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THE BOARD OF COMMISSIONERS OF UMATILLA COUNTY

UMATILLA COUNTY RECORDS

STATE OF OREGON

In the Matter of Amending )  
 Comprehensive Plan and ) ORDINANCE NO. 2014-10  
 Development Code to Approve )  
 and Incorporate I-84/Army )  
 Depot Access Road Interchange )  
 Area Management Plan )

WHEREAS the Board of Commissioners has adopted a Comprehensive Plan for Umatilla County, and has ordained Ordinance No. 83-04, adopting the County Land Development Ordinance, codified in Chapter 152 of the Umatilla County Code of Ordinances;

WHEREAS pursuant to Chapter 660, Division 12, of the Oregon Administrative Rules, and specifically OAR 660-12-0045, Umatilla County, as part of its Comprehensive Plan, adopted by Ordinance No. 2002-03, a Transportation System Plan for Umatilla County ("TSP"); and

WHEREAS the TSP is to guide the management of existing transportation facilities and the design and the implementation of future facilities for the next 20 years; and

WHEREAS pursuant to OAR 734-051-0155, an interchange area management plan is to be developed with the redesign of an interchange to govern planning and future development within the management area, and be consistent with local plans and codes; and

WHEREAS the I-84/Army Depot Access Road Interchange Area Management Plan is proposed to identify and to address infrastructure, access and land use regulations associated with the transition of the Umatilla Army Chemical Depot from a facility that historically has stored/shipped military supplies and disposed of chemical weapons to a facility that will accommodate Oregon National Guard operations, environmental preservation and new economic development; and

WHEREAS the county is proposing to amends its TSP to add the I-84/Army Depot Access Road Interchange Area Management Plan, and to amend its Comprehensive Plan and Development Code to support and implement the IAMP; and

WHEREAS the Umatilla County Planning Commission held a public hearing regarding the proposed amendments on August 28, 2014, and forwarded the proposed amendments to the Board of Commissioners with a recommendation for adoption; and

WHEREAS the Board of Commissions held a public hearing on September 17, 2014, to consider the proposed amendments, and voted to approve the I-84/Army Depot Access Road Interchange Area Management Plan and to approve the amendments to the Comprehensive Plan and Land Development Ordinance.

NOW, THEREFORE the Board of Commissioners of Umatilla County ordains the following:

1. The I-84/Army Depot Access Road Interchange Area Management Plan is accepted and adopted, and the Umatilla County Transportation System Plan and the Umatilla County Comprehensive Plan are amended to include the I-84/Army Depot Access Road Interchange Area Transportation Plan as Appendix G to the Umatilla County Transportation System Plan. A copy of the I-84/Army Depot Access Road Interchange Area Transportation Plan is attached to this ordinance and incorporated by this reference.

2. The Umatilla County Comprehensive Plan, Chapter 15, Transportation, is amended to add the following:

Finding 32 An Interchange Area Management Study and Plan was completed for the Interstate 84/Army Depot Road interchange.

Policy 32 The function of the I-84/Army Depot Access Road interchange is to provide primary access for future training and operational activities performed by the Oregon National Guard on the former Umatilla Army Chemical Depot site. Traffic operations at the interchange will need to accommodate both large and small military vehicles. At the same time, the I-84/Army Depot Access Road Interchange may provide access to future Port Industrial development to the west of the interchange and to future industrial and employment uses to the east between this interchange and the I-82/Lamb Road interchange.

3. Adoption of the following to amend the County Land Development Ordinance, codified in Chapter 152 of the Umatilla County Code of Ordinances (Strikethrough text is deleted; Underlined/Italicized text is added) :

**§152.018 ACCESS MANAGEMENT AND STREET CONNECTIVITY**

(A) The intent of this code is to manage access  
....

(B) This section shall apply to all arterials and collectors within the County and to all properties that abut these roadways.

(C) This section is adopted to implement the access management policies of the County as set forth in the Transportation System Plan.

(D) ~~Proposed access within the I-82/US 730 Interchange Management Area Plan (IAMP) Management Area, shall be consistent with Section 7, Access Management Plan, of the IAMP.~~ *Proposed access within an Interchange Area Management Plan (IAMP) will be consistent with this section and the Access Management Plan of the applicable IAMP. Where conflicts between code requirements and the applicable IAMP Access Management Plan exist, the IAMP Access Management Plan will govern.*

**§152.019 TRAFFIC IMPACT ANALYSIS**

(A) Purpose: The purpose of this section of the code is to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the County to adopt a process to apply conditions to specified land use proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts;

when a Traffic Impact Analysis must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact analysis; and who is qualified to prepare the analysis.

(B) Applicability: A Traffic Impact Analysis shall be required to be submitted to the County with a land use application, when the one or more of the following actions apply:

(1) A change in plan amendment designation; or

(2) The proposal is projected to cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(a) An increase in site traffic volume generation by 250 Average Daily Trips (ADT) or more (or as required by the County Engineer). The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips; or

(b) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or

(c) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or vehicles queue or hesitate, creating a safety hazard; or

(d) A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area; or

(e) Any development proposed within the Umatilla Army Chemical Depot boundary of the I-82/Lamb Road or I-84/Army Depot Access Road Interchange Area Management Plan (IAMP) Management Area prior to the completion of near-term improvements projects (Projects A and B) identified in the I-82/Lamb Road IAMP; or

(f) For development within the I-82/US 730 Interchange Area Management Plan (IAMP) Management Area, the location of the access driveway is inconsistent with the Access Management Plan in Section 7 of the IAMP.

### (C) Traffic Impact Analysis Requirements

(1) Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer. The Traffic Impact Analysis will be paid for by the applicant.

(2) Transportation Planning Rule Compliance as provided in § 152.751

(3) Pre-filing Conference. The applicant will meet with the Umatilla County Public Works Director and Planning Director prior to submitting an application that requires a Traffic Impact Analysis. The County has the discretion to determine the required elements of the TIA and the level of analysis expected.

The County shall also consult the Oregon Department of Transportation (ODOT) on analysis requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

(4) For development proposed within the Umatilla Army Chemical Depot boundary of the I-82/Lamb Road or I-84/Army Depot Access Road Interchange Area Management Plan (IAMP) Management Area prior to the construction and completion of near-term improvements projects (Projects A and B) identified in the I-82/Lamb Road IAMP, the following additional submittal requirements may be required:

(a) An analysis of typical average daily vehicle trips using the latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) or other data source deemed acceptable by the County engineer;

(b) A truck and personal passenger vehicle mode split analysis;

(c) An analysis that shows the traffic conditions of the project at full buildout and occupancy, assuming the background traffic conditions at the year of expected project completion;

(d) Findings related to the impacts of the proposed development and the need for Projects A and B to mitigate those impacts.

Once Projects A and B have been completed, this Section 4 will no longer apply to new development.

(D) Approval Criteria: When a Traffic Impact Analysis is required, approval of the proposal requires satisfaction of the following criteria:

(1) Traffic Impact Analysis was prepared by an Oregon Registered Professional Engineer qualified to perform traffic engineering analysis;

(2) If the proposed action shall cause a significant effect pursuant to the Transportation Planning Rule, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis shall include mitigation measures that meet the County's Level-of-Service and/or Volume/Capacity standards and are satisfactory to the County Engineer, and ODOT when applicable; and

(3) The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:

(a) Have the least negative impact on all applicable transportation facilities;

(b) Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable;

(c) Make the most efficient use of land and public facilities as practicable;

(d) Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and

(e) Otherwise comply with applicable requirements of the Umatilla County Code.

(E) Conditions of Approval: The County may deny, approve, or approve a proposal with appropriate conditions.

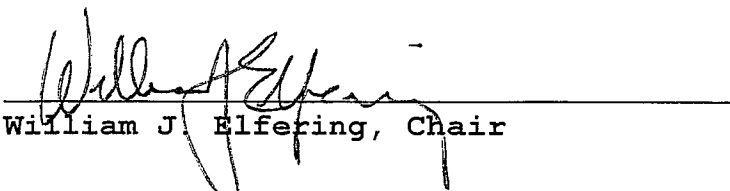
(1) Where the existing transportation system is shown to be impacted by the proposed action, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed action.

(2) Where the existing transportation system is shown to be impacted by the proposed action, improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed action may be required.

**FURTHER by unanimous vote of those present, the Board of Commissioners deems this Ordinance necessary for the immediate preservation of public peace, health, and safety; therefore, it is adjudged and decreed that an emergency does exist in the case of this Ordinance and it shall be in full force and effect from and after its adoption.**

DATED this 17th day of September, 2014.

UMATILLA COUNTY BOARD OF COMMISSIONERS

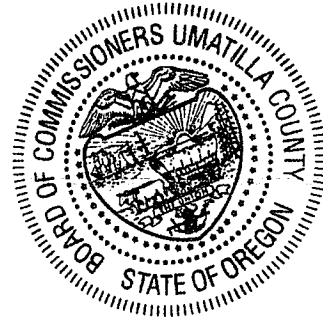
  
William J. Elfering, Chair

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*George Murdock*

George L. Murdock, Commissioner



*W. Lawrence Givens*

W. Lawrence Givens, Commissioner

ATTEST:

OFFICE OF COUNTY RECORDS

*Mary Olson*

Records Officer

