh/h]	1	97	32	143	131	3	3	0	5	34	1	160
Pedestrian Volume [ped/h]												

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	2	2	2	2
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	2	2	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.13	0.01	0.00	0.01	0.08	0.00	0.19
d_M, Delay for Movement [s/veh]	7.46	8.67	8.67	17.35	9.02	15.77	19.25	11.20	
Movement LOS	A	A	A	C	A	C	C	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.44	0.05	0.05	1.13	1.13	1.13	
95th-Percentile Queue Length [ft/ln]	0.05	10.91	10.91	1.19	1.19	28.15	28.15	28.15	
d_A, Approach Delay [s/veh]	0.06		4.48		12.14		12.04		
Approach LOS	A		A		B		B		
d_I, Intersection Delay [s/veh]	6.05								
Intersection LOS	C								

Appendix D Concept Traffic Operations
Summary

Initial Interchange Concept Operations

The following tables summarize the forecast traffic operations for each of the initial interchange concepts.

Concept 'A' 2040 Forecast Operations

Table 12 – 2040 Concept 'A' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)
Conjoined Laurel Lane/ Columbia Boulevard/ I-84 WB Ramp Terminal Roundabout	NB Laurel Lane	0.18	4.4	A	25	0.10	3.6	A	25
	WB Off Ramp	0.76	18.8	C	200	0.24	5.8	A	25
	WB Columbia Blvd	0.36	8.8	A	50	0.45	9.0	A	75
	EB Columbia Blvd	0.22	5.9	A	25	0.30	7.9	A	50
Conjoined Laurel Lane/ Columbia Boulevard/ I-84 WB Ramp Terminal Roundabout (with WB Off ramp bypass lane)	NB Laurel Lane	0.23	4.9	A	25	0.11	3.7	A	25
	WB Off Ramp	0.38	8.2	A	50	0.27	5.4	A	25
	WB Columbia Blvd	0.43	10.5	B	75	0.52	10.6	B	100
	EB Columbia Blvd	0.29	7.0	A	50	0.37	9.6	A	50
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	EB Left- Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, a conjoined Laurel Lane/Columbia Boulevard/I-84 WB Ramp Terminal roundabout would operate acceptably during both the weekday AM and PM peak hours. The inclusion of a bypass lane on the WB off ramp would significantly improve the vehicle queue length.

Concept 'B' 2040 Forecast Operations

Table 13 – Concept 'B' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)
Laurel Lane/ Columbia Boulevard (Intersection as is)	WB Left- Turn	1.67	395.2	F	400	0.87	48.14	E	225
Laurel Lane/ I-84 WB Ramp Terminal Roundabout	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.80	21.5	C	225	0.29	7.0	A	50
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	150
Laurel Lane/ I-84 WB Ramp Terminal Roundabout (with WB Off ramp bypass lane)	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.09	1.0	A	25	0.12	2.2	A	25
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	125
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	Eastbound Left-Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, the critical side-street movements at the Laurel Lane/Columbia Boulevard intersection are forecast to continue to operate over capacity. A roundabout at the Laurel Lane/I-84 WB Ramp Terminal would operate acceptably. However, the inclusion of a bypass lane on the WB off ramp would significantly improve the operations and have a significantly lower vehicle queue length on the offramp.

Concept 'C1' 2040 Forecast Operations

Table 14 – Concept 'C1' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)
Laurel Lane/ Columbia Boulevard Roundabout	NB Laurel Lane	0.34	6.5	A	50	0.17	4.7	A	25
	WB Columbia Blvd	0.42	10.0	B	75	0.48	9.2	A	75
	EB Columbia Blvd	0.29	7.1	A	50	0.34	8.4	A	50
Laurel Lane/I-84 WB Ramp Terminal Roundabout	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.80	21.5	C	225	0.29	7.0	A	50
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	150
Laurel Lane/I-84 WB Ramp Terminal Roundabout (with WB Off ramp bypass lane)	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.09	1.0	A	25	0.12	2.2	A	25
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	125
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	Eastbound Left-Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, a roundabout at the Laurel Lane/Columbia Boulevard intersection would operate acceptably during both study periods. A roundabout at the Laurel Lane/I-84 WB Ramp Terminal would also operate acceptably. However, the inclusion of a bypass lane on the WB off ramp would significantly improve the operations and have a significantly lower vehicle queue length on the offramp.

Concept 'C2' 2040 Forecast Operations

Table 15 – Concept 'C2' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)
Laurel Lane/ Columbia Boulevard Roundabout	NB Laurel Lane	0.34	6.5	A	50	0.17	4.7	A	25
	WB Columbia Blvd	0.42	10.0	B	75	0.48	9.2	A	75
	EB Columbia Blvd	0.29	7.1	A	50	0.34	8.4	A	50
Laurel Lane/I-84 WB Ramp Terminal Roundabout	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.80	21.5	C	225	0.29	7.0	A	50
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	150
Laurel Lane/I-84 WB Ramp Terminal Roundabout (with WB Off ramp bypass lane)	NB Laurel Lane	0.24	5.1	A	25	0.16	5.3	A	25
	WB Off Ramp	0.09	1.0	A	25	0.12	2.2	A	25
	SB Laurel Lane	0.41	8.1	A	50	0.66	13.9	B	125
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	Eastbound Left-Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, Concept 'C2' is forecast to have similar operations to Concept 'C1'. Despite the closer spacing, the forecast vehicle queues between the two roundabouts (in particular the SB direction in the weekday PM peak hour) can be accommodated.

Concept 'D' 2040 Forecast Operations

Table 16 – Concept 'D' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	95% Queue Length (ft)
Combined Laurel Lane/Columbia Boulevard/I-84 WB Ramp Terminal Roundabout	NB Laurel Lane	0.18	4.4	A	25	0.10	3.6	A	25
	WB Off Ramp	0.76	18.8	C	200	0.24	5.8	A	25
	WB Columbia Blvd	0.36	8.8	A	50	0.45	9.0	A	75
	EB Columbia Blvd	0.22	5.9	A	25	0.30	7.9	A	50
Combined Laurel Lane/Columbia Boulevard/I-84 WB Ramp Terminal Roundabout (with WB Off ramp bypass lane)	NB Laurel Lane	0.23	4.9	A	25	0.11	3.7	A	25
	WB Off Ramp	0.38	8.2	A	50	0.27	5.4	A	25
	WB Columbia Blvd	0.43	10.5	B	75	0.52	10.6	B	100
	EB Columbia Blvd	0.29	7.0	A	50	0.37	9.6	A	50
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	Eastbound Left-Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, a combined Laurel Lane/Columbia Boulevard/I-84 WB Ramp Terminal roundabout would operate acceptably during both the weekday AM and PM peak hours. The inclusion of a bypass lane on the WB off ramp would significantly improve the vehicle queue length.

Concept 'E' 2040 Forecast Operations

Table 17 – Concept 'E' Operations

Study Int.	Critical/ Approach Lane	Weekday AM Peak Hour				Weekday PM Peak Hour			
		V/C	Approach Delay (sec)	Approach LOS	Critical 95% Queue Length (ft)	V/C	Approach Delay (sec)	Approach LOS	Critical 95% Queue Length (ft)
Laurel Lane/ Columbia Boulevard (Signalized)		0.72	58.3	E	WB LT = 230	0.56	79.3	E	WB LT = 475
Laurel Lane/ I-84 WB Ramp Terminal (Signalized)		0.88	105.4	F	WB RT = 450	0.76	30.4	C	WB RT = 125
Laurel Lane/ I-84 EB Ramp Terminal (with EB ramp widening and SB Left- Turn Lane)	Eastbound Left-Turn	0.51	39.8	E	75	0.84	241.2	F	100

WB= Westbound, SB = Southbound, EB = Eastbound, NB = Northbound, L = Left, Th = Through, Rt = Right
 V/C= Critical volume-to-capacity ratio, Delay= Intersection delay (signalized) / Critical movement delay (unsignalized)

As shown in the table, a signalized intersection at the Laurel Lane/I-84 WB Ramp Terminal intersection is not forecast to meet the interchange design standard for a signalized intersection at a ramp terminal. Furthermore, the projected 95th percentile vehicle queue is forecast to be 450 feet. This queue length will back up into the portion of the ramp needed for safe deceleration of I-84 mainline speeds.

Appendix E Mobility Advisory Committee
Meeting Minutes

Mobility Advisory Committee Meeting Minutes

ODOT SPDB Mobility Program

Meeting Date/Time November 12, 2020; 1 PM via WebEx

Facilitator Pete Pande, Pivotal Resources

Attendees		
ODOT		
Name	Title	Representing (Division/Region)
Jennifer Bachman	Resident Engineer – Consultant Projects	Delivery & Operations/ Region 1
Nikki Bakkala	Mobility Operations Program Coordinator	Delivery & Operations/ SPDB
Manny Boswell	Mobility Program Analyst	Delivery & Operations/ SPDB
Tamira Clark	Project Development Section Manager	Delivery & Operations/ SPDB
Mike Doane	Region 2 Mobility Liaison	Delivery & Operations/ Region 2
Donnell Fowler	Programs Development Office Manager	Delivery & Operations/ SPDB
Teresa Gibson	Region 4 Mobility Liaison	Delivery & Operations/ Region 4
Bill Gross	Mobility Program Training Coordinator	Delivery & Operations/ SPDB
Jessica Horning	Pedestrian and Bicycle Program Manager	Public Transportation Division
Christy Jordan	Mobility Program Manager	Delivery & Operations/ SPDB
Mike Kimlinger	State Traffic - Roadway Engineer - Section Manager	Delivery & Operations/ SPDB
Curran Kleen-Brown	Mobility Program Analyst	Delivery & Operations/ SPDB
Jeffrey Lange	Transportation Project Manager	Delivery & Operations/ Region 2
Debbie Martisak	Region 1 Mobility Liaison	Delivery & Operations/ Region 1
Ken Patterson	Area Manager	Delivery & Operations/ Region 5
Teresa Penninger	Planning Manager	Delivery & Operations/ Region 5
Katie Scott	Mobility Operations Program Coordinator	Delivery & Operations/ SPDB
Jeff Wise	Region 5 Mobility Liaison	Delivery & Operations/ Region 5
External Stakeholders		
Name	Title	Representing (Org./Association)
Steve Bates	President	V. Van Dyke
Walt Gamble	Walt Gamble Engineering	AGC
Mavis Hartz	Committee Member	OBPAC
Jana Jarvis	President	OTA
Kristine Kennedy	President	Highway Heavy Hauling
Eric Zander	Chief Operating Officer	Omega Morgan
External Consultants		
Name	Title	Representing (Org./Association)
Matt Hughart	Principle Planner	Kittelson & Associates
Jared Trowbridge	Project Manager	DOWL
Nate Schroeder	Design Group Manager	DKS Associates
Local City/ County or Metropolitan Planning Organization/ Development Review Representatives		
Name	Title	Representing (City/County/Development)
Jacob Cain	Director of Engineering	Port of Morrow
Carla McLane	Consultant	Port of Morrow
Lisa Mittelsdorf	Economic Development Director	Port of Morrow
Ryan Neal	Executive Director	Port of Morrow
Mark Patton	Chief Operations Officer	Port of Morrow

Mobility Advisory Committee Meeting Minutes

ODOT SPDB Mobility Program

Agenda Topics, Highlights, Outcomes, & Action Items	
Topic	Port of Morrow Interchange Area Management Plan Update
Brief Description	<p>Presentation slides link: Port of Morrow IAMP Presentation</p> <p>This interchange area management plan (IAMP) was brought to the committee to seek early feedback on intersection design concepts for the I-84/Laurel Lane interchange area. The plan includes proposed roundabout designs for the north side of the interchange.</p>
Objective	Provide early communication and seek feedback on intersection design concepts.
Discussion Summary	<p>Carla McLane provided background on the plan. She says it was originally adopted about 10 years ago and focused mostly on the south side of the interchange.</p> <p>Matt Hughart explained the technical aspects of the plan. He said concepts 'D' and 'C2' scored the highest among the options for addressing traffic, safety, land use impacts and other criteria.</p> <p>Erik Zander commented that the proposed roundabout will make it harder to move windmill blades onto I-84, as the alternate routes are not ideal for moving them.</p> <p>Mavis Hartz commented that she would like to see a protected lane for bicycles and pedestrians, and questioned how they would move to the other side of the intersection.</p> <p>Jessica Horning commented that ODOT is required by statute to provide accommodations for bicycles and pedestrians whenever we construct or reconstruct public roadways – even if it is to accommodate a small number of people.</p> <p>Ken Patterson reiterated that this is a planning level document, and there is a lot of design detail that will need to come back to the committee until such time there is funding available to make improvements at the interchange.</p> <p>Walt Gamble commented that it is his understanding the concept for the roundabout would allow trucks to go straight over the roundabout if necessary.</p> <p>Erik commented that it is great to see the region bring the project to the committee early.</p>
Decision/Outcome	None
Follow-Up Action Items	<ul style="list-style-type: none"> • Omega Morgan would like to see the windmill blade diagrams (recently sent to the Mobility Services Team), run through the proposed roundabout(s). <i>*Katie Scott sent these diagrams to Region 5 via email.</i> • The MAC requests other design concepts be looked at (referencing similar intersection solutions in other parts of the State), and brought to the table.

**PRELIMINARY FINDINGS OF FACT
LAND PARTITION REQUEST
LP-N-510-22
R-N-077-22**

REQUEST: Partition by Replat Parcel 1 of Partition Plat 2021-25 into 2 parcels.

APPLICANT: Seth King
Perkins Coie LLP
11220 NW Couch St, Tenth Floor
Portland, Oregon 97209

OWNER: Amazon Data Services
410 Terry Avenue N
Seattle, WA 98109

PROPERTY DESCRIPTION: Tax Lot 1701 of Assessor's Map 4N 25E

PROPERTY LOCATION: Located approximately one-mile south of the Highway 730 and Interstate 84 Interchange on the west side of Bombing Range Road.

I. GENERAL INFORMATION:

The subject parcel is approximately 123-acres in size and zoned General Industrial (MG). Subject parcel is located outside the Boardman Urban Growth Boundary and currently has no development.

- II. APPROVAL CRITERIA:** The applicant has filed under the Morrow County Subdivision Ordinance, ARTICLE 5, LAND PARTITIONS. Section 5.030 REQUIREMENTS FOR APPROVAL and Section 5.075 REPLATTING both apply. The criteria are listed below in **bold type**, followed by a response in standard type:

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

- 1. Proposal is in compliance with ORS 92 and the County and affected City Comprehensive Plan and applicable Zoning.**
The MG use zone does not have defined minimum parcel sizes. The City of Boardman is Northwest of the subject property and the subject property is outside of the Urban Growth Boundary, therefore, no city plans apply. To comply with ORS 92, which governs partitioning, it is recommended and listed as a Condition of Approval, that the applicant submit a *preliminary* and final Partition Plat.
- 2. Each parcel is suited for the use intended or offered; including but not limited to, size of the parcels, topography, sewage disposal approval and guaranteed access. Proof of access must show that each parcel has an easement sufficient for continued ingress and egress to a public, county or state highway or has a deeded access way.**
The subject parcels are of a size and shape to facilitate development consistent with the MG use zone. The topography of the land is flat and appropriately sized for the anticipated improvements. Proposed Parcel 1 will be 114-acres more or

less. Parcel 2 will be 9-acres more or less. See discussion below regarding public services.

Proposed Parcel 1 has direct frontage on Bombing Range Road and has an approved access point through the Morrow County Public Works Department. Public Works was provided a copy of these findings for their comment. Applicant has indicated that access to proposed Parcel 2 via easement.

Applicant must show on the Final Plat, all existing and proposed easements prior to the Planning Department Director's signature. This is recommended and listed as a Condition of Approval.

3. **All required public service and facilities are available and adequate.**
After reviewing existing conditions, reports, and data and conferring with area service providers, Applicant's civil engineer has determined that public services and facilities are available and adequate to Proposed Parcel 2. If public services cannot be provided, there is room for onsite water and wastewater.
4. **Proposal will not have any identifiable adverse impacts on adjoining or area land uses, public services and facilities, and natural resource carrying capacities.**
The proposed partition and future use is compatible with the General Industrial Zone and will be secured in such a way as to not adversely affect and surrounding properties.

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

5. **An approved water rights diversion plan as applicable.**
The Preliminary Findings of Fact were provided to the County Watermaster for comment.
6. **Flag lots will not be permitted when the results would be to increase the number of properties requiring direct and individual access from a State Highway or other arterial. Flag lots may be permitted to achieve planning objectives under the following conditions:**
 - a. **When flag lot driveways are separated by at least twice the minimum frontage distance.**
 - b. **The driveway must meet driveway standards described in Article 8, Section 8.020.V.**
 - c. **The lot meets the minimum lot area of the zoning district, without including the driveway.**
 - d. **Only one flag lot shall be permitted per private right-of-way or access easement.**No flag lots are proposed. Therefore, these criteria are not applicable.

7. **The depth of any lot will not be restricted as long as a buildable parcel is proposed.**
The subject parcel sizes are sufficient for development of industrial uses and buildable parcels are proposed. The application meets this requirement.
8. **No plat of a subdivision or partition located within the boundaries of an irrigation district, drainage district, water control district, water improvement district or district improvement company will be approved unless the County has received and accepted a certification from the district or company that the subdivision or partition is either entirely excluded from the district or company or is included within the district or company for purposes of receiving services and subjecting the subdivision or partition to the fees and other charges of the district or company.**
This criterion does not apply as the subject property is not located within an irrigation district, drainage district, water control district, water improvement district or district improvement company.
9. **The Commission will deny an application for partitioning when it can be shown by the Commission that the partitioning is part of a plan or scheme to create more than three (3) parcels without going through subdivision, or is part of a development pattern creating more than three (3) parcels without subdividing.**
This provision does not apply to this application. Since the subject properties are zoned for industrial uses, ORS 92.325(3)(e) exempts Subdivision and Series Partition Control Law from these lands.
10. **In addition to the requirements set forth above, the following factors may be considered for approval or disapproval of an application for land partitioning is a geographical or other factor identified by other, appropriate professionals or Plans such as the requirements of the Comprehensive Plan, FEMA requirements, Byways rules, etc., requires it:**
- a. **Placement and availability of utilities.**
 - b. **Safety from fire, flood and other natural hazards.**
 - c. **The same improvements may be required for a partitioning as required of a subdivision, if required it will be installed by the applicant.**
 - d. **Possible effects on natural, scenic and historical resources.**
 - e. **Need for onsite or offsite improvements.**
 - f. **Need for additional setback, screening, landscaping and other requirements relative to the protection of adjoining and area land uses. If the proposed partition is located within an Urban Growth Boundary, the affected city must be given notice according to the respective Joint Management agreement.**
 - g. **In the approval of a land partition, the need for street and other improvements will be considered and may be required as a Condition of Approval at a different standard than for a subdivision. Planning staff would not add any additional Conditions of Approval based upon these criteria.**

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

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

A replat is required as the applicant is proposing to partition Parcel 1 of Partition Plat 2021-25.

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

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

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

Adjoining property owner notice was provided on June 08, 2022.

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

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

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

No streets or roads are proposed to be vacated.

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

See Land Partition requirements above.

III. LEGAL NOTICE PUBLISHED: June 11, 2022
East-Oregonian

June 08, 2022
Heppner Gazette-Times

IV. AGENCIES NOTIFIED: Eric Imes, Assistant Road Master; Mike Gorman, Morrow County Assessor; Matt Kenny, Morrow County Surveyor; Justin Nelson, County Counsel; Greg Silbernagle, Watermaster; Mike Hughes, Boardman Rural Fire Protection District; Jacob Cain, Port of Morrow.

V. PROPERTY OWNERS NOTIFIED: June 08, 2022

VI. HEARING DATE: June 28, 2022
Bartholomew Building
Heppner, Oregon

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

1. Submit both a **preliminary** and final Partition Plat in conformance with Oregon Revised Statute Chapter 92 and the Morrow County Subdivision Ordinance.
2. Show all existing and proposed easements on the Final Plat prior to the Planning Director's signature.

Jeff Wenholz, Chair

Date

Attachments:
Vicinity Map
Tentative Plan
Applicant's Narrative

Vicinity Map



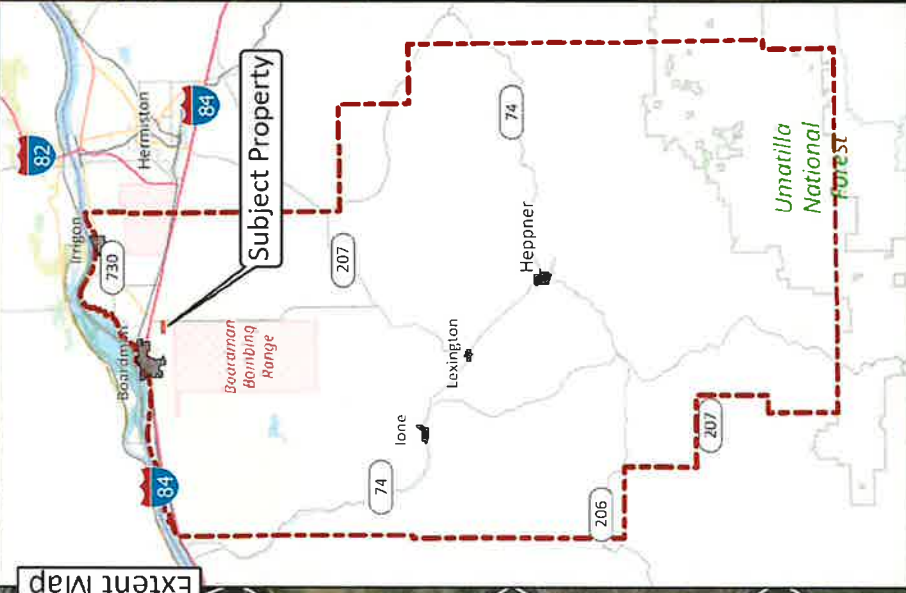
LP-N-510-22
R-077-22
 Amazon Data Service, Inc.
4N 25E TL1701

Legend

taxlot



Subject Parcel

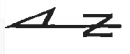


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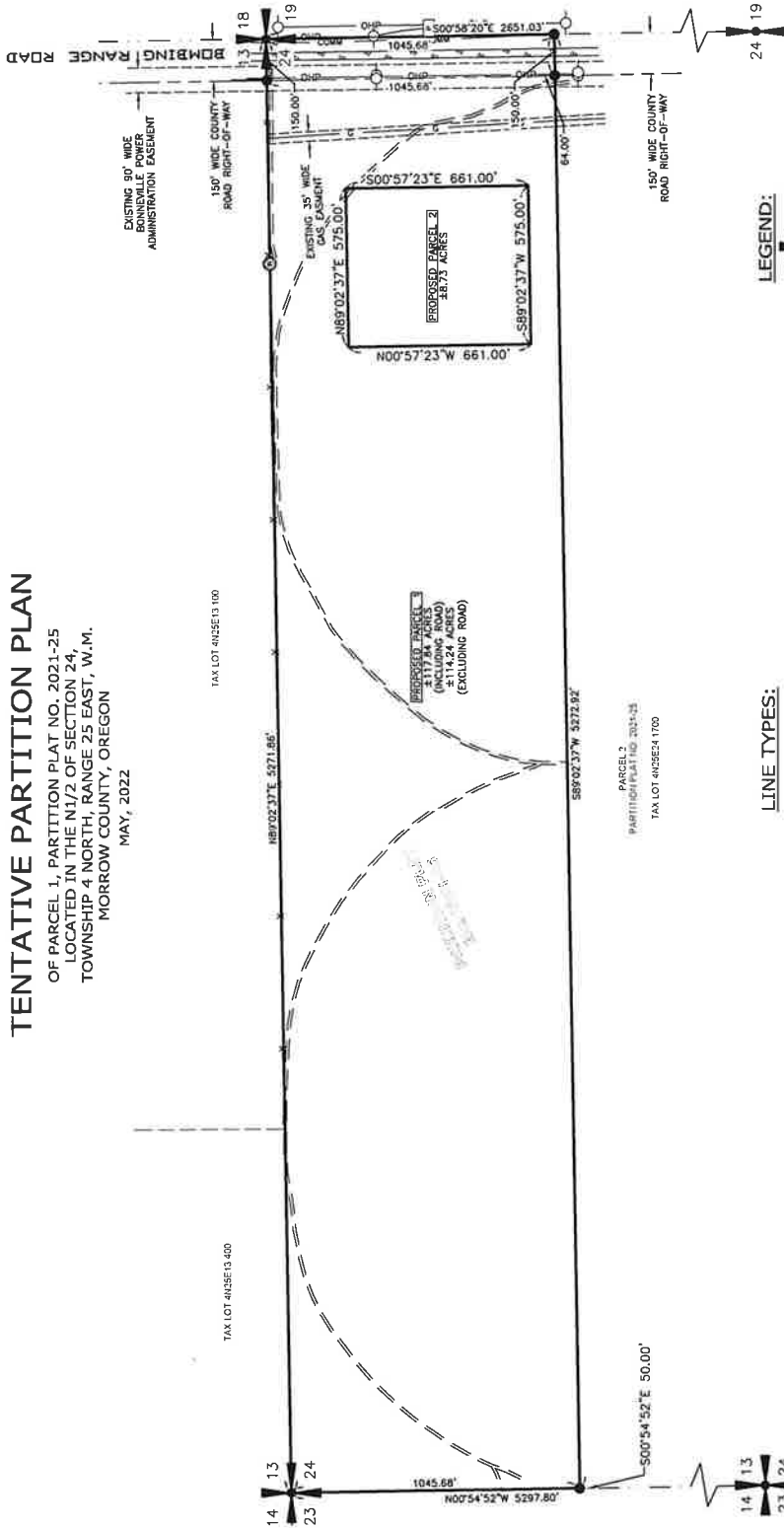
Date Saved: 12/23/2021 10:35

Cartography By: Stepien Wreccics
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic
Map data © OpenStreetMap contributors, CC-BY-SA, Imagery © Mapbox, Sat Imagery: Mapbox, © OpenStreetMap contributors, CC-BY-SA, Imagery © Mapbox



TENTATIVE PARTITION PLAN

OF PARCEL 1, PARTITION PLAT NO. 2021-25
 LOCATED IN THE N1/2 OF SECTION 24,
 TOWNSHIP 4 NORTH, RANGE 25 EAST, W.M.,
 MORROW COUNTY, OREGON
 MAY, 2022



LINE TYPES:

- PROPOSED PARCEL BOUNDARY LINES
- ADJOINER PROPERTY LINE
- ROAD RIGHT-OF-WAY LINE
- EASEMENT LINE, AS NOTED
- SECTION LINE
- EDGE OF PAVEMENT
- EDGE OF DIRT ROAD
- FENCE LINE
- UNDERGROUND GAS LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND COMMUNICATION LINE

LEGEND:

- SECTION CORNER
- QUARTER CORNER
- SURVEY MONUMENT
- POWER POLE
- POWER VAULT
- MONITORING WELL

SCALE 1" = 300'

- NOTES:**
- THE PURPOSE OF THIS SURVEY IS TO PROVIDE THE COUNTY OF MORROW PLANNING DIVISION WITH THE REQUIRED INFORMATION FOR A TENTATIVE PLAN OF A LAND PARTITION.
 - THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. DIMENSIONS AND MONUMENTS SHOWN HEREON ARE PER PARTITION PLAT NO. 2021-25.
 - PROPERTY LOCATED IN FLOOD ZONE "X" PER FEMA FIRM MAP NUMBER 41049501650D, EFFECTIVE DATED DECEMBER 18, 2007.
 - PROPOSED PARCEL 1 ABUTTS BOMBING RANGE ROAD, A PUBLIC ROADWAY RIGHT-OF-WAY.
 - PROPOSED PRIMARY ACCESS TO PROPOSED PARCEL 2 WILL BE PROVIDED BY AN ACCESS EASEMENT ACROSS PROPOSED PARCEL 1. WIDTH AND LOCATION TO BE DEFINED VIA SEPARATE INSTRUMENT.
 - EXISTING CONDITIONS SHOWN HEREON ARE PER AN ALTA/NSPS LAND TITLE SURVEY PROVIDED TO S&F LAND SERVICES BY OUR CLIENT, PERFORMED BY OTHERS, DATED OCTOBER 20, 2021.
 - THERE ARE NO EXISTING SEPTIC SYSTEMS ON THE PROPOSED PARCELS. A MONITORING WELL WAS LOCATED ALONG THE NORTH LINE OF PROPOSED PARCEL 1, PER SAID ALTA/NSPS SURVEY.

S&F Land Services
 PORTLAND, VANCOUVER, BEND, SEASIDE
 801 NW CAROL AVE SUITE 3
 SEASIDE, OR 97138
 (541) 787-1054
 EMAIL: INFO@SFLS.COM

REGISTERED PROFESSIONAL
 ANDREW N. HUNSTON
 #148274LS
 RENEWS: 6/30/2023
 2134102 TENT PART 5-23

DATE	FIELD	DRAWN	CHECKED
5/29/2022	2021-311-07	BER	ANH

SURVEY FOR:
 TENTATIVE PARTITION OF PARCEL 1,
 PARTITION PLAT NO. 2021-25
 N1/2 SECTION 24,
 TOWNSHIP 4 NORTH, RANGE 25 EAST,
 WILLAMETTE MERIDIAN
 MORROW COUNTY, OREGON

**BEFORE THE PLANNING COMMISSION
FOR MORROW COUNTY, OREGON**

In the Matter of a Request for Tentative Partition Plan Approval to Replat Parcel 1 of Partition Plat No. 2021-25 Comprising Approximately 122.97 Acres of Real Property Generally Located on the West Side of Bombing Range Road South of Wilson Lane SE in Section 24, Township 4N, Range 25E, Willamette Meridian.

NARRATIVE IN SUPPORT OF THE APPLICATION FILED BY AMAZON DATA SERVICES, INC.

I. Introduction and Description of Request.

Amazon Data Services, Inc. ("Applicant"), submits this application ("Application") requesting that Morrow County ("County") approve a replat of Parcel 1 of Partition Plat No. 2021-25 to create two new parcels (Proposed Parcel 1 at approximately 114.24 acres and Proposed Parcel 2 at approximately 8.73 acres), on approximately 122.97 acres ("Property") as depicted on the proposed partition plat included in Exhibit 1.

This narrative explains how the Application satisfies the approval criteria of the Morrow County Subdivision Ordinance ("MCSO"), the Morrow County Zoning Ordinance ("MCZO"), and ORS Chapter 92. Because the Application satisfies these approval criteria, the County should approve the Application.

II. Description of Subject Property and Surrounding Area.

The Property is comprised of all of Tax Lot 1701 in Section 24 of Township 4 North, Range 25 East, Willamette Meridian. The Property is generally located on the west side of Bombing Range Road south of Wilson Lane SE. An aerial map of the Property and surrounding vicinity is attached as Exhibit 2.

The Property is not located inside an Urban Growth Boundary ("UGB") for a city. The Property is zoned General Industrial (MG). Surrounding properties are utilized for farmland and rural residential uses.

III. Tentative Partition Plan/Replat - Response to Approval Criteria.

This section of the narrative identifies and responds to the County's approval criteria for a tentative partition replat.

MORROW COUNTY SUBDIVISION ORDINANCE

ARTICLE 2 SUBDIVISION REQUIREMENTS AND SUBDIVISION REVIEW COMMITTEE

SECTION 2.010. SCOPE OF REGULATION. Before a plat of any subdivision or the map of any partition may be made and recorded, the person proposing the subdivision or the partition or his authorized agent or representative shall make an application in writing to the county for approval of the proposed subdivision or the proposed partition in accordance with the requirements and procedures established by this ordinance.

RESPONSE: A written application for the proposed partition is included with this narrative.

SECTION 2.020. MINIMUM STANDARDS. No proposed subdivision or partition shall be approved unless said subdivision or partition complies with the Comprehensive Plan for Morrow County and an affected city, the applicable zoning, and the requirements and standards set forth in this ordinance and ORS Chapter 92.

RESPONSE: The Application complies with applicable laws identified in this section as explained in this narrative.

SECTION 2.030. SUBDIVISION REVIEW COMMITTEE. There is hereby established a Subdivision Review Committee to review all tentative subdivision and partition plans and make recommendations to the Planning Commission. The Committee shall consist of the following members as applicable to the County and an affected City.

A. County Planning Director (who will be chairman)

B. Affected City Representative

C. County Surveyor

D. County Roadmaster and affected City Street Supt.

E. Police – County and affected City

F. Fire Protection Representative

G. County Extension Agent

H. Public Utility Representative(s)

I. Irrigation District Representative or Watermaster

J. Affected School District Representative

K. Oregon State Department of Transportation District 12 (optional and ex-officio)

L. Postal Department (optional and ex-officio)

M. Other State and Federal Agencies (optional and ex-officio)

SECTION 2.040. DUTIES OF COMMITTEE. It shall be the duty of the Committee to examine all tentative subdivision and partition plans and make recommendations to the Planning Commission.

SECTION 2.050. SUBDIVISION CONFERENCE. The Planning Director shall schedule a meeting with the Subdivision Review Committee and the subdivider or his authorized agent and surveyor.

SECTION 2.060. COMMITTEE REVIEW FACTORS. In review of proposed subdivisions and partitions, the committee shall consider the following factors:

A. Preliminary plat requirements.

B. Conformance to Zoning and Comprehensive Plan.

C. Possible adverse effects on the development by natural hazards.

D. Quantity and quality of existing or proposed water supply.

E. Adequacy of the existing or proposed sewage disposal system to support the projected population.

F. Adequacy of public services to serve the increase in population to be created by the development; including schools, police and fire protection, health facilities, highway and arterial and collector road networks, parks, etc.

G. Possible conflicts with adjoining property.

H. Protective covenants, deeds or restrictions.

I. Conformance with policies and provisions of local and State regulations.

J. Marketable title or other interest contracted.

K. Agreement or by-laws to provide for management, construction, maintenance or services proposed.

L. Effects of the subdivision for continuity of public services and access to adjoining lands.

RESPONSE: Applicant acknowledges that the County has established a Subdivision Review Committee that will review the Application and make a recommendation to the Planning Commission. The Subdivision Review Committee should recommend that the Planning Commission approve the Application because it complies with all applicable review criteria as explained in this narrative.

SECTION 5.010. APPLICABILITY OF REGULATIONS. All land partitioning within the County must be approved by the County Planning Commission, County Planning Director, and/or a designated official thereof. Said approvals will be granted in accordance with the provisions of this ordinance and more particularly this Article.

RESPONSE: Applicant acknowledges that the Application must be approved by the County Planning Commission in accordance with the MCSO.

SECTION 5.020. APPLICATION PROCEDURES AND REQUIREMENTS. Any persons proposing a land partitioning, or his authorized agent or representative, will prepare and submit a copy of the Tentative Plan for the proposed partitioning together with an application for partitioning and the appropriate filing fee to the Planning Department at least 35 days prior to the Commission meeting at which consideration is desired, except as set forth in this Article. The Tentative Plan for partitioning, when submitted, will include the following:

RESPONSE: With this submittal to the County, Applicant has included a completed application form, tentative partition plan, and a receipt reflecting payment of the applicable fee via the County website. The County should deem the Application complete and process it for review by the Planning Commission at the June 28, 2022 meeting.

1. A vicinity map locating the proposed partitioning in relation to adjacent subdivisions, roadways and adjoining land use and ownership patterns.

RESPONSE: The Application includes a vicinity map identifying the location of the Property in relation to adjacent subdivisions, roadways, and adjoining land use and ownership patterns. See Exhibit 2.

2. A plan of the proposed partitioning showing tract boundaries and dimensions, the area of each tract or parcel and the names, right-of-way widths, and improvement standards of existing roads.

RESPONSE: The proposed partition plan showing the required information is included in Exhibit 1.

3. Names and addresses of the land owner, the partitioner, a mortgagee if applicable, and the land surveyor employed or to be employed to make necessary surveys and prepare the Final Plat.

RESPONSE: The name and address of the owner of the Property is:

Amazon Data Services, Inc.
410 Terry Ave N
Seattle, WA 98109

The name and address of the land surveyor preparing the replat is:

S&F Land Services
901 NW Carlon Ave, Ste 3
Bend, OR 97703

4. A statement regarding contemplated water supply, sewage disposal, solid waste disposal, fire protection, access, etc.

RESPONSE: Applicant has included a statement regarding contemplated service delivery in the letter from Parametrix in Exhibit 4. As noted in the letter, the County previously reviewed and determined that services were adequate to serve Proposed Parcel 1 as a data center campus. Therefore, the analysis under this Application is limited to serving Proposed Parcel 2 as a utility facility. For the reasons explained in the Parametrix letter, it is feasible to provide services to Proposed Parcel 2 for this purpose.

Access to/from both new parcels will be via Bombing Range Road, an existing public road that fronts on the Property. Proposed Parcel 1 directly fronts on Bombing Range Road while Proposed Parcel 2 will have access to/from Bombing Range Road via an easement across Proposed Parcel 1, which will be recorded among the County Deed

Records contemporaneous with the final plat. See note 5 on tentative partition plan in Exhibit 1 and easement depiction and description in Exhibit 5.

5. North point, scale and date of map, and property by tax lot, section, township and range.

RESPONSE: The tentative partition plan in Exhibit 1 includes the north point, scale and date of map, and property by tax lot, section, township, and range.

6. Statement regarding the use for which the parcel(s) are to be created. The Preliminary Plat may reveal the boundaries of the property to be other than thought to be correct by the landowner. An applicant is encouraged to have a Boundary Survey performed prior to submittal of the application and tentative plan.

RESPONSE: The use for which Proposed Parcel 1 is created is a data center campus and related parking, circulation, landscaping, stormwater, and accessory buildings. The use for which Proposed Parcel 2 is created is a utility facility less than 200 feet in height.

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

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

RESPONSE:

ORS CHAPTER 92 COMPLIANCE

The proposal is in compliance with ORS Chapter 92 as follows:

ORS 92.046 Adoption of regulations governing approval of partitioning of land; delegation; fees.

* * *

(5) No tentative plan of a proposed partition may be approved unless the tentative plan complies with the applicable zoning ordinances and regulations and the ordinances or regulations adopted under this section that are then in effect for the city or county within which the land described in the tentative plan is situated.

RESPONSE: For the reasons explained throughout this narrative, the tentative partition plan complies with the applicable provisions of the MCZO and MCSO.

ORS 92.090 Approval of subdivision plat names; requisites for approval of tentative subdivision or partition plan or plat.

* * * *

(2) No tentative plan for a proposed subdivision and no tentative plan for a proposed partition shall be approved unless:

(a) The streets and roads are laid out so as to conform to the plats of subdivisions and partitions already approved for adjoining property as to width, general direction and in all other respects unless the city or county determines it is in the public interest to modify the street or road pattern.

RESPONSE: The tentative partition plan does not propose any new public streets or roads, and it does not propose to modify the existing public street or road pattern.

(b) Streets and roads held for private use are clearly indicated on the tentative plan and all reservations or restrictions relating to such private roads and streets are set forth thereon.

RESPONSE: The replat does not propose any streets or roads for private use. Therefore, no reservations or restrictions relating to private roads or streets are set forth on the tentative replat plan.

(c) The tentative plan complies with the applicable zoning ordinances and regulations and the ordinances or regulations adopted under ORS 92.044 that are then in effect for the city or county within which the land described in the plan is situated.

RESPONSE: The tentative partition plan complies with the applicable County zoning and subdivision regulations as explained in this narrative.

COMPREHENSIVE PLAN COMPLIANCE

RESPONSE: Because the Application requests approval of a limited land use decision, the only comprehensive plan provisions that serve as approval criteria are those adopted in the body of the land use and subdivision regulations. ORS 197.195(1); *Paterson v. City of Bend*, 201 Or App 344, 350-51, 118 P3d 842 (2005) (statement in a land use regulation that an application must comply with the comprehensive plan does not make the plan an approval criterion for a limited land use decision). MCSO 5.030.1 requires compliance with the County's comprehensive plan in general, but it does not identify specific policies that must be met. Therefore, no aspect of the County's comprehensive

plan directly applies to the Application as an approval criterion. Nevertheless, the plan is implemented by both the MCZO and MCSO, and the Application complies with applicable provisions of these ordinances. As a result, the Application necessarily complies with the County's comprehensive plan.

ZONING DISTRICT COMPLIANCE

MCZO 3.070. GENERAL INDUSTRIAL ZONE, MG.

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

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

RESPONSE: As explained in response to the following section, the size of each of the two new parcels is appropriate for their respective intended uses and, in each case, is well in excess of two acres. Additionally, lot frontage for Proposed Parcel 1 exceeds 1,000 feet on an arterial street. Proposed Parcel 2 does not front on a public street. The Application is consistent with this standard.

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

RESPONSE: The Application does not propose any new improvements at this time. Therefore, these setbacks do not apply to the Application. However, at approximately 114.24 acres, Proposed Parcel 1 is large enough to accommodate structures associated with a data center campus and still comply with these setbacks. Further, at approximately 8.73 acres, Proposed Parcel 2 is large enough to accommodate a utility facility. Therefore, the parcels are each of a suitable size for their intended uses.

Based upon all of these responses, the County should find that the Application is consistent with this standard.

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

RESPONSE: As the Planning Commission previously determined when it approved the land division in County File No. LUD-N-38-21, Proposed Parcel 1 is suited for the intended data center use because it is relatively flat, rectangular-shaped, and appropriately-sized for the planned improvements. It fronts on and will take access to/from Bombing Range Road. Other public facilities and services are adequate and available as the Planning Commission previously determined.

Proposed Parcel 2 is suited for the intended utility facility use because it is relatively flat, regularly-shaped, and sufficiently sized. Proposed Parcel 2 will take access to/from Bombing Range Road via an access easement across Proposed Parcel 1. See note 5 on tentative partition plan in Exhibit 1 and depiction and description of access easement in Exhibit 5. Other public facilities and services are adequate and available as explained in response to the next subsection.

The County should find that the Application is consistent with this standard.

3. All required public service and facilities are available and adequate.

RESPONSE: After reviewing existing conditions, reports, and data and conferring with area service providers, Applicant's civil engineer has determined that public services and facilities are available and adequate to serve Proposed Parcel 2 as a utility facility and maintain services to existing users. See letter from Parametrix in Exhibit 4. Further, in the earlier land division in County File No. LUD-N-38-21, the Planning Commission previously determined that facilities are available and adequate to serve Proposed Parcel 1 as a data center campus.

Based upon these engineering analyses, the County should find that the Application is consistent with this standard.

4. Proposal will not have any identifiable adverse impacts on adjoining or area land uses, public services and facilities, and natural resource carrying capacities.

RESPONSE: The County should find that this standard is met for three reasons. First, the partition will facilitate development of the Property consistent with the existing and acknowledged MG zoning designation. Second, it is anticipated that all public facilities are available and adequate to serve the Property or it is feasible to provide private facilities on-site. See letter from Parametrix in Exhibit 5. Third, for both Proposed Parcels 1 and 2, the proposed uses will be set back and secured such that they will not adversely affect any surrounding properties.

5. An approved water rights diversion plan as applicable.

RESPONSE: The previous landowner retained the water rights for the Property as part of its ownership rights under the adjacent property to the south.

6. Flag lots will not be permitted when the results would be to increase the number of properties requiring direct and individual access from a State Highway or other arterial. Flag lots may be permitted to achieve planning objectives under the following conditions:

- a. When flag lot driveways are separated by at least twice the minimum frontage distance.**
- b. The driveway must meet driveway standards described in Article 8, Section 8.020.V.**
- c. The lot meets the minimum lot area of the zoning district, without including the driveway.**
- d. Only one flag lot will be permitted per private right-of-way or access easement.**

RESPONSE: Proposed Parcel 2 would appear to meet the MCSO definition of “flag lot” because it does not have direct frontage on a public street and access is provided via a private right-of-way. However, Proposed Parcel 2 will not increase the number of properties that will have direct and individual access to/from a State highway or arterial because Proposed Parcel 2 will not have its own driveway. Instead, it will share one or both of the driveways approved for Proposed Parcel 1. There is no minimum lot size in the MG zoning district; therefore, subsection c. is not applicable.

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

RESPONSE: Proposed Parcel 1 is regularly shaped and of sufficient size to accommodate new industrial development consistent with the applicable MG zoning. Proposed Parcel

2 is regularly shaped and of sufficient size (approximately 8.73 acres) to accommodate a utility facility. The County should find that both parcels are buildable.

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

RESPONSE: The Property is not located within the boundaries of an irrigation district, drainage district, water control district, water improvement district, or district improvement company. The County should find that no certification is required under this subsection.

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

RESPONSE: The proposal is to divide an existing parcel into two parcels. It is not part of a plan or scheme to create more than three parcels in a calendar year without obtaining approval of a subdivision.

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

a. Placement and availability of utilities.

RESPONSE: Applicant's civil engineer has explained that it is feasible to serve the new parcels with existing public utilities and with on-site private utilities. See letter from Parametrix in Exhibit 4.

b. Safety from fire, flood and other natural hazards.

RESPONSE: The Property is relatively flat (gradual slope of less than 40 feet), so there is minimal risk of landslides. The Property is not in a location where there is a high risk of

flood. The Property is not forested, so trees will not be able to fuel a fire. For these reasons, the County should find that the Property is not at high risk for natural hazards.

c. The same improvements may be required for a partitioning as required of a subdivision, if required it will be installed by the applicant.

RESPONSE: No street or other public improvements should be required as a condition of approving the Application.

d. Possible effects on natural, scenic and historical resources.

RESPONSE: The Property is zoned MG. There are no inventoried natural, scenic, and historical resources on the Property or in the immediate vicinity of the Property that could be affected by the partition.

e. Need for onsite or offsite improvements.

RESPONSE: Except as provided in the civil engineer's report in Exhibit 4, no street or other improvements should be required as a condition of approving the Application.

f. Need for additional setback, screening, landscaping and other requirements relative to the protection of adjoining and area land uses. If the proposed partition is located within an Urban Growth Boundary, the affected city must be given notice according to the respective Joint Management Agreement.

RESPONSE: The replat does not cause the need for additional setback, screening, landscaping, or other requirements other than the applicable standards of the MCZO. The Property is not located within an Urban Growth Boundary, so no cities must be given special notice of the Application pursuant to a Joint Management Agreement.

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

RESPONSE: No street or other public improvements should be required as a condition of approving the Application.

SECTION 5.060. COMMISSION ACTION. A public hearing is required for Planning Commission decisions concerning land partitioning. The Planning Commission will hold at least one public hearing on each application request. Notice of the hearing for the proposed land partition will be sent to the adjoining property owners within 250 feet from the property at least 20 days before the hearing. Public Notice of the hearing will

be published in a newspaper of general circulation not later than 10 days prior to the date of the hearing by the Planning Director with time, place and purpose of the hearing and the place where copies of the Staff Report are to be available before the hearing. The procedures for the hearing, appeals, and administrative concerns will be as specified in Article 9 of the Zoning Ordinance. The Planning Commission will take final action on all land partitioning decisions within 120 days after the application is deemed complete unless an extension has been requested by the applicant. If no such action is taken within a 120 day period, the subject application will be approved as submitted and it will be the duty of the Planning Director to certify the approval.

RESPONSE: Applicant acknowledges that the Application will be processed, noticed, and decided upon in accordance with the procedural requirements of this section. Upon compliance with these requirements, the County should find that it has correctly processed the Application.

SECTION 5.065 PRELIMINARY PLAT REQUIREMENTS. Following Commission approval of the Tentative Plan for a proposed partitioning, the person proposing partitioning will have prepared three copies of the preliminary plat map for the subject partitioning to be submitted to the Assessor's Office, County Surveyor and to the Planning Department. The Preliminary Plat will be prepared by a licensed Oregon land surveyor and comply with all requirements of ORS Chapter 92 or as defined in this Article. The Preliminary Plat will be drawn to meet the same requirements of the Final Plat Map described in Section 5.070.

RESPONSE: Applicant acknowledges that this section describes the next steps for implementing the tentative partition plan if it is approved.

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

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

RESPONSE: The replat would only involve Parcel 1 of Partition Plat No. 2021-25, which was recorded among the Morrow County Clerk Records on October 12, 2021, as Document No. 2021-49915. See copy attached as Exhibit 3. The County should find that the Application is consistent with this standard.

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

RESPONSE: The replat would not replat all of an undeveloped subdivision as defined in ORS 92.225. As a result, the County should find that no special notice must be provided.

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

RESPONSE: Applicant acknowledges the requirements of this subsection, which do not establish any substantive standards applicable to the Application. Upon providing notice to the owners of property adjacent to the exterior boundaries of the replat area/the Property, the County should find that it has complied with this subsection.

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

RESPONSE: The replat will not realign, reduce in width, or omit any utility easement. Therefore, the County should find that no special notice to affected utility companies or public agencies is required pursuant to this subsection.

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

RESPONSE: The Application does not propose to vacate any public street or road. The County should find that the Application is consistent with this standard.

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

RESPONSE: Applicant understands that, in the present context when both the original land division and the replat are partitions, this subsection requires compliance with all partition provisions of this Article. Applicant has demonstrated compliance with same as explained in this narrative.

SECTION 5.080. APPEAL PROCEDURE. An appeal of a decision or requirement of the Planning Commission or the Planning Department relative to a land partitioning will be made in accordance with the provisions of Article 12 of this Ordinance.

RESPONSE: Applicant acknowledges that the Planning Commission's decision for the Application may be appealed in accordance with MCSO Article 12.

ARTICLE 8. DESIGN STANDARDS SECTION

8.010. COMPLIANCE REQUIRED. Any land division, whether by Subdivision, creation of a street or other right-of-way, partitioning or planned unit development, shall be in compliance with the design standards set forth by this ordinance.

RESPONSE: Applicant acknowledges the applicability of these design standards and addresses compliance with them below.

* * * *

H. Existing Streets. Whenever existing streets, adjacent to or within a tract, are of inadequate width, additional right-of-way shall be provided at the time of land division by the developer. During consideration of the tentative plan for a subdivision, the Planning Commission shall determine whether improvements are required to existing streets, either adjacent to or within the tract. They may require such improvements as a condition of approval of the tentative plan.

RESPONSE: The Property fronts on Bombing Range Road, which is a public street. As depicted on the tentative partition plan, this street has a 150-foot wide right-of-way. Applicant has already agreed, as a condition of County File No. ZP-2956-22, to ensure the installation of a southbound to westbound right-turn lane at the primary site driveway. The County should find that this right-of-way is adequate for this location, and that no additional public street improvements are required as a condition of approving the Application.

* * * *

V. Driveways. Driveways onto State highways shall be consistent with ODOT Access Management Standards. Driveways onto County facilities, which require an access permit from the Morrow County Department of Public Works, shall be consistent with County access management standards and meet the following standards. All private access driveways shall meet the following standards. Those that do not meet these standards shall require an access variance. [TABLE REQUIRES INDUSTRIAL USES TO HAVE ACCESS DRIVE THAT IS 30-40 FEET IN WIDTH.]

Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view meeting County sight distance requirements. Construction of

driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts. The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. For unpaved driveways connecting to paved roadways, a paved driveway apron must be provided per Morrow County Department of Public Works standards.

RESPONSE: The driveways for the proposed parcels will comply with the standards of this section.

W. 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 feet or less, an easement width of 20 feet.**
- 2. More than 1000 feet, an easement width of 40 feet.**
- 3. Parcels where 3 or more lots share an access (current or potential), an easement of 60 feet.**

RESPONSE: Proposed Parcel 1 has direct frontage on Bombing Range Road. Proposed Parcel 2 does not have direct frontage on a public street but will have be provided access to/from Bombing Range Road via an easement that meets the standards of this section. See note 5 on tentative partition plan in Exhibit 1 and depiction and description of the access easement in Exhibit 5.

SECTION 8.040. BUILDING SITES.

A. Size and Shape. The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of the zoning ordinance with the following exceptions:

- 1. In areas that will not be served by a public sewer, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of soil structure and water table as related to sewage disposal by septic tank.**

2. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

RESPONSE: As explained earlier in this narrative, Proposed Parcel 1 is of a size and shape that is adequate for the proposed data center use and is large enough to accommodate required parking, circulation, landscaping, and on-site stormwater and sanitary sewer facilities.

As also explained earlier in this narrative, Proposed Parcel 2 is of a size and shape that is adequate for the proposed utility facility use and is large enough to accommodate required parking, circulation, landscaping, and on-site stormwater and sanitary sewer facilities, if required.

This standard is met.

B. Access. Each lot and parcel shall abut upon a street other than an alley for a width of at least 50 feet.

RESPONSE: As depicted on the tentative partition plan, Proposed Parcel 1 abuts Bombing Range Road for a width of over 1,000 feet. Proposed Parcel 2 does not abut a public street but will maintain access via an easement as explained in this narrative. This standard is met.

* * * *

D. Lot and Parcel Side Lines. The lines of lots and parcels, as far as it is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radical to the curve.

RESPONSE: As depicted on the tentative partition plan, the lines for each parcel run at right angles to the right-of-way of Bombing Range Road.

E. Division by ROW, Drainage Ways. No lot shall be divided by the boundary line of the County, City, or other taxing or service district, or by the right-of-way of a street utility line or drainage way, or by an easement for utilities or other services.

RESPONSE: The parcels are not so divided.

SECTION 8.050. GRADING OF BUILDING SITES. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the priority of other standards.

A. Cut slopes shall not exceed one foot vertically to one-half feet horizontally.

B. Fill slopes shall not exceed one foot vertically to two feet horizontally.

C. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.

RESPONSE: The grading of any building sites on the Property shall conform to the standards of this section unless physical conditions demonstrate otherwise.

SECTION 8.060. BUILDING LINES. If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat and included in the deed restrictions.

RESPONSE: Applicant is not proposing special building setback lines as part of this replat.

ARTICLE 12. ADMINISTRATION, APPEALS.

SECTION 12.010. Approval or denial of an application for land development shall be based upon and accomplished 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.

RESPONSE: Applicant acknowledges this requirement. This narrative is intended to provide the basis for the written decision required by this section.

SECTION 12.020. A person may appeal to the County Court a decision or requirement made pursuant to this ordinance by the Planning Commission. A person may appeal to the Planning Commission from a written decision made by the Planning Commission from a written decision made by the Planning Director or other County Official. Written notice of the appeal must be filed with the County within fifteen (15) days after the decision is made for a minor partition and within 30 days for a subdivision or major partition. The notice of appeal shall state the nature of the decision or requirement and the specific grounds for the appeal setting forth the error and the basis of error sought to be reviewed.

A. The County Court or Planning Commission shall hold a hearing on the appeal within 30 days from the time the appeal is filed. The County Court or Planning Commission may continue the hearing for good cause.

B. The County Court may review a lower decision upon its own motion after giving 10 days notice to the parties involved in the decision and if such review is within 15 days of receipt of notice of said initiated lower decision.

C. In the case of an appeal to a Planning Commission action, the petition for appeal shall be accompanied by the required fee plus a deposit to cover the estimated costs of the transcript as specified by the Planning Director, which deposit shall be paid within five (5) days of such estimate by the Planning Director. Within ten (10) days of such notice of completion of a required transcript, the party seeking review shall transmit the balance due of any required transcript fee to the Planning Director and failure to do so may cause dismissal of the appeal. Any deposit in excess shall be returned to the party.

D. In the case of an appeal to a Planning Commission action, unless otherwise provided by the County Court in Subsection 12.020.E, the review of the initial action shall be confined to the record of the proceeding below which shall include:

- 1. All materials, pleadings, memoranda, stipulations, and motions submitted by any party to the proceeding and received or considered by the Commission as evidence.**
- 2. All materials submitted by the Planning Director with respect to the application.**
- 3. The transcript of the hearing below.**
- 4. The findings and action of the Commission and the petition of appeal.**
- 5. Argument (without introduction of new or additional evidence) by the parties or their legal representative at the time of review before the County Court.**

E. The County Court may, at its option, determine to admit additional testimony and other evidence by all interested parties or parties of record, to supplement the record of the proceedings held by the Commission. Such consideration may be initiated by order of the County Court or upon written motion of a party of record or interested person. Such written motion set forth with particularity to the basis for such request and the nature of evidence sought to be introduced. Prior to making the determination of whether to permit the record to be supplemented, the County Court shall provide

an opportunity for all parties to be heard on the matter. The County Court may grant the opportunity to supplement the record if it finds such necessary to:

1. Prevent prejudice to parties.

2. To take into consideration the inconvenience of locating the evidence at the time of initial hearing, with such inconvenience not being the result of negligence or dilatory act by the moving party.

F. Following the hearing, the County Court may affirm, overrule or modify any decision or requirement and shall set forth findings for such decision.

G. 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.

RESPONSE: Applicant acknowledges that there is an option to appeal the decision made by the Planning Commission for the Application.

SECTION 12.030. Application or filings required by this ordinance shall be accompanied by a filing fee in the amount established by this section, and set forth in the Fee Schedule Ordinance adopted by the Morrow County Court.

RESPONSE: Applicant has paid the filing fee required by the County for a replat application (\$600.00). See receipt for payment included in application materials.

SECTION 12.040. This Ordinance, known as the Morrow County Subdivision Ordinance of 1980, amended and readopted in its entirety on November 7, 2001, further amended by the 2005 Transportation System Plan Update and a 2005 Update to Article 5, and amended again in 2012 during adoption of the Port of Morrow and Interstate 84/Highway 730 Interchange Area Management Plans, shall be effective immediately after adoption by the Morrow County Court on February 22, 2012. (MC-C-3-01) (MC-02-05) (MC-04-05)

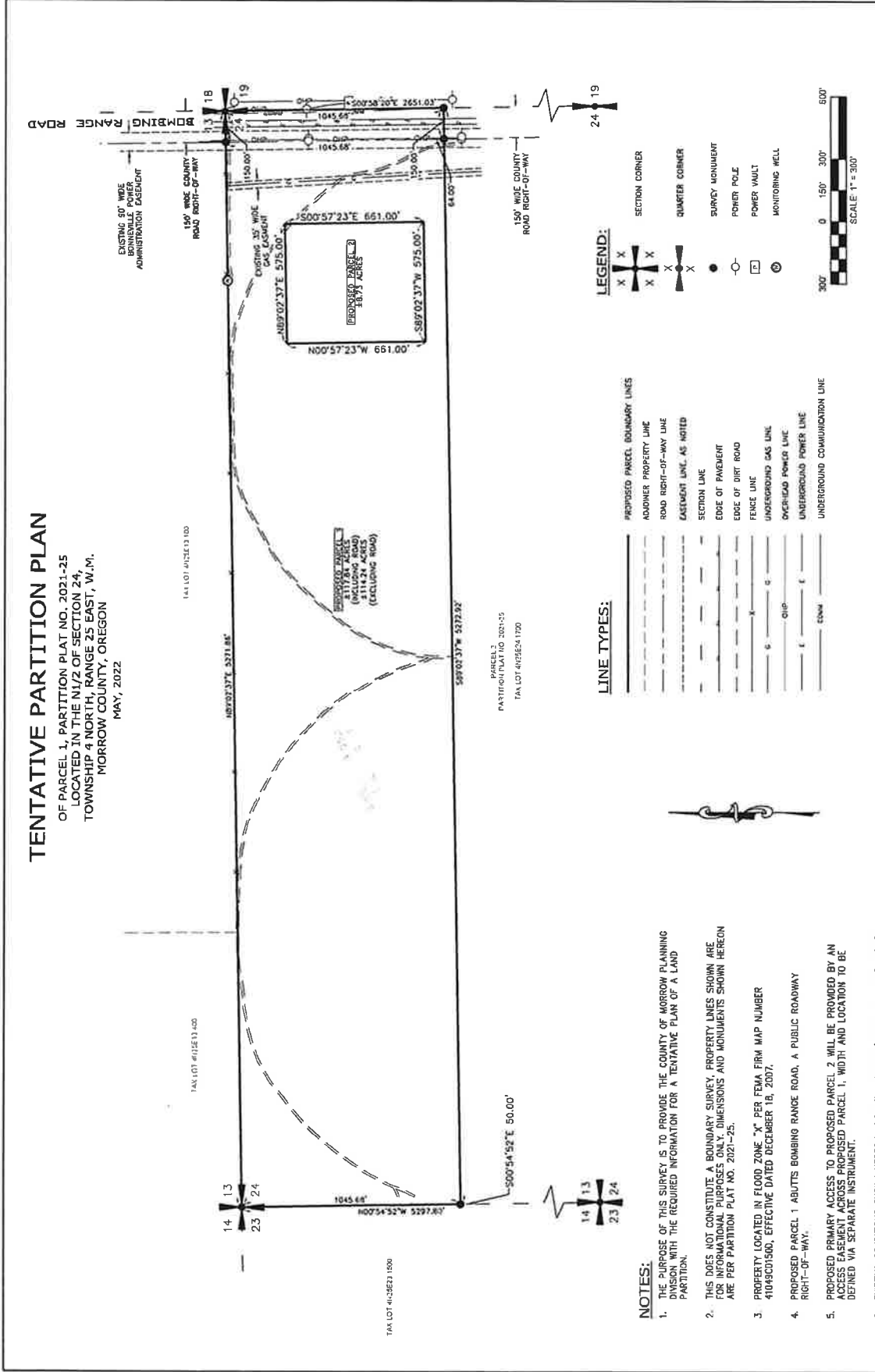
RESPONSE: Applicant acknowledges that the MCSO is applicable and in effect.

IV. Conclusion.

For the reasons set forth above, the Application satisfies the applicable requirements of the MCSO, the MCZO, and ORS Chapter 92. The County should approve the Application as proposed.

TENTATIVE PARTITION PLAN

OF PARCEL 1, PARTITION PLAT NO. 2021-25
 LOCATED IN THE 1/2 OF SECTION 24,
 TOWNSHIP 4 NORTH, RANGE 25 EAST, W.M.,
 MORROW COUNTY, OREGON
 MAY, 2022

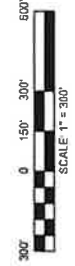


LINE TYPES:

- PROPOSED PARCEL BOUNDARY LINES
- ADJACENT PROPERTY LINE
- ROAD RIGHT-OF-WAY LINE
- EASEMENT LINE, AS NOTED
- SECTION LINE
- EDGE OF PAVEMENT
- EDGE OF DIRT ROAD
- FENCE LINE
- UNDERGROUND GAS LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND COMMUNICATION LINE

LEGEND:

- SECTION CORNER
- QUARTER CORNER
- SURVEY MONUMENT
- POWER POLE
- POWER VAULT
- MONITORING WELL



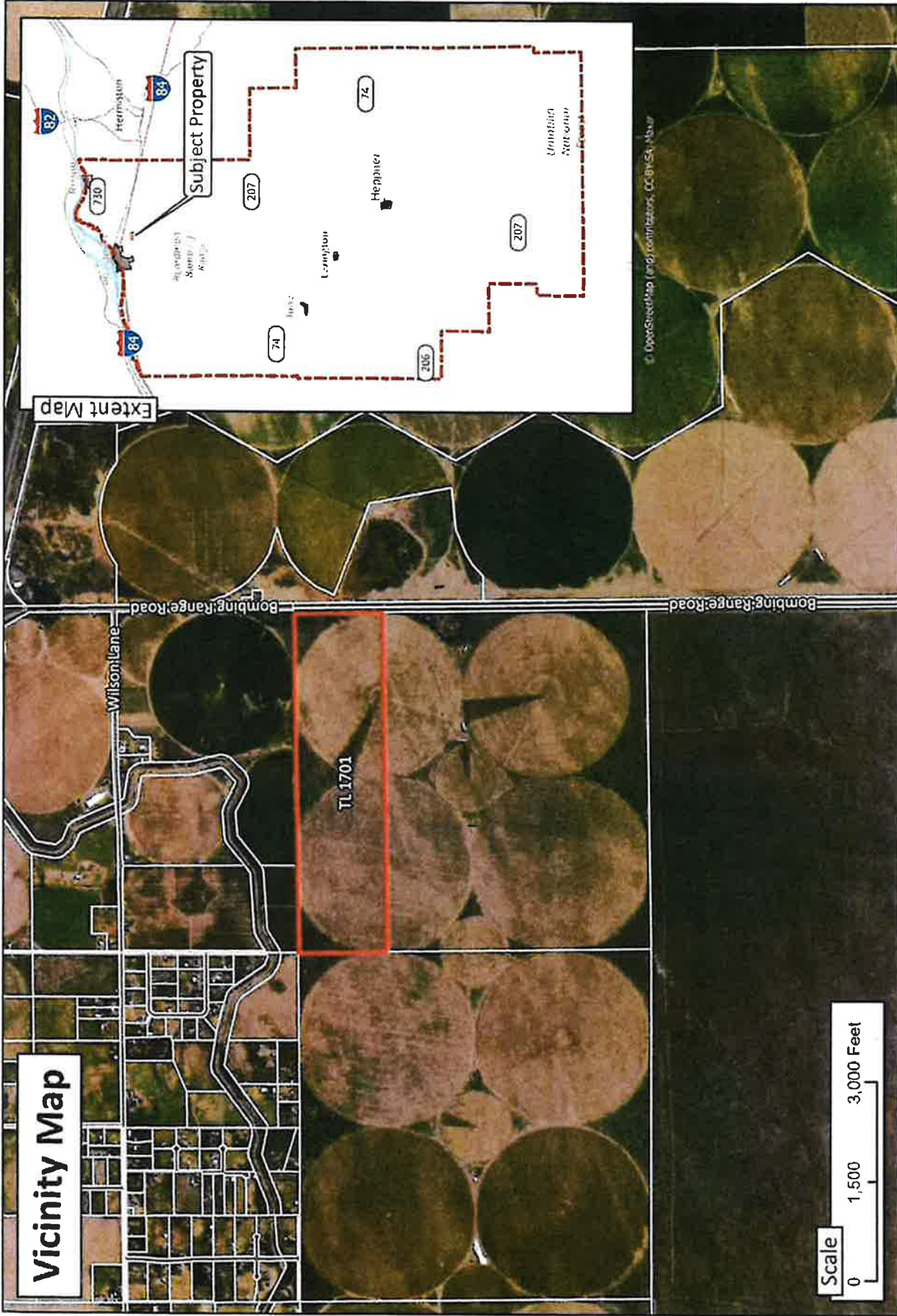
NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO PROVIDE THE COUNTY OF MORROW PLANNING DIVISION WITH THE REQUIRED INFORMATION FOR A TENTATIVE PLAN OF A LAND PARTITION.
2. THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. DIMENSIONS AND MONUMENTS SHOWN HEREON ARE PER PARTITION PLAT NO. 2021-25.
3. PROPERTY LOCATED IN FLOOD ZONE "X" PER FEMA FIRM MAP NUMBER 4105C0510D, EFFECTIVE DATED DECEMBER 18, 2007.
4. PROPOSED PARCEL 1 ADJUTS BOMBING RANGE ROAD, A PUBLIC ROADWAY RIGHT-OF-WAY.
5. PROPOSED PRIMARY ACCESS TO PROPOSED PARCEL 2 WILL BE PROVIDED BY AN ACCESS EASEMENT ACROSS PROPOSED PARCEL 1, WIDTH AND LOCATION TO BE DEFINED VIA SEPARATE INSTRUMENT.
6. EXISTING CONDITIONS SHOWN HEREON ARE PER AN ALTA/NSPS LAND TITLE SURVEY PROVIDED TO S&F LAND SERVICES BY OUR CLIENT, PERFORMED BY OTHERS, DATED OCTOBER 20, 2021.
7. THERE ARE NO EXISTING SEPTIC SYSTEMS ON THE PROPOSED PARCELS. A MONITORING WELL WAS LOCATED ALONG THE NORTH LINE OF PROPOSED PARCEL 1, PER SAID ALTA/NSPS SURVEY.

REGISTERED PROFESSIONAL
 ANDREW M. HUSTON
 81507915
 REVIEWED: 6/10/2023
 2134102.TITLE PART.043

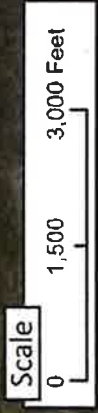
S&F Land Services
 JORSTLAND, VANCOUVER, BEND, STASIDE
 801 W. JAMES ST. SUITE 3
 BEND, OR 97703
 (503) 791-0541
 (503) 791-0541

SURVEY FOR:
 TENTATIVE PARTITION OF PARCEL 1,
 PARTITION PLAT NO. 2021-25
 N1/2 SECTION 24,
 TOWNSHIP 4 NORTH, RANGE 25 EAST,
 WILLAMETTE MERIDIAN
 MORROW COUNTY, OREGON



Vicinity Map

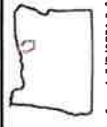
Extent Map



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

Legend

Tax Lot Subject Property



Date Saved 7/27/2021 3:33 PM

Cartography By: Stephen Wreccics
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic
 Source: Esri, DigitalGlobe, GeoEye, IGN, Aeriac, AeroGRID, IGN, Esri, Airphoto, USDA, NAIP, AeroGRID, IGN, Esri, Airphoto, USDA, NAIP



March 27, 2022
Parametrix No. 553-8117-012

Ms. Tamra Mabbott
Planning Director
Morrow County
Via email: tmabbott@co.morrow.or.us

Re: Parcel 1, Morrow County Partition Plat No. 2021-25

Dear Ms. Mabbott:

Parametrix has performed due diligence research for the property located within Morrow County (Proposed Parcels 1 and 2 of the Tentative Partition Plan dated May 9, 2022, by S&F Land Services, being a portion of Tax Lot 1701, Section 24, Township 4 North, Range 25 East and of Parcel 1, Morrow County Partition Plat No. 2021-25), including review of existing published reports and data, as well as discussions with representatives of the Port of Morrow, the City of Boardman, Morrow County, and Boardman Rural Fire Protection District.

This letter is based upon Proposed Parcel 1 being approved as a data center campus and Proposed Parcel 2 being proposed as a utility substation. Furthermore, the feasibility review of providing services to Parcel 1 was performed as part of the application for Partition Plat No 2021-25.


Based on information provided by the prospective developer and research conducted to date, it is our professional opinion that development of the site is technically feasible subject to site-specific design considerations.

We believe it is technically feasible to:

- Connect to the Port of Morrow's water system to support potential demand and maintain adequate supply to serve existing users.
- Connect to the Port of Morrow's industrial wastewater discharge system to support the potential capacity need and maintain adequate capacity to serve existing users.
- Develop on-site sanitary sewer facilities to support the sanitary sewer project needs and requirements.
- Develop on-site stormwater facilities to support the project drainage requirements.

Sincerely,

PARAMETRIX



Cedar Simmons, PE
Senior Engineer

CS:al

cc: Project File



2022.05.27
17:07:46 -07'00'

EXPIRES 06/30/2022

copy to be filed with application for partition plat

EXHIBIT 'A'

**ACCESS EASEMENT
PROPOSED PARCEL 2 OF FUTURE PARTITION**

A TRACT OF LAND BEING A PORTION OF PARCEL 1 OF PARTITION PLAT NO. 2021-25, LYING IN THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 24, TOWNSHIP 4 NORTH, RANGE 25 EAST, WILLAMETTE MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 24, BEING MARKED BY A 2-1/2 INCH BRASS DISK ON 1 INCH IRON PIPE PER SAID PARTITION PLAT NO. 2021-25; THENCE ALONG THE NORTH LINE OF SAID OF SECTION 24, SOUTH 89°02'37" WEST, 150.00 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1; THENCE LEAVING SAID NORTH LINE OF SECTION 24 AND PARCEL 1, ALONG THE EAST LINE OF SAID PARCEL 1 AND THE WEST RIGHT-OF-WAY LINE OF BOMBING RANGE ROAD, SOUTH 00°58'20" EAST, 63.00 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID EAST LINE OF PARCEL 1 AND WEST RIGHT-OF-WAY LINE, SOUTH 00°58'20" EAST, 40.00 FEET; THENCE LEAVING SAID EAST LINE OF PARCEL 1 AND WEST RIGHT-OF-WAY LINE, SOUTH 89°02'37" WEST, 293.15 FEET; THENCE SOUTH 45°00'00" WEST, 39.00 FEET; THENCE ALONG A LINE PARALLEL TO AND 75.00 FEET EAST OF THE EAST LINE, AND THE EXTENSION THEREOF, OF PARCEL 2, TO BE CREATED BY FUTURE PARTITION PLAT, SOUTH 00°57'23" EAST, 851.57 FEET; THENCE LEAVING SAID PARALLEL LINE, AND THE EXTENSION THEREOF, TO THE EAST LINE OF SAID PARCEL 2, ALONG A LINE PARALLEL TO AND 40.00 FEET SOUTH OF THE SOUTH LINE, AND THE EXTENSION THEREOF, OF SAID PARCEL 2, SOUTH 89°02'37" WEST, 650.00 FEET; THENCE LEAVING SAID PARALLEL LINE TO THE SOUTH LINE OF PARCEL 2, ALONG A LINE PERPENDICULAR TO SAID SOUTH LINE OF PARCEL 2, NORTH 00°57'22" WEST, 40.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 2; THENCE LEAVING SAID LINE PERPENDICULAR TO THE SOUTH LINE OF PARCEL 2, ALONG THE SOUTH LINE OF SAID PARCEL 2, NORTH 89°02'37" EAST, 575.00 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 2; THENCE ALONG THE EAST LINE OF SAID PARCEL 2, AND THE EXTENSION THEREOF, NORTH 00°57'23" WEST, 878.68 FEET; THENCE LEAVING SAID EXTENSION OF THE EAST LINE OF SAID PARCEL 2, NORTH 89°02'37" EAST, 396.17 FEET TO THE POINT OF BEGINNING.

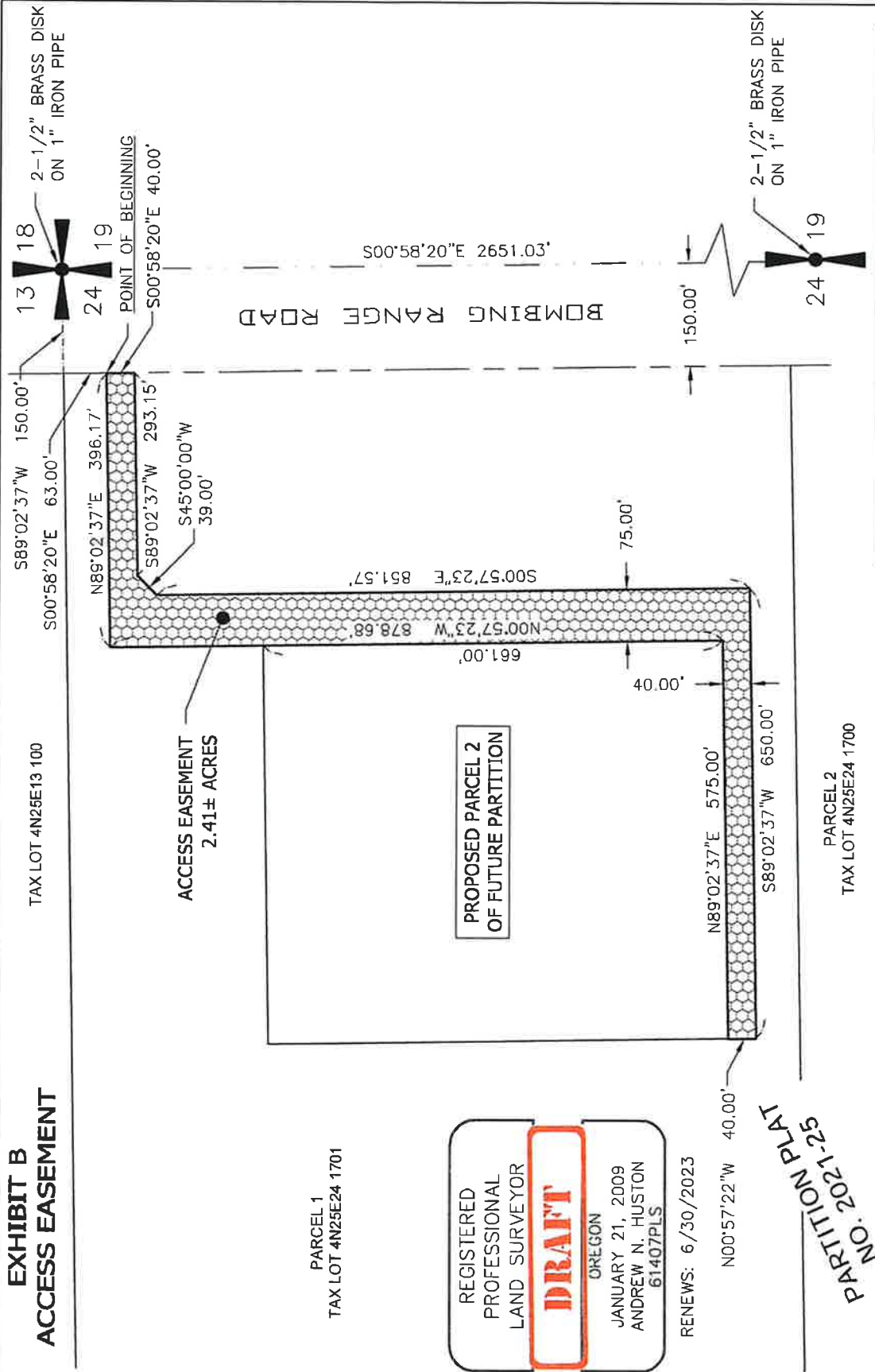
BEARINGS ARE BASED UPON SAID PARTITION PLAT NO. 2021-25.

THIS DESCRIPTION CONTAINS 2.41 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.



**EXHIBIT B
ACCESS EASEMENT**



TAX LOT 4N25E13 100

ACCESS EASEMENT
2.41± ACRES

PROPOSED PARCEL 2
OF FUTURE PARTITION

PARCEL 2
TAX LOT 4N25E24 1700

PARCEL 1
TAX LOT 4N25E24 1701

REGISTERED
PROFESSIONAL
LAND SURVEYOR
DRAFT
OREGON
JANUARY 21, 2009
ANDREW N. HUSTON
61407PLS
RENEWALS: 6/30/2023

PARTITION PLAT
NO. 2021-23



S&F Land Services

Date: 05/2022
901 NW CARLON AVE., STE 3,
BEND, OR 97703
www.sflands.com
info@sflands.com
Proj No: 21-341-07
(541) 797-0954



PLANNING DEPARTMENT

PO Box 40 • Irrigon, Oregon 97844
(541) 922-4624

June 13, 2022

MEMO

TO: Planning Commission
FROM: Tamra Mabbott, Planning Director
RE: Proposed Amendment to ZP-2956-22

Amazon Web Services (AWS) has filed to amend the conditions of Zoning Permit Z-2956-22 approved at your meeting on March 29, 2022.

The scope of the request pertains to the conditions of approval.

Seth King, Attorney for AWS, provided an explanation and summary of the conditions of approval. See attached. The proposed changes are fairly self-explanatory and are also reprinted below beginning on page two of this memo.

The nature of the proposed changes is primarily directed at the timing of the conditions rather than substantive changes.

At the hearing on June 28th, staff will present the conditions and answer questions of the commission.

New Findings have not been drafted as no changes to Findings are proposed other than the Conditions of Approval. Final Findings signed by Chair Wenholz are attached in the materials submitted by Seth King.

As part of this review, agencies and adjacent landowners will be notified. No comments have been received to date.

To facilitate the discussion at the hearing the Conditions will be displayed on the screen during the meeting in order for all parties to closely monitor changes for Commissioner adoption.

SUMMARY OF PROPOSED AMENDMENTS TO CONDITIONS OF APPROVAL AS PRESENTED BY AWS.

According to the applicant, the proposed edits provide greater clarity to Applicant, the County, and the community regarding the schedule for complying with the precedent conditions of the Zoning Permit and will not adversely affect compliance with any approval criteria.

PRECEDENT CONDITIONS:

1. Prior to issuance of the first implementing zoning permit for the project, ~~s~~Submit a lighting plan and glare analysis. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the lighting plan and glare analysis for the project will be submitted before the County issues the first implementing zoning permit for the project.

2. Prior to issuance of the first implementing zoning permit for the project, ~~c~~Comply with light mitigation recommendations of NAS Whidbey Island Air Station, if necessary, to mitigate impacts to flight operations at the US Naval Bombing Range.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that, if applicable, Applicant complies with the light mitigation recommendations of NAS Whidbey Island Air Station before the County issues the first implementing zoning permit for the project. The record reflects that Kimberly Peacher testified that, after reviewing the project plans, NAS Whidbey Island Air Station had no concerns with the proposed project lighting. As a result, there are no additional light mitigation recommendations applicable to the project.

3. Prior to issuance of the first implementing zoning permit for the project, ~~p~~Provide a landscape design plan to include at a minimum fencing, landscaping and lighting.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the landscape design plan for the project will be provided before the County issues the first implementing zoning permit for the project.

4. Prior to issuance of the first implementing zoning permit for the project, submit plan showing compliance with signage and lighting at access points as recommended by Morrow County Public Works.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the plan for signage and lighting at project access points will be provided before the County issues the first implementing zoning permit for the project.

5. Prior to issuance of the first implementing zoning permit for the project, developer shall, at developer's option, either: (a) construct a right-hand turn lane on Bombing Range Road at the primary site access point in order to minimize traffic hazards; and if the Morrow County Public Works Director determines it is warranted based upon the projected impacts of the development and existing conditions, construct a left-turn refuge lane in the center of Bombing Range Road. Additionally, install signage on Bombing Range Road warning of truck turns/driveways ahead and incorporating flashing signals during poor visibility conditions. Specifications to be agreed upon with concurrence of Morrow County Public Works Director; or (b) enter a written road agreement with Morrow County pursuant to which the County agrees to construct the warranted improvements described in this condition at developer's expense.

EXPLANATION OF PROPOSED EDITS: These edits have been discussed with County staff and will ensure that Applicant has fulfilled its commitments toward providing a right-turn lane and related improvements to Bombing Range Road before the County issues the first implementing zoning permit for the project. Applicant is currently negotiating the terms of the written road agreement with the County.

6. Obtain land use permit for application of industrial wastewater on lands not located on the subject parcel prior to any such application of industrial wastewater.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the land use permit for offsite application of the industrial wastewater from the project before this activity occurs.

7. Obtain land use permit for utility substation prior to issuance of a building permit for the utility substation.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the land use permit for the substation before it is constructed.

8. Obtain land use permit for new transmission lines prior to operation of the new transmission lines.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the required land use permit before the new transmission lines are operated.

9. Obtain access or right of way permit for new transmission line prior to operation of the new transmission lines.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the required permits before the new transmission lines are operated.

10. Prior to development, conduct an archaeological survey with subsurface testing in accordance with CTUIR specifications.

EXPLANATION OF PROPOSED EDITS: No edits proposed to Condition 10. The archaeological subsurface testing will be completed prior to development of the project as set forth in the Zoning Permit. Applicant is currently coordinating this testing with CTUIR.

SUBSEQUENT CONDITIONS:

11. Construct a chain link safety and security fence around the perimeter of the industrial waste water retention pond prior to operation of the retention pond.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the fence is installed before utilizing the IWWW pond.

12. The generators and data center buildings shall be designed, developed and operated so as to comply with applicable Morrow County and Oregon Department of Environmental Quality noise standards.

EXPLANATION OF PROPOSED EDITS: No edits proposed to Condition 12.

13. Comply with requirements of Army Corps of Engineers/Oregon Department Division of State Lands wetland mitigation permit.

EXPLANATION OF PROPOSED EDITS: These edits correct the name of the state agency that has jurisdiction over wetland impact permits.



BY:  PERKINS coie



1120 NW Couch Street
10th Floor
Portland, OR 97209-4128

T +1.503.727.2000
F +1.503.727.2222
PerkinsCoie.com

May 24, 2022

Seth J. King
sking@perkinscoie.com
D. +1.503.727.2024
F. +1.503.346.2024

VIA EMAIL ONLY

Tamra Mabbott
Planning Director
Morrow County
215 NE Main Ave
Irrigon, OR 97844

**Re: Land Use Application
Amendment of County File No. ZP-2956-22
Map No. 4N25E Section 24 Tax Lot 1701**

Dear Tamra:

This office represents Amazon Data Services, Inc. ("ADS"). Enclosed please an application from ADS to amend the zoning permit decision identified as County File No. ZP-2956-22. The application materials consist of the following:

- Completed and signed Morrow County Land Use Application Form
- Completed and signed Agent Authorization Form from ADS
- Receipt for payment of the \$250.00 application fee via County website
- Narrative explaining the proposal with two exhibits:
 - Exhibit 1 - Vicinity Map
 - Exhibit 2 - Notice of Decision for County File No. ZP-2956-22

Upon receipt of this information, we are hopeful that the County will deem the application complete and begin processing it for consideration by the Planning Commission at its meeting scheduled for June 28, 2022. I am ADS' representative and agent in this matter. Please provide me with copies of all notices, correspondence, staff

Tamra Mabbott

May 24, 2022

Page 2

reports, decisions, and public testimony associated with this matter. Let us know if you have questions or if you need any additional information.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'SJK', with a stylized flourish at the end.

Seth J. King

SJK

Encls.

cc: Client (via email) (w/encls.)



LAND USE APPLICATION ZONING PERMIT

APPLICATION IS A REQUEST TO AMEND COUNTY FILE NO. ZP-2956-22

File Number _____ Date Received _____ Date Deemed Complete _____ Fee \$250.00

Applicant / Contractor: Name(s) Amazon Data Services, Inc. c/o Seth J. King at Perkins Coie LLP

Mailing Address 1120 NW Couch Street, Tenth Floor, Portland, OR 97209

Phone 503-727-2024 E-mail address Sking@perkinscoie.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 25E Section 24 Tax Lot 1701 Zoning Designation MG

Physical Address _____

Located within a UGB? No If yes, which city? _____ Legal Access Bombing Range Road

Subdivision/Partition Parcel 1, Partition Plat 2021-25 Lot Width 1045.65' ft Lot Depth 5272.92' ft

Size of Parcel 126.92 acres Size of Tract _____ acres

Proposed Set Backs: Front 972' 7" ft Side 10 ft Side 10 ft Rear 10 ft

Proposed Structures: 1. Data Center Campus w/ associated support structures Sq Ft _____ Bdrms _____ Baths _____
2. _____ Sq Ft _____ Bdrms _____ Baths _____
3. _____ Sq Ft _____ Bdrms _____ Baths _____

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: [Signature] _____ (Applicant / Contractor) _____ (Legal Owner)

Printed: Seth J. King _____ (Applicant / Contractor) _____ (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 _____

APPLICATION IS A REQUEST TO AMEND COUNTY FILE NO. ZP-2956-22

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

AGENT AUTHORIZATION FORM

Property Description: Map No. 4N25E Section 24 Tax Lot 1701, Morrow County, Oregon

Property Owner Name: Amazon Data Services, Inc.

The undersigned, owner of record of the above-described property, does hereby authorize Seth King of Perkins Coie LLP to act on owner's behalf and take all actions necessary for the processing, review, and approval of zoning permit and land partition applications for the property.

Property Owner's Address (if different than property above):
410 Terry Ave N, Seattle, WA 98109

Authorized Signature:  _____

Print Name: Nat Sahlstrom _____

Title: Authorized Signatory _____

Date: May 24, 2022 _____



Rapp, Reagan S. (POR)

From: support@pointandpay.com
Sent: Tuesday, May 24, 2022 11:38 AM
To: Rapp, Reagan S. (POR)
Subject: Your Receipt

Greetings,

Morrow County thanks you for your payment. For questions about your account, please call 541-922-4624

Your payment ID is: 114889045

Items Paid For:

Description: Permits
Amount Paid: \$250.00
Applicant Name: Amazon Data Services, Inc.

Customer Information:

First Name: Portland
Last Name: Perkins Coie
Address Line 1: 1201 Third Avenue, Suite 4900
Address Line 2:
City: Seattle
State: Washington
Zip Code: 98101-3095
Phone Number: 503-727-2137
Email Address: Rrapp@perkinscoie.com

Payment Information:

Subtotal: \$250.00
Fee Total: \$7.50
Total: \$257.50
Datetime: 05/24/2022 11:37:47

**BEFORE THE PLANNING COMMISSION
FOR MORROW COUNTY, OREGON**

In the Matter of a Request to Amend the Conditions of Approval for Morrow County File No. ZP-2956-22 for an Industrial Campus Development on Approximately 126 Acres of Real Property, Including Public Right-of-Way, Generally Located on the West Side of Bombing Range Road South of Wilson Lane SE in Section 24, Township 4N, Range 25E, Willamette Meridian.

NARRATIVE IN SUPPORT OF THE APPLICATION FILED BY AMAZON DATA SERVICES, INC.

I. Introduction and Description of Request.

Amazon Data Services, Inc. (“Applicant”), submits this application (“Application”) requesting that Morrow County (“County”) amend the zoning permit approval identified as County File No. ZP-2956-22 (“Zoning Permit”), which became final on or about April 7, 2022, to provide more specific deadlines for satisfying the precedent conditions of approval for the Zoning Permit. This narrative identifies and explains the proposed edits to the conditions of approval. No other changes are proposed to the development approved in the Zoning Permit, and the edited conditions of approval will not adversely affect compliance with any applicable approval criteria. Therefore, the Planning Commission should approve the Application.

II. Description of Subject Property and Surrounding Area.

The Property is the same as that considered in the Zoning Permit proceeding. The Property is comprised of Tax Lot 1701 in Section 24 of Township 4 North, Range 25 East, Willamette Meridian. It is located on the west side of Bombing Range Road south of Wilson Lane SE. An aerial map of the Property and surrounding vicinity is attached as Exhibit 1.

The Property is not located inside an Urban Growth Boundary (“UGB”) for a city. The Property is zoned General Industrial (MG). Surrounding properties are utilized for farmland.

III. County File No. ZP-2956-22.

On February 7, 2022, Applicant filed an application with the County requesting approval of the Zoning Permit, which proposed development of an industrial campus master plan on the Property. The master plan included data center buildings and all proposed primary and accessory uses/buildings (other than the electrical substation). The master plan would be implemented by a series of building- and use-specific zoning permit applications which would be reviewed and processed by County Planning staff to ensure consistency with the Zoning Permit.

On March 29, 2022, the Planning Commission held a public hearing and unanimously approved the Zoning Permit, subject to 13 conditions of approval. The decision identified Conditions 1-10 as Conditions Precedent, and Conditions 11-13 as Conditions Subsequent, but it did not provide further specificity regarding the deadline(s) for implementing these conditions.

On April 7, 2022, the County issued a notice of decision for the Zoning Permit. A copy of this notice of decision, which includes the original conditions of approval, is attached as Exhibit 2. No one timely appealed the Planning Commission's decision for the Zoning Permit, so it is final.

IV. Proposed Edits to Conditions of Approval.

After obtaining approval of the Zoning Permit, Applicant engaged in discussions with County Planning and Public Works staff regarding the implementation of the Zoning Permit conditions of approval. Through these discussions, Applicant concluded that the conditions did not adequately specify deadlines for compliance. For example, although Conditions 1-10 are "Precedent Conditions," meaning they must be satisfied before an event occurs, they do not define which event that is. Moreover, given that the project is a large-scale, complex, phased development and that certain conditions require obtaining permits that only apply to certain phases of the project, Applicant determined that it did not make sense to have a single deadline that applied to all conditions. Accordingly, after conferring with staff, Applicant has proposed edits to the Zoning Permit conditions of approval to include specific compliance deadlines for each of the Precedent Conditions. These deadlines will ensure that the conditions are duly satisfied. They will also protect the public interest by ensuring that the requisite approvals for each phase of the project are obtained before Applicant proceeds with that phase.

The Planning Commission has the authority to consider this amendment to the Zoning Permit because the Planning Commission had jurisdiction over the Zoning Permit.

This Application does not propose any other changes to the development approved in the Zoning Permit, and the edited conditions of approval will not adversely affect compliance with any applicable approval criteria. Therefore, the Planning Commission should approve the Application.

Below, Applicant identifies and explains the proposed edits (proposed additions shown in underline format, and proposed deletions shown in strike-through format):

PRECEDENT CONDITIONS:

1. Prior to issuance of the first implementing zoning permit for the project, ~~s~~Submit a lighting plan and glare analysis. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the lighting plan and glare analysis for the project will be submitted before the County issues the first implementing zoning permit for the project.

2. Prior to issuance of the first implementing zoning permit for the project, ~~c~~Comply with light mitigation recommendations of NAS Whidbey Island Air Station, if necessary, to mitigate impacts to flight operations at the US Naval Bombing Range.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that, if applicable, Applicant complies with the light mitigation recommendations of NAS Whidbey Island Air Station before the County issues the first implementing zoning permit for the project. The record reflects that Kimberly Peacher testified that, after reviewing the project plans, NAS Whidbey Island Air Station had no concerns with the proposed project lighting. As a result, there are no additional light mitigation recommendations applicable to the project.

3. Prior to issuance of the first implementing zoning permit for the project, ~~p~~Provide a landscape design plan to include at a minimum fencing, landscaping and lighting.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the landscape design plan for the project will be provided before the County issues the first implementing zoning permit for the project.

4. Prior to issuance of the first implementing zoning permit for the project, submit plan showing cCompliance with signage and lighting at access points as recommended by Morrow County Public Works.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the plan for signage and lighting at project access points will be provided before the County issues the first implementing zoning permit for the project.

5. Prior to issuance of the first implementing zoning permit for the project, developer shall, at developer's option, either: (a) cConstruct a right-hand turn lane on Bombing Range Road at the primary site access point in order to minimize traffic hazards; and if the Morrow County Public Works Director determines it is warranted based upon the projected impacts of the development and existing conditions, construct a left-turn refuge lane in the center of Bombing Range Road. Additionally, install signage on Bombing Range Road warning of truck turns/driveways ahead and incorporating flashing signals during poor visibility conditions. Specifications to be agreed upon with concurrence of Morrow County Public Works Director; or (b) enter a written road agreement with Morrow County pursuant to which the County agrees to construct the warranted improvements described in this condition at developer's expense.

EXPLANATION OF PROPOSED EDITS: These edits have been discussed with County staff and will ensure that Applicant has fulfilled its commitments toward providing a right-turn lane and related improvements to Bombing Range Road before the County issues the first implementing zoning permit for the project. Applicant is currently negotiating the terms of the written road agreement with the County.

6. Obtain land use permit for application of industrial wastewater on lands not located on the subject parcel prior to any such application of industrial wastewater.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the land use permit for offsite application of the industrial wastewater from the project before this activity occurs.

7. Obtain land use permit for utility substation prior to issuance of a building permit for the utility substation.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the land use permit for the substation before it is constructed.

8. Obtain land use permit for new transmission lines prior to operation of the new transmission lines.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the required land use permit before the new transmission lines are operated.

9. Obtain access or right of way permit for new transmission line prior to operation of the new transmission lines.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the County approves the required permits before the new transmission lines are operated.

10. Prior to development, conduct an archaeological survey with subsurface testing in accordance with CTUIR specifications.

EXPLANATION OF PROPOSED EDITS: No edits proposed to Condition 10. The archaeological subsurface testing will be completed prior to development of the project as set forth in the Zoning Permit. Applicant is currently coordinating this testing with CTUIR.

SUBSEQUENT CONDITIONS:

11. Construct a chain link safety and security fence around the perimeter of the industrial waste water retention pond prior to operation of the retention pond.

EXPLANATION OF PROPOSED EDITS: These edits will ensure that the fence is installed before utilizing the IWWW pond.

12. The generators and data center buildings shall be designed, developed and operated so as to comply with applicable Morrow County and Oregon Department of Environmental Quality noise standards.

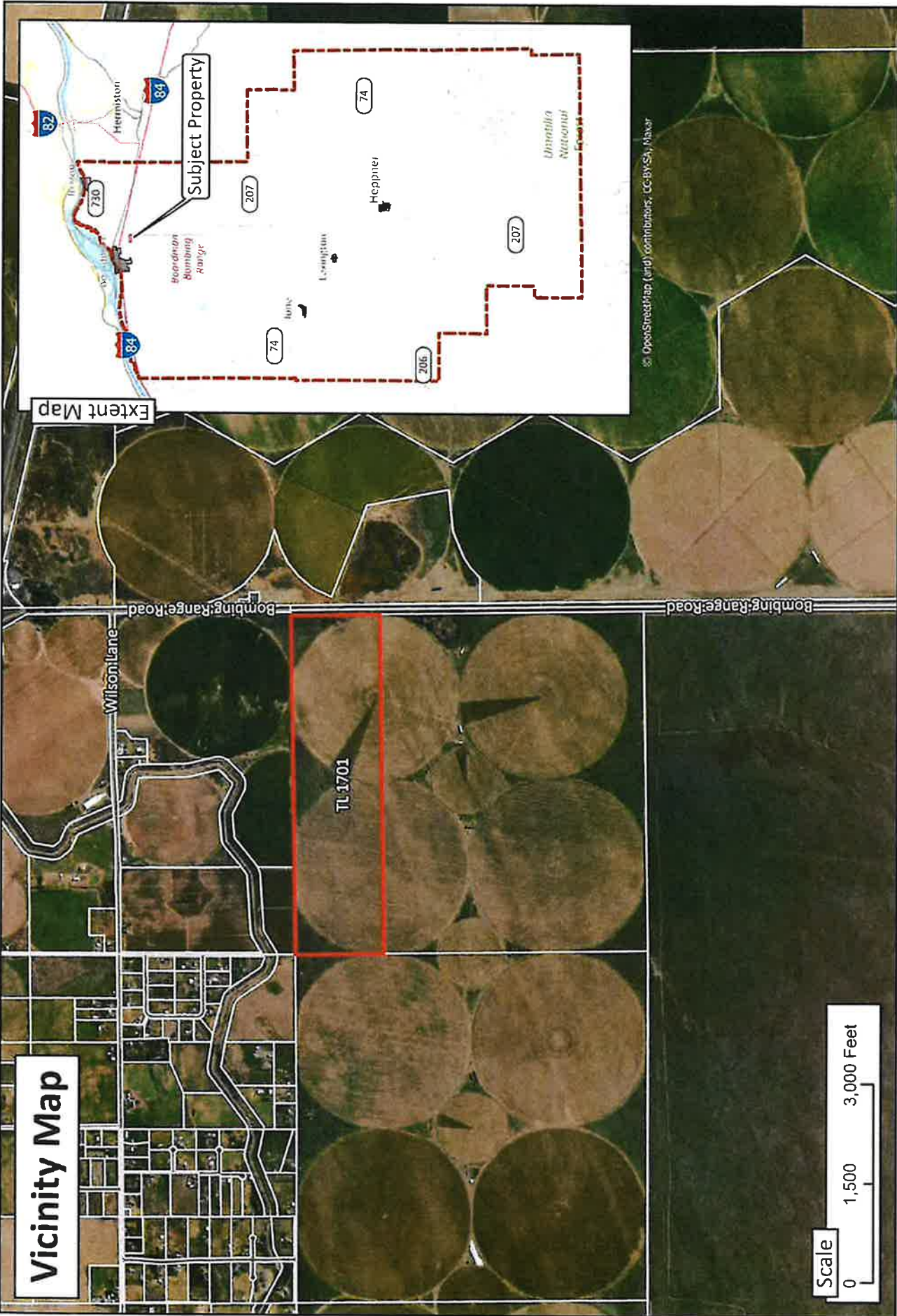
EXPLANATION OF PROPOSED EDITS: No edits proposed to Condition 12.

13. Comply with requirements of Army Corps of Engineers/Oregon Department Division of State Lands wetland mitigation permit.

EXPLANATION OF PROPOSED EDITS: These edits correct the name of the state agency that has jurisdiction over wetland impact permits.

V. Conclusion.

For the reasons set forth above, the proposed edits provide greater clarity to Applicant, the County, and the community regarding the schedule for complying with the precedent conditions of the Zoning Permit and will not adversely affect compliance with any approval criteria. As a result, the County should approve the Application as proposed.



Vicinity Map

Extent Map



Legend

Tax Lot Subject Property

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



Cartography By: Stephen Wreatics
Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic

Date Saved: 7/27/2021 3:33 PM

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PLANNING DEPARTMENT

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

VIA EMAIL

April 7, 2022

Jesse Walt
Yost Grube Hall Architecture
707 SW Washington Street, Suite 1200
Portland, Oregon 97205

RE: ZP-2956-22 Amazon Data Services

Dear Mr. Walt:

At their regular meeting on March 29, 2022 the Morrow County Planning Commission approved Land Use Decision ZP-2956-22 on property described as Tax lot 1701 of Assessor's Map 4N 25 24 on land located in the General Industrial (EFD) zone. The request was to approve a master plan, including the type and general location of all proposed primary and accessory uses and buildings (other than the electrical substation).

The application was approved subject to the following Conditions of Approval:

PRECEDENT CONDITIONS:

1. Submit a lighting plan and glare analysis. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity.
2. Comply with light mitigation recommendations of NAS Whidbey Island Air Station, if necessary, to mitigate impacts to flight operations at the US Naval Bombing Range.
3. Provide a landscape design plan to include at a minimum fencing, landscaping and lighting.
4. Comply with signage and lighting at access points as recommended by Morrow County Public Works.
5. Construct a right-hand turn lane on Bombing Range Road at the primary site access point in order to minimize traffic hazards; and if the Morrow County Public Works Director determines it is warranted based upon the projected impacts of the development and existing conditions, construct a left-turn refuge lane in the center of Bombing Range Road. Additionally, install signage on Bombing Range Road warning of truck turns/driveways ahead and incorporating flashing signals during poor visibility conditions. Specifications to be agreed upon with concurrence of Morrow County Public Works Director.

6. Obtain land use permit for application of industrial wastewater on lands not located on the subject parcel.
7. Obtain land use permit for utility substation.
8. Obtain land use permit for new transmission lines.
9. Obtain access or right of way permit for new transmission line.
10. Prior to development, conduct an archaeological survey with subsurface testing in accordance with CTUIR specifications.

SUBSEQUENT CONDITIONS:

1. Construct a chain link safety and security fence around the perimeter of the industrial waste water retention pond.
2. The generators and data center buildings shall be designed, developed and operated so as to comply with applicable Morrow County and Oregon Department of Environmental Quality noise standards.
3. Comply with requirements of Army Corps of Engineers/Oregon Division of State Lands wetland mitigation permit.

If you do not agree with this decision an appeal to the Morrow County Board of Commissioners may be filed within 15 days of date of this letter. The appeal deadline is close of business, 5:00 p.m. April 22, 2022.

If you have any questions, please feel free to give me a call at (541) 922-4624 or email tmabbott@co.morrow.or.us.

Best wishes with your project.

Cordially,



Tamra Mabbott
Planning Director

Cc: Seth King, Attorney
Participating Parties

enc: Final Findings of Fact, Vicinity Map

FINAL FINDINGS OF FACT
ZONING PERMIT
Application No. ZP-2956-22

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

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

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

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

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

FINDINGS OF FACT:

I. BACKGROUND INFORMATION:

The subject property is 126.92 acres zoned General Industrial.

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

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

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

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

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

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

Previous Land Use Approvals:

On August 3, 2021, the Planning Commission determined that, pursuant to ORS 197.713, the subject site is eligible for industrial development and construction of buildings of any size and type, including accessory uses subordinate to the industrial development, because the subject site was planned and zoned for industrial purposes January 1, 2004, and because it met the applicable locational requirements under the statute.. See County File LUD-N-38-21.

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

II. APPROVAL CRITERIA MORROW COUNTY ZONING ORDINANCE

MCZO Criteria are shown below in bold highlight followed by response in standard print.

1.050. ZONING PERMIT.

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

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

3070.A. - Uses Permitted Outright.

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

16. Data center

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

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

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

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

1. The proposed use will comply with all applicable M-G development standards.
2. The primary data center use will be concentrated on the eastern portion of the subject property, which results in a buffer of a considerable distance (several acres) between these buildings and the residential lot.

3. The proposed use will utilize an access to and from Bombing Range Road, which is located on the eastern side of the subject property and not adjacent to residential lands. Trips related to the use will not typically travel by or near the residential area to the north.
4. The data center buildings will be designed to minimize adverse impacts on surrounding properties, such as noise, odor, dust, vibration, blasting, vapor, or bright lights.
5. The data center campus will be fenced and landscaped, which will provide screening.

The Planning Commission finds that the conditions of approval adopted below will ensure compatibility with residential areas.

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

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

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

1. **Lot size and frontage: A minimum lot size has not been determined for this zone although the lot must be of a size necessary to accommodate the proposed use, however, it is anticipated that most, if not all uses will be sited on lots of at least two acres. The determination of lot size will be driven by the carrying capacity of the land given the proposed use. Minimum lot frontage shall be 300 feet on an arterial or collector; 200 feet on a local street.**
 - a. Lot size: 126.92 acres
 - b. Lot Frontage: Approximately 1,045 feet
2. **Setbacks: No specific side or rear yard setbacks are identified within this zone but may be dictated by provisions of the Building Code or other siting requirements. The minimum setback between a structure and the right-of-way of an arterial shall be 50 feet. The minimum setback of a structure from the right-of-way of a collector shall be 30 feet, and from all lower-class streets**

the minimum setback shall be 20 feet. There shall be no setback requirement where a property abuts a railroad siding or spur if the siding or spur will be utilized by the permitted use.

a. Right of Way setback to nearest building: 927 feet. This standard is met.

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

a. No streams or lakes have been identified on site. Additionally, no wetlands are located on the site according to County inventories. Wetlands map is included in the record. The landowner is coordinating with the Oregon Department of State Lands and the U.S. Army Corps of Engineers regarding potential impacts to wetlands and waters within the jurisdiction of those agencies.

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

- a. A security fence is provided at the perimeter of the site with a dense picket arrangement. A chain link safety fence is provided at the perimeter of the industrial waste water retention pond. Additional landscape buffering will be provided as shown on the landscape plan.
- b. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity.
- c. The generators and data center buildings shall be designed, developed and operated so as to comply with applicable Morrow County and Oregon Department of Environmental Quality noise standards.

These requirements are also included as conditions of approval below.

3070.E. Transportation Impacts

1. Traffic Impact Analysis (TIA). In addition to the other standards and conditions set forth in this section, a TIA will be required for all projects generating more than 400 passenger car equivalent trips per day. Heavy vehicles B trucks, recreational vehicles and buses B will be defined as 2.2 passenger car equivalents. A TIA will include: trips generated by the project,

trip distribution for the project, identification of intersections for which the project adds 30 or more peak hour passenger car equivalent trips, and level of service assessment, impacts of the project, and, mitigation of the impacts. If the corridor is a State Highway, use ODOT standards. (MC-C-8-98)

- a. The original application did not include a traffic study. Prior to the first hearing, applicant acknowledged that a traffic impact analysis was warranted based on the county standard for all developments that exceed 400 average daily trips. Applicant hired Parametrix to conduct a Traffic Impact Analysis. A copy of the TIA is included in the record. In the TIA, Parametrix evaluated the projected trip impacts of the project on nearby intersections and determined that, after build-out, trips associated with the project would not cause any intersections to fail to meet County level of service standards. Parametrix also determined that the site driveways would operate consistent with County level of service standards during the PM peak hour. For these reasons, Parametrix recommended that no off-site mitigation measures be required to the transportation system to offset the impacts of the project. The TIA further demonstrated how the trip distribution from the project would generally be to the north on Bombing Range Road and would not adversely impact residentially-zoned properties, which are located to the northwest.

The Morrow County Public Works Director evaluated the project, the TIA, and existing conditions and submitted an email dated March 29, 2022 into the record. In the memo, the Director questioned some assumptions and whether the recommendation was accurate. For example, the Director questioned whether the urban standard was applicable in this rural setting and also the AM and PM peak hours did not apply. Based on these and other questions about the traffic analysis, the Director recommended a right turn lane and signs be installed to ensure safe operations on Bombing Range Road. The Planning Commission also recommended that a center refuge turn lane be installed. At the March 29, 2022, public hearing, the landowner's representative testified that the landowner did not believe these measures were warranted based upon the projected impacts of the project but agreed to accept them as conditions of approval, provided that the center refuge turn lane was contingent upon further analysis and findings by the Public Works Director based upon the projected impacts of the development and existing conditions. The applicant's representative also inquired whether existing right-of-way was adequate to accommodate the additional lane(s). County staff testified that existing right-of-way is 150 feet in this location. The Planning Commission finds that no one testified that a right-of-way dedication or acquisition would be required. Accordingly, the Planning Commission has not imposed a condition requiring dedication or acquisition of right-of-way.

The Planning Commission has adopted the remaining transportation mitigation measures accepted by the applicant as conditions of approval below.

SECTION 4.010. ACCESS.

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

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

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

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

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

a. Lot Frontage: Approximately 1,045 feet. This standard 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.**

a. Bombing Range Road is the proposed access. Bombing Range Road is a county road. Applicant has obtained County approval for two access driveways on the subject property. See attached. The applicant testified that the primary access driveway is sufficiently deep (nearly 1000 feet to the security checkpoint) to permit extensive on-site queueing which will alleviate the potential of queueing on Bombing Range Road. As noted above, the Public Works Director recommended additional off-site transportation mitigation measures to ensure safe operations on Bombing Range Road,

especially during periods of higher congestion and/or foggy conditions, and the applicant agreed to accept same. The Planning Commission has adopted these measures as conditions of approval below.

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

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

ADDITIONAL ISSUES:

The Planning Commission adopts findings addressing the following additional issues raised during these proceedings:

1. At the March 29, 2022 Planning Commission hearing for this matter, Jonathan Tallman challenged Chair Jeff Wenholz's participation in the proceedings on the grounds that Chair Wenholz is also a Director serving on the Board of Umatilla Electric Cooperative and thus, according to Mr. Tallman, has a conflict of interest. Chair Wenholz responded that there was no chance that the application would result in personal financial gain to him, so there would be no conflict of interest. He also stated he could and would be unbiased in his review of the materials. For these reasons, Chair Wenholz did not recuse himself.
2. Also on March 29, 2022, Mr. Tallman requested that the Planning Commission leave the record open to allow additional time to respond to materials submitted by the applicant. Because the hearing was not the first evidentiary hearing for the application, the Planning Commission determined that it was not required to hold the record open. The Planning Commission further found that it was not necessary to hold the record open because the applicant had submitted its supplemental application materials nearly two weeks before the March 29, 2022, hearing, and those materials were available on the County website. For these reasons, the Planning Commission denied Mr. Tallman's request.
3. The Planning Commission denies the remaining contentions raised by Mr. Tallman in his letters dated February 21, 2022, and March 29, 2022, for the reasons set forth in, and based upon the evidence referenced in, the letter from Seth King dated March 28, 2022, and the additional oral testimony presented by Mr. King at the March 29, 2022, Planning Commission public hearing.

- III. AGENCIES NOTIFIED:** Eric Imes, Morrow County Public Works Director; Anne Debbaut, DLCD Region Representative; State Fire Marshall; City of Boardman; City of Irrigon; Mike Gorman, County Assessor; Glenn

McIntire, County Building Official; Justin Nelson, County Counsel; Lisa Mittelsdorf, Mark Patton, Jacob Cain, Port of Morrow; Kimberly Peacher, NAS Whidbey Island; Boardman Fire District, Tom Lapp, ODOT Permit Specialist, Pendleton; Teresa Penninger, ODOT Region 5 Planning Manager.

IV. AGENCY AND PUBLIC COMMENTS and SUPPLEMENTAL APPLICATION MATERIALS:

- a. February 21, 2022 letter with attachments from Jonathan Tallman, opposing project.
- b. February 14, 2022 email from Kimberly Peacher, Community Planning & Liaison Officer, Northwest Training Range Complex, US Navy, indicating she would like to review the lighting plan.
- c. February 17, 2022 email from Kristen Tiede, Archaeologist, CRPP, requesting an archaeological survey and subsurface testing prior to development.
- d. March 17, 2022 letter from Attorney Seth King and supplemental materials for application, including Traffic Impact Analysis, Letter from Jacob Cain, PE, Port of Morrow, regarding operation of wastewater system.
- e. US Army Corps of engineers/Oregon Division of State Lands Joint Permit Application to allow construction of an access road in 1.41 acres in state-jurisdictional wetlands. Received March 9, 2022.
- f. March 28, 2022 letter from Attorney Seth King responding to opposition and including Statutory Warranty Deed, Purchase and Sale Agreement and letter from Lisa Mittelsdorf, Director of Economic Development, Port of Morrow.
- g. March 29, 2022 email from Morrow County Public Works Director, Eric Imes, recommending signage and a right-hand turn lane.
- h. March 29, 2022 letter from Jonathan Tallman

V. LEGAL NOTICE PUBLISHED:

February 1, 2022 East Oregonian
February 2, 2022 Heppner Gazette

VI. PROPERTY OWNERS NOTIFIED: January 24, 2022

VII. PUBLIC HEARINGS:

Planning Commission public hearing on February 22, 2022;
Hearing Continued to March 29, 2022

VIII. CONDITIONS OF APPROVAL:

PRECEDENT CONDITIONS:

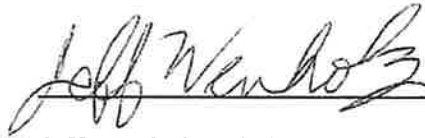
1. Submit a lighting plan and glare analysis. Lighting should be designed, installed and operated so as to minimize glare onto residential areas and general vicinity
2. Comply with light mitigation recommendations of NAS Whidbey Island Air Station, if necessary, to mitigate impacts to flight operations at the US Naval Bombing Range.
3. Provide a landscape design plan to include at a minimum fencing, landscaping and lighting.
4. Comply with signage and lighting at access points as recommended by Morrow County Public Works.
5. Construct a right-hand turn lane on Bombing Range Road at the primary site access point in order to minimize traffic hazards; and if the Morrow County Public Works Director determines it is warranted based upon the projected impacts of the development and existing conditions, construct a left-turn refuge lane in the center of Bombing Range Road. Additionally, install signage on Bombing Range Road warning of truck turns/driveways ahead and incorporating flashing signals during poor visibility conditions. Specifications to be agreed upon with concurrence of Morrow County Public Works Director.
6. Obtain land use permit for application of industrial wastewater on lands not located on the subject parcel.
7. Obtain land use permit for utility substation.
8. Obtain land use permit for new transmission lines.
9. Obtain access or right of way permit for new transmission line.
10. Prior to development, conduct an archaeological survey with subsurface testing in accordance with CTUIR specifications.

SUBSEQUENT CONDITIONS:

11. Construct a chain link safety and security fence around the perimeter of the industrial waste water retention pond.
12. The generators and data center buildings shall be designed, developed and operated so as to comply with applicable Morrow County and Oregon Department of Environmental Quality noise standards.
13. Comply with requirements of Army Corps of Engineers/Oregon Division of State Lands wetland mitigation permit.

DECISION OF THE PLANNING COMMISSION:

For the reasons set forth in these Findings and subject to the above-stated Conditions of Approval, the Planning Commission approves the requested zoning permit.

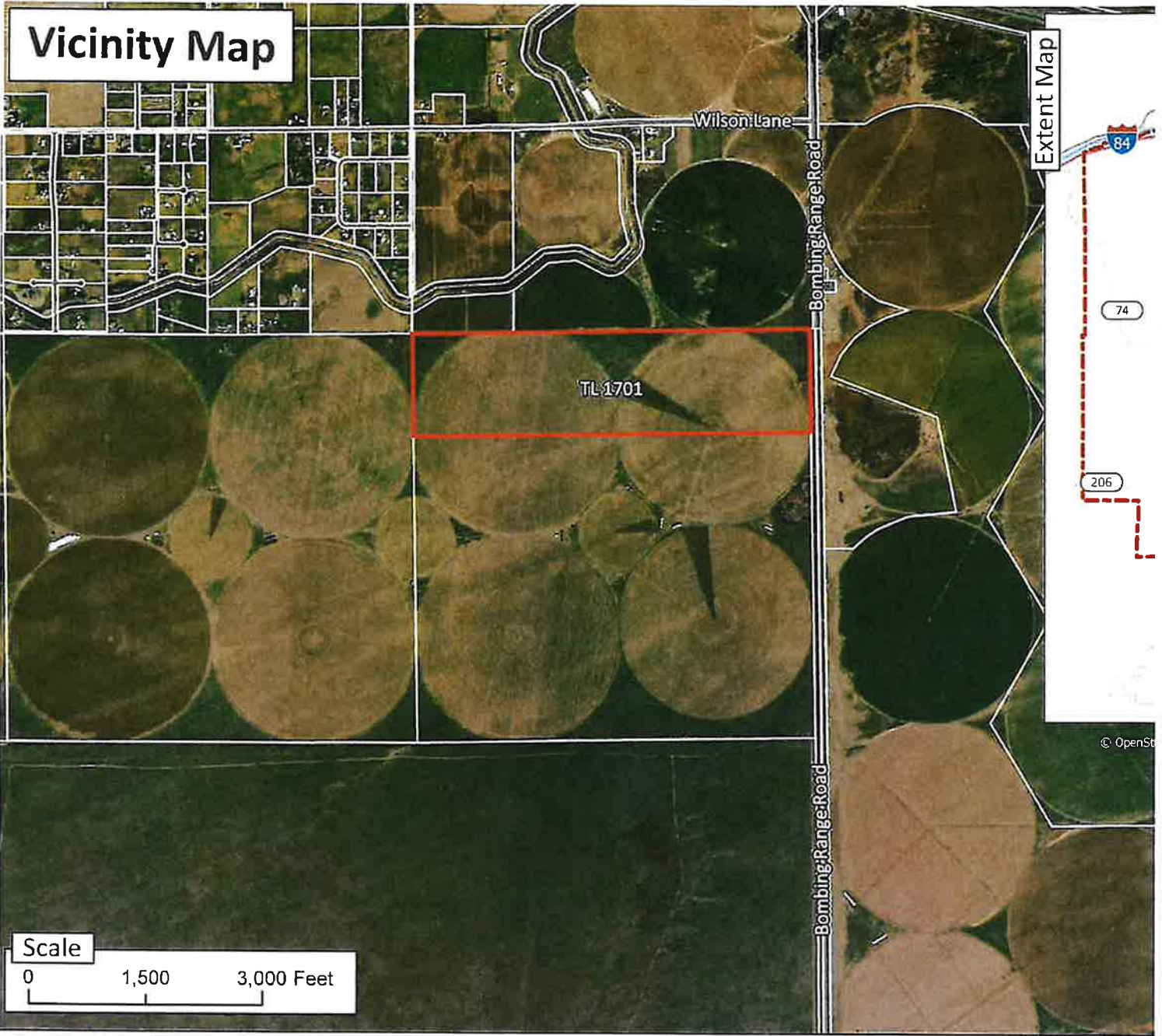


Jeff Wenholz, Chair
Morrow County Planning Commission



Date

Vicinity Map, Property Owner Map, Wetlands Map, Site Plan Layout, Access Permits are included in the record but are not attached to these Findings.



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

Legend

Tax Lot Subject Property

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

Car Morr Coordin. Pi



MEMORANDUM

To: Morrow County Board of Commissioners
From: Tamra Mabbott, Planning Director
CC: Planning Commission
BOC Date: May 11, 2022
RE: Monthly Planning Update

Planning Commission Update

Planning Commission held their April 26, 2022 meeting in Heppner, providing both in person and virtual (Zoom) participation. One application was approved and commission had a work session on a variety of topics.

On May 4th, Board appointed a new Planning Commission member, Mary Commission is now full membership with 9 members representing communities across county.

Current Planning Activity May 2022

- Zoning Permits – 7
- Land Use Compatibility Reviews – 5
- Rural Address Permits – 1
- Variance (Hardship) – 1
- Agriculture Building Permit Exemption – 1
- Zone Change – 1 Preapplication Meeting
- Pre-Application Meetings (Energy Projects) – 3

Code Enforcement Activity

- 4 new complaints- Zoning violations, solid waste, garbage, junk and general nuisance
- 2 complaints- Garbage & Debris, General Nuisance
- 1 Complaint- Commercial Business complaint in residential zone
- 1 Complaint- Solid waste
- 3 cases closed – Properties have been cleaned up,
- 2 code cases closed- overgrown weeds and debris causing fire hazards were properly removed.
- 1 code case closed- Commercial business with garbage being blown around by wind, at times impacting travel on Interstate 84. Business is making progress and will continue to work on keeping it cleaned up.
- 1 Court Case Continued- Making Progress with removal of garbage and vehicles. RV removed from property as requested. Court Date scheduled.
- Communicating with 8 non-permitted trucking business operations located in residential zones.
- Other outstanding/ongoing cases - 38



Energy Projects

Staff continue to coordinate and host pre-application meetings for permitting new solar and other energy developments. List of pending and approved projects can be found here:

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

Grants Round Up

March 15th was the kick off meeting for the Housing Implementation Plan project for Willow Creek Valley, including city and county staff and consultant ECONw. A schedule of public meeting dates will be released later. Residents of lone, Lexington and Heppner communities interested in the project please contact City Hall or County Planning Department. Staff are working on the Request for Proposal to work on the Goal 9 Economic Development plan for lone, Lexington and Heppner.

Access Permit Coordination

Planning and Public Works staff are working together to streamline the permitting process for access permits, including updating forms and adding geographic coordinates that link rural addresses and driveways. The two departments are beginning to study more closely two roadways that have potential for significant new developments and associated traffic – Tower Road and Bombing Range Road. An Interchange Area Management Plan is under consideration.

Water and Land Use

Staff are involved with Lower Umatilla Basin Groundwater Management (LUBGWMA) Committee as ongoing members. And involvement in LUBGWMA Subcommittee which has secured funds to hire a post doctoral level person to study the nitrate data.

Data Dashboard and Broadband Action Team



Stephen Wrecsics, GIS and Planner Tech recently developed a dashboard for Morrow County. Available here: www.co.morrow.or.us/planning/page/dashboards

The Morrow County Broadband Action Team has been working to put together digital resources for members of our community. The Story Map created for the project has gone live here: www.morrowbroadband.org

New Building: Staff are eager to help with the ribbon cutting ceremony for the new Irrigon Building.

Answers to last month's trivia question: How many unlicensed, inoperable vehicles are allowed to be stored outside on a single parcel? Two.



MEMORANDUM

To: Morrow County Board of Commissioners
From: Tamra Mabbott, Planning Director
CC: Planning Commission
BOC Date: June 8, 2022
RE: Monthly Planning Update

Mission Statement

Planning team is pleased to announce our department’s 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.

Planning Commission Update

Planning Commission did not meet in May. June 28th meeting will be held in Heppner. Zoom will continue to be an option for participation.

Current Planning Activity Month of May 2022

- Zoning Permits – 2
- Land Use Compatibility Reviews – 17
- Agriculture Building Permit Exemption – 1
- Zone Change – 2
- Pre-Application Meetings – 2

Code Enforcement Activity

- 4 new complaints- Zoning violations, solid waste, garbage, junk and general nuisance
- 2 complaints- Garbage & Debris, General Nuisance
- 1 Complaint- Commercial Business complaint in residential zone
- 1 Complaint- Solid waste
- 3 cases closed – Properties have been cleaned up,
- 2 code cases closed- overgrown weeds and debris causing fire hazards were properly removed.
- 1 code case closed- Commercial business with garbage being blown around by wind, at times impacting travel on Interstate 84. Business is making progress and will continue to work on keeping it cleaned up.
- 1 Court Case Continued- Making Progress with removal of garbage and vehicles. RV removed from property as requested. Court Date scheduled.
- Communicating with 8 non-permitted trucking business operations located in residential zones.
- Other outstanding/ongoing cases - **38**



Energy Projects

Staff continue to coordinate and host pre-application meetings for permitting new solar and other energy developments. List of pending and approved projects can be found here:

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

Access and Transportation

Planning and Public Works are hosting an informal discussion on July 14th about Tower Road and the Interstate 84 Impacts. Staff has received commitment that Oregon Department of Transportation (ODOT) will fund a formal Interchange Area Management Plan next year.

Umatilla Army Depot

Planning staff continue to provide support on matters related to the future transfer of the US Army lands to the Columbia Development Authority (CDA).

Grants and Grant Writing

Staff have provided support on various grant writing services which will result in county selecting a person or firm(s) to assist with future grant writing efforts.



Data Dashboard Stephen Wrecsics, GIS and Planner Tech recently developed a dashboard for Morrow County. Available here: www.co.morrow.or.us/planning/page/dashboards
The dashboard is available for anyone to use. Stephen Wrecsics can answer questions at (541) 922-4624.

New Morrow County Building: On May 26th, Planning staff helped host the ribbon cutting ceremony for the new North Morrow Government Center Building in Irrigon. Photos below show County Commissioners, Sheriff and Undersheriff and Stephanie Case, Planner II. Bottom photo includes the architecture and design team, County Administrator, Darrell Green and representatives of Fortis Construction, General Contractor. Many residents of Irrigon attended to welcome the new addition to their city.



Rev Date: April 20, 2022

**MORROW COUNTY
LAND USE INFORMATION SHEET**

**RE: Utility Facilities including Power Generation
Utility Facility Transmission Lines
Utility Service Lines**

The purpose of this information sheet is to clarify the definitions and processes for permitting utility facilities and utility facility service lines or transmission lines, in Morrow County. The permitting process varies depending upon the precise definition of the proposed use. Applicants are encouraged to coordinate with staff to concur about the appropriate definition and use category and then proceed with the appropriate permit application.

DEFINITIONS MCZO Article 1 Section 1.030

Utility Facility Necessary for Public Service

“Any facility owned or operated by a public, private or cooperative company for the transmission, distribution or processing of its products or for the disposal of cooling water, waste or by-products, and including major trunk pipelines, water towers, sewage lagoons, cell towers, electrical transmission facilities (except transmission towers over 200’ in height) including substations not associated with a commercial power generating facility, and other similar facilities.”

Utility Facility service lines. Utility lines of the necessary voltage to serve the area, including those up to 230 kilovolts, and associated facilities or structures that ultimately end at the point where the utility service is received by the customer, and that are located on one or more of the following:

1. A public right-of-way;
2. Land immediately adjacent to a public right-of-way, provided the written consent of all adjacent property owners has been obtained; or
3. The property to be served by the utility.

Net Metering Power Facility. A facility for the production of energy that:

1. Generates energy using means such as solar power, wind power, fuel cells, hydroelectric power, landfill gas, digester gas, waste, dedicated energy crops available on a renewable basis or low-emission, nontoxic biomass based on solid organic fuels from wood, forest or field residues but no including the production of biofuel in all zones which allows “Farm Use” and in the Exclusive Farm Use zone;
2. Is intended to offset part of the customer-generator’s requirements for energy;
3. Will operate in parallel with a utility’s existing transmission and distribution facilities;
4. Is consistent with generating capacity regulations as well as any other applicable requirements;
5. Is located on the same tract as the use(s) to which it is accessory and the power generating facility, tract, and use(s) are all under common ownership and management.

Non-commercial/Stand Alone Power Generating Facility. A facility for the production of energy that is similar to a net metering power facility except that:

1. Is intended to provide all of the generator’s requirements for energy for the tract or the specific lawful accessory use that it is connected to; and
2. Operates as a standalone power generator not connected to a utility grid.

APPLICABLE OREGON LAWS AND ADMINISTRATIVE RULES

ORS 215.283 (1) Uses permitted in exclusive farm use zones in nonmarginal lands counties [Morrow County].

(1)(c) “Utility facilities necessary for public service, including wetland waste treatment systems but not including commercial facilities for the purpose of generating electrical power for public sale or transmission towers over 200 feet in height. A utility facility necessary for public service may be established as provided in ORS 215.275.”

(1)(i) “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 created.”

(1)(u) “Utility facility service lines. 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.”

ORS 215.283 (2) The following nonfarm uses may be established, subject to the approval of the governing body or its designee in any area zoned for exclusive farm use subject to ORS 215.296.

(2)(g) “Commercial utility facilities for the purpose of generating power for public use by sale.”

(2)(m) “Transmission towers over 200 feet in height.”

ORS 215.296 Standards for approval of certain uses in exclusive farm use zones . . .

(1) “A use allowed under . . . ORS 215.283 (2) may be approved only where the local governing body or its designee finds that the use will not:

- (a) Force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; or
- (b) Significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.”

(2) “An applicant for a use allowed under . . . ORS 215.283 (2) may demonstrate that the standards for approval set forth in subsection (1) of this section will be satisfied through the imposition of conditions. Any conditions so imposed shall be clear and objective.”

ORS 215.274 Associated Transmission Lines

- (1) As used in this section has the meaning given that term in ORS 469.300.
- (2) An associated transmission lines is necessary for public service if an applicant for approval under ORS 215.283(1)(c)(B) demonstrates to the governing body of a county or its designee that the associated transmission line meets:
 - A. At least one of the requirements listed in subsection (3) of this section; or
 - B. The requirements described in subsection (4).
- (3) The governing body of a county or its designee shall approve an application under this section if an applicant demonstrates that the entire rout of the associated transmission line meets at least one of the following requirements:
 - A. The line is not located on high-value farmland, as defined in ORS 195.300, or on arable land;
 - B. The line is co-located with an existing transmission line;
 - C. The 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.
- (4) Except as provided in subsection (3) of this section, the governing body of a county or its designee shall approve an application under this section if, after an evaluation of reasonable alternatives, the applicant

demonstrates that the entire route of the associated transmission line meets two or more of the following factors:

- A. Technical and engineering feasibility;
- B. The associated transmission line is locationally dependent because the 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.

(b) The applicant shall present findings to the governing body of the county or its designee on 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 surround farmland.

(c) The governing body of a county or its designee may consider costs associated with any of the factors listed in paragraph (a) of this subsection, but consideration of cost may not be the only consideration in determining whether the associated transmission line is necessary for public service.

Note: 215.274 was added to and made a part of ORS chapter 215 by legislative action but was not added to any smaller series therein.

ORS 469.300 (3) “Associated Transmission lines” means new transmission lines constructed to connect an energy facility to the first point of junction of such transmission line or lines with either a power distribution system or an interconnected primary transmission system or both or to the Northwest Power Grid.

ORS 215.275 Utility facilities necessary for public service; criteria; mitigating impact of facility

(1) “A utility facility established under . . . ORS 215.283(1)(c) is necessary for public service if the facility must be sited in an exclusive farm use zone in order to provide the service.

(2) To demonstrate that a utility facility is necessary, an applicant for approval under ORS 215.283(1)(d) 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) (f)

(3) (6)

ORS 215.446 Wildlife Habitat Mitigation Plan and Cultural Resources Review and Documentation required for facilities:

101-160 acres of high-value farmland (ORS 195.300)

101 – 1280 acres of land that is predominantly composed of soils that are in capability classes I to iv

321-1920 acres of any other land

OAR 660-033-0130 Minimum Standards Applicable to the Schedule of Permitted and Conditional Uses on Agricultural Lands

(5) “Approval requires review by the governing body or its designate under ORS 215.296. Uses may be approved only where such uses:

(a) Will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; and

(b) Will not significantly increase the cost of accepted farm or forest practices on lands devoted to farm or forest use.”

4

(16)(a) A utility facility is necessary for public service if the facility must be sited in an exclusive farm use zone in order to provide the service. To demonstrate that utility facility is necessary, an applicant must show that reasonable alternatives have been considered ant that the facility must be sited in an exclusive farm use zone due to one or more of the following factors: **(A-F) and (b-g)**

(17) . . . Permanent features of a 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.

(22) . . . Permanent features of a 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.

(32) 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.”

(37) For purposes of this rule a wind power generation facility includes . . . (a-d)

(38) A proposal to site a photovoltaic solar power generation facility . . . (a-j)

- (g) – (j) is new from HB 2324 (2019)
- (g) > 12 acre High value Farmland.
- (h) Facility on high-value farmland.
- (i) < 20 acres) facility on arable land.
- (j) Facility on nonarable land (<320 acres).
- (k) Exceptions to the acreage and soil thresholds subject to Goal 2.
- (l) Right to Farm Covenants required.
- (m) County may require a decommissioning bond or other security.

OAR 660-006-0025 Uses Authorized in Forest Zones

(4) The following uses may be allowed on forest lands subject to the review standards in section (5) of this rule:

- (q) 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;

(5) A use authorized by section (4) of this rule may be allowed provided the following requirements or their equivalent are met. These requirements are designed to make the use compatible with forest operations and agriculture and to conserve values found on forest lands:

- (a) The proposed use will not force a significant change in, or significantly increase the cost of, accepted farming or forest practices on agriculture or forest lands;
- (b) The proposed use will not significantly increase fire hazard or significantly increase fire suppression costs or significantly increase risks to fire suppression personnel; and
- (c) A written statement recorded with the deed or written contract with the county or its equivalent 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 for uses authorized in subsections (4) (e), (m), (s), (t) and (w) of this rule.

PERMITTING JURISDICTION SUMMARY

- **Power Generation Facility <25 MW** is permitted by county. The permit type varies depending on the zoning, e.g. a Conditional Use Permit in an EFU Zone.
- **Power Generation Facilities > 25 MW** are permitted by the Oregon Energy Facility Siting Council (EFSC) with input from local jurisdictions. Per HB 2021 EFSC is prohibited from processing new site certificates or amendments to fossil fuel powered facilities.
- **Wind Facilities > 105 MW**
 - Site Certificate through Oregon Energy Facility Siting Council, OAR Chapter 345
- **Solar Facilities > 100 acres <=160 acres on high value farmland** is county jurisdiction.
- **Solar Facilities > 100 acres <=1,280 acres on cultivated soil classification I to IV,** county jurisdiction.
- **Solar Facilities >320 acres or <= 1,920 “other” lands farmland** is county jurisdiction.
- **All other Solar Facilities** are EFSC jurisdiction.
- **Transmission Lines of 230kV or more, and ten miles or more**
 - Site Certificate through Oregon Energy Facility Siting Council, OAR Chapter 345

LOCAL PERMITTING PROCESS SUMMARY

- * **Conditional Use Permits and Land Use Decisions are processed as Administrative Decisions with public notice or they are reviewed by Planning Commission.**
- * **Zoning Permits** are processed by staff and include a site plan review.

Permitting Requirements By Zone Morrow County

EFU RESOURCE ZONE	MCZO	PERMIT	ORS/OAR
Utility Facility Service Line	3.010 (B)(24) and D.9	Zoning Permit subject to notice and findings	ORS 215.283 (2) (g) & 215.296 OAR 660-33-130 (5) & (17 or 22)
Utility Facilities Necessary for Public Service, including Associated transmission lines..."	3.010 (B)(25)	Land Use Decision	ORS 215.283 (1) (c), ORS 215.274, ORS 215. 275 & OAR 660-33-130 (16)
Utility and Transmission Towers > 200 feet in Height	3.010 (C)(21)	Conditional Use	ORS 215.283 (2) (m) & 215.296 & OAR 660-33-130 (5)
Wind Power Generation Facility as commercial utility facilities for the purpose of generating power for public use by sale	3.010 (C)(23) & Section K.2	Conditional Use Permit. Note: EFSC Site Certificate if >105MW	OAR Chapter 345, Divisions 001, 015, 020, 021, 022, 023, 024 & 026
Commercial utility facilities for the purpose of generating power for public use by sale, not including wind power gen facilities or solar facilities	3.010(22) & Section K.1	Conditional Use	ORS 215.283(2)
Photovoltaic solar power generation facilities as commercial utility facilities for the purpose of generating power for public use	3.010 (C)(24) & SectionK.3	Conditional Use	ORS 215.283(2)
Transmission Lines \geq 230 kV <u>and</u> > 10 miles in length		Site Certificate through EFSC	OAR Chapter 345, Divisions 001, 015, 020, 021, 022, 023, 024 & 026
Met Tower or Temporary Met Tower		?	

FOREST USE ZONE	MCZO	PERMIT	ORS/OAR
Local distribution lines (e.g. electric, telephone, natural gas) and accessory equipment....	3.020 (B)(6)	Zoning Permit	
Television, microwave and radio communication facilities and transmission towers	3.020 (C)(17)	Condition Use Permit	

New electric transmission lines with right of way widths of up to 100 feet as specified in ORS 777.210. New distribution lines (e.g., gas, oil, geothermal, telephone, fiber optic cable) with rights of way 50 feet or less in width.	3.020 (C)(18)	Conditional Use Permit	
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OTHER ZONES Transmission Line and/or Utility Facilities	MCZO	PERMIT	ORS/OAR
Port Industrial “Power Generating & utility facilities” “Any other Industrial Uses in ORS 777.250	3.073 (A)(9) (A)(12)	Zoning Permit Zoning Permit	
Airport Light Industrial “utility structures” Airport Industrial	3.076 (C)(4) 3.071	Zoning Permit N/A	
Space Age Industrial “Utility facility service lines including accessory facilities or structures that end at... customer...” “Utility facility necessary for public service...” “Trans towers over 200’ in height”	3.072 (C)(2) (D)(9) (E)(3)	Zoning Permit Zoning Permit w/standards Conditional Use	
Rural Light Industrial Zone “Utility structure” “Utility yard”	3.075 (B)(1)(e) (B)(1)(f)	Zoning Permit Conditional Use	
General Industrial (MG) “Utility, transmission and communication towers less than 200’ in height” “Utility, transmission and comm towers >200 feet in height” “Other uses similar to...”	3.070 (A)(15) (B)((2) (B)(18)	Zoning Permit Conditional Use Conditional Use	

Rural Service Center (RSC) Zone “Utility facility”	3.030 (A)(8)	Zoning Permit	
“Other buildings and uses similar to..”	(B)(12)	Conditional Use	
Umatilla Depot Wildlife Habitat Zone “Utility facilities and roads ...”	3.035 (A)(5)	Zoning Permit	
“Commercial solar power generation”	(B)(6)	Conditional Use	
Umatilla Army Depot Military Zone “Military Uses ...”	3.074 (B)	Outright (no ZP in this zone)	
Rural Residential (RR 1) “Utility facility necessary to serve the area or county.”	3.040 (A)(3)	Zoning Permit	
Farm Residential (FR 2) “Utility Facility necessary to serve the area or county.”	3.041 (A) (3)	Zoning Permit	
Rural Residential Ten (RR-10) “Utility Facility necessary to serve the area or county.”	3.043 (C)(4)	Conditional Use Permit	
Suburban Residential (SR -1) “Utility facility necessary for public service”	3.050 (B)(6)	Conditional Use Permit	
Suburban Residential 2A (SR-2A) “Utility facility, power lines, irrigation pipelines and ditches, pump stations and sewer treatment facilities.”	3.051 (C)(4)	Conditional Use	
General Commercial (GC) “Utility Substation”	3.060 (B)(4)	Conditional Use	
“Public or semi-public use and public utility facility”	(B) (19)	Conditional Use	
Tourist Commercial (TC) “telecommunications equipment”	3.061 (B)	Conditional Use	



PLANNING DEPARTMENT

PO Box 40 • Irrigon, Oregon 97844
(541) 922-4624

June 3, 2022

MEMO

TO: Board of Commissioners
CC: Darrell Green, County Administrator
Justin Nelson, County Counsel
John Bowles, Undersheriff
Robyn Canaday, Interim Public Health Director
RE: Measure 109 (psilocybin) – Summary of Land Use

Oregon voters approved Ballot Measure 109 in 2020, which authorizes the manufacture and use of psilocybin products under controlled supervision and establishes the regulatory framework for oversight and administration. BM 109 is codified in ORS Chapter 475A.

BM109 and ORS Chapter 475A are patterned after the current marijuana statutes and regulatory system. ORS 475A goes into effect on January 1, 2023.

Unlike the marijuana legislation, all jurisdictions are treated as having "opted-in" to the psilocybin regulations, unless the Board refers the matter to the voters at the next general election and the voters elect to "opt-out". Whether opting in or opting out, the County may adopt "time-place-manner" regulations, as with the marijuana statutes.

Land Use Issues

1. **County Ordinances:** Certain County Ordinances may need to be amended to establish land use regulations and standards regarding psilocybin production and "psilocybin service centers;" or to prohibit or otherwise restrict them.
2. **Opt-out under ORS 475A.718:** BM 109 / ORS 475A will become effective beginning January 1, 2023, unless Linn County voters elect to "opt out" in the upcoming November general election. The deadline to get a measure on the ballot is August, 19, 2022. If there is interest in putting the question on the ballot, drafting should begin soon.
3. **Time-Place-Manner (TPM) regulations under ORS 475A.530:** The regulatory framework and TPM regulations permitted by statute are largely the same as those for marijuana businesses.

4. **Land Use Compatibility Statements (LUCS) under ORS 475A.270:** As with the marijuana regulations, an application for production license or a license to operate a "psilocybin service center" under BM 109 / ORS 475A requires that the County sign a land use compatibility statement to indicate whether the use is permitted at the proposed location. The language in the form and the process will be essentially the same.
5. **Farm use under ORS 475A.570: (1)** Psilocybin-producing fungi is: (a) A crop for the purposes of "farm use" as defined in ORS 215.203 (see below). However, psilocybin production must occur indoors.

Key Provisions of ORS Chapter 475A

475A.305 Psilocybin service center operator license; fees; rules.

**

- (d) Must ensure that the psilocybin service center is located in an area that is not:
- (A) Within the limits of an incorporated city or town; and
 - (B) Zoned exclusively for residential use;

475A.270 Duty to request land use compatibility statement. (1) Prior to receiving a license under ORS 475A.290 or 475A.305, an applicant shall request a land use compatibility statement from the city or county that authorizes the land use. The land use compatibility statement must demonstrate that the requested license is for a land use that is allowable as a permitted or conditional use within the given zoning designation where the land is located. The Oregon Health Authority may not issue a license if the land use compatibility statement shows that the proposed land use is prohibited in the applicable zone.

(2) Except as provided in subsection (3) of this section, a city or county that receives a request for a land use compatibility statement under this section must act on that request within 21 days of:

- (a) Receipt of the request, if the land use is allowable as an outright permitted use; or
- (b) Final local permit approval, if the land use is allowable as a conditional use.

(3) A city or county that receives a request for a land use compatibility statement under this section is not required to act on that request during the period that the authority discontinues licensing those premises pursuant to ORS 475A.718 (4).

(4) A city or county action concerning a land use compatibility statement under this section is not a land use decision for purposes of ORS chapter 195, 196, 197, 215 or 227. [2021 c.1 §19]

475A.530 Local time, place and manner regulations. (1) For purposes of this section, "reasonable regulations" includes:

- (a) Reasonable conditions on the manner in which a psilocybin product manufacturer that holds a license issued under ORS 475A.290 may manufacture psilocybin products;
- (b) Reasonable conditions on the manner in which a psilocybin service center operator that holds a license issued under ORS 475A.305 may provide psilocybin services;
- (c) Reasonable limitations on the hours during which a premises for which a license has been issued under ORS 475A.210 to 475A.722 may operate;
- (d) Reasonable requirements related to the public's access to a premises for which a license has been issued under ORS 475A.210 to 475A.722; and
- (e) Reasonable limitations on where a premises for which a license may be issued under ORS 475A.210 to 475A.722 may be located.

(2) Notwithstanding ORS 30.935, 215.253 (1) or 633.738, the governing body of a city or county may adopt ordinances that impose reasonable regulations on the operation of businesses located at premises for which a license has been issued under ORS 475A.210 to 475A.722 if the premises are located in the area subject to the jurisdiction of the city or county, except that the governing body of a city or county may not adopt an ordinance that prohibits a premises for which a license has been issued under ORS 475A.305 from being located within a distance that is greater than 1,000 feet of another premises for which a license has been issued under ORS 475A.305. [2021 c.1 §81]

475A.538 Repeal of city, county ordinance that prohibits certain establishments. (1) The governing body of a city or county may repeal an ordinance that prohibits the establishment of any one or more of the following in the area subject to the jurisdiction of the city or in the unincorporated area subject to the jurisdiction of the county:

- (a) Psilocybin product manufacturers that hold a license issued under ORS 475A.290;
- (b) Psilocybin service center operators that hold a license issued under ORS 475A.305; or
- (c) Any combination of the entities described in this subsection.

(2) If the governing body of a city or county repeals an ordinance under this section, the governing body must provide the text of the ordinance to the Oregon Health Authority, in a form and manner prescribed by the authority, if the ordinance concerns a premises for which a license has been issued under ORS 475A.210 to 475A.722. [2021 c.1 §83]

475A.570 Psilocybin-producing fungi as crop; exceptions to permitted uses. (1) Psilocybin-producing fungi is:

- (a) A crop for the purposes of "farm use" as defined in ORS 215.203;
- (b) A crop for purposes of a "farm" and "farming practice," both as defined in ORS 30.930;
- (c) A product of farm use as described in ORS 308A.062; and
- (d) The product of an agricultural activity for purposes of ORS 568.909.

(2) Notwithstanding ORS chapters 195, 196, 197, 215 and 227, the following are not permitted uses on land designated for exclusive farm use:

(a) A new dwelling used in conjunction with a psilocybin-producing fungi crop;

(b) A farm stand, as described in ORS 215.213 (1)(r) or 215.283 (1)(o), used in conjunction with a psilocybin-producing fungi crop; and

(c) Subject to subsection (3) of this section, a commercial activity, as described in ORS 215.213 (2)(c) or 215.283 (2)(a), carried on in conjunction with a psilocybin-producing fungi crop.

(3) The operation of a psilocybin service center may be carried on in conjunction with a psilocybin-producing fungi crop.

(4) A county may allow the manufacture of psilocybin products as a farm use on land zoned for farm or forest use in the same manner as the manufacture of psilocybin products is allowed in exclusive farm use zones under this section and ORS 215.213, 215.283 and 475C.053.

(5) This section applies to psilocybin product manufacturers that hold a license under ORS 475A.290. [2021 c.1 §91]

Authority of Cities and Counties to Prohibit Establishment of Psilocybin-Related Businesses

475A.718 Adoption of ordinances; referral to electors for approval. (1) The governing body of a city or county may adopt ordinances to be referred to the electors of the city or county as described in subsection (2) of this section that prohibit or allow the establishment of any one or more of the following in the area subject to the jurisdiction of the city or in the unincorporated area subject to the jurisdiction of the county:

(a) Psilocybin product manufacturers that hold a license issued under ORS 475A.290;

(b) Psilocybin service center operators that hold a license issued under ORS 475A.305; or

(c) Any combination of the entities described in this subsection.

(2) If the governing body of a city or county adopts an ordinance under this section, the governing body shall submit the measure of the ordinance to the electors of the city or county for approval at the next statewide general election.

(3) If the governing body of a city or county adopts an ordinance under this section, the governing body must provide the text of the ordinance to the Oregon Health Authority.

(4) Upon receiving notice of a prohibition under subsection (3) of this section, the authority shall discontinue licensing those premises to which the prohibition applies until the date of the next statewide general election.

(5) If an allowance is approved at the next statewide general election under subsection (2) of this section, the authority shall begin licensing the premises to which the allowance applies on the first business day of the January immediately following the date of the next statewide general election.

(6) Notwithstanding any other provisions of law, a city or county that adopts an ordinance under this section that prohibits the establishment of an entity described in subsection (1) of this section may not impose a tax or fee on the manufacturing or sale of psilocybin products. [2021 c.1 §128]

I. law forecloses future option to have third party inspector.