



PLANNING DIVISION

216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252

Email: planning@umatillacounty.gov

AGENDA

Umatilla County Planning Commission Public Hearing Thursday, October 24, 2024, 6:30PM Justice Center Media Room, Pendleton, Oregon

To participate in the hearing please submit comments **before 4PM, October 24th** to planning@umatillacounty.gov or contact the Planning Department at 541-278-6252

Planning Commission

Suni Danforth, Chair	Emery Gentry
Sam Tucker, Vice Chair	Ann Minton
Tami Green	Malcolm Millar
John Standley	Andrew Morris
Kim Gillet	

Planning Staff

Bob Waldher, Community Development Director
Megan Davchevski, Planning Division Manager
Carol Johnson, Senior Planner
Tierney Cimmiyotti, Planner / GIS
Charlet Hotchkiss, Planner
Shawna Van Sickle, Administrative Assistant

1. Call to Order
2. Minutes Approval: July 25, 2024 Meeting and September 26, 2024 Meeting
3. **NEW HEARING: COMPREHENSIVE PLAN MAP AMENDMENT P-137-24, and ZONE MAP AMENDMENT Z-324-24: HAAK HOLDINGS, LLC, APPLICANT & OWNER.** The applicant requests to change the Comprehensive Plan designation from Rural Residential to Commercial and change the Zoning Map from Rural Residential – 4 Acre Minimum Parcel Size (RR-4) to Rural Retail Service Commercial (RRSC). The subject property is located on the west side of State Highway 11, approximately 1.5 miles north of the Milton-Freewater city limits. The situs address is 84722 Highway 11, Milton-Freewater, OR 97862. The site is identified on assessor's map as Township 6 North, Range 35 East, Section 25B, Tax Lot 1900. The subject property is approximately 1.97 acres. The criteria of approval are found in Oregon Revised Statute ORS 197.195, Oregon Administrative Rule Chapter 660, Divisions 12 & 15, and Umatilla County Development Code (UCDC) Section 152.750 – 755 and UCDC Section 152.251.
4. Other Business
5. Adjournment

COMMUNITY &
BUSINESS
DEVELOPMENT

MEMO

LAND USE
PLANNING,
ZONING AND
PERMITTING

TO: Umatilla County Planning Commission
FROM: Robert Waldher, Community Development Director
DATE: October 17, 2024

CODE
ENFORCEMENT

RE: **October 24, 2024 Planning Commission Hearing**
Comprehensive Plan Map Amendment P-137-24
Zoning Map Amendment Z-324-24
Assessor's Map 6N 35 25B, Tax Lot #1900

SOLID WASTE
COMMITTEE

SMOKE
MANAGEMENT

GIS AND MAPPING

Request

RURAL ADDRESSING

The applicant/owner, HAAK Holdings, LLC, requests to change the Comprehensive Plan designation from Rural Residential to Commercial and change the Zoning Map from Rural Residential – 4 Acre Minimum Parcel Size (RR-4) to Rural Retail Service Commercial (RRSC). The subject property is located on the west side of State Highway 11, approximately 1.5 miles north of the Milton-Freewater city limits. The situs address is 84722 Highway 11, Milton-Freewater, OR 97862. The site is identified on assessor's map as Township 6 North, Range 35 East, Section 25B, Tax Lot 1900. The subject property is approximately 1.97 acres. A vicinity map of the subject property is attached as **Exhibit A**. A map showing the existing and proposed zoning of the subject property is attached as **Exhibit B**.

LIAISON, NATURAL
RESOURCES &
ENVIRONMENT

Background Information

PUBLIC TRANSIT

Umatilla County records show that the applicant/owner purchased the subject property in February, 2022. Umatilla County Code Enforcement issued a 30-day warning to the owners of the subject property on June 15, 2022. The warning was for the unpermitted operation of a business in the RR-4 zone. Subsequent to the warning, planning staff made contact with the property owners to discuss property rezoning to correct the violation. A second warning was issued to the owners of the subject property on July 12, 2023 due to continued operation of the business without land use approval. Planning staff again made contact with the property owners to prompt them to prepare a plan amendment to correct the violation. The subject property continues to be used by the applicant (in violation of the Umatilla County Development Code) to store RV's, trailers and campers in support of the applicant's business operations, Click-it RV.

An application for a Comprehensive Plan Map Amendment and Zoning Map Amendment was submitted to Umatilla County Community Development Department on June 12, 2024. Staff has prepared Findings (see attached). In accordance with requirements of the Umatilla County Development Code and Oregon Transportation Planning Rule, the applicant has also submitted a Traffic Impact Analysis which is attached as **Exhibit C**.

Criteria of Approval

The criteria of approval are found in Oregon Revised Statute ORS 197.195, Oregon Administrative Rule Chapter 660, Divisions 12 & 15, and Umatilla County Development Code (UCDC) Section 152.750 – 755 and UCDC Section 152.251.

Memo

Planning Commission Public Hearing – September 26, 2024
Land Division Request LD-5N-912-24

Notice

A 35-day Plan Amendment Notice was provided to the Department of Land Conservation and Development (DLCD) on September 19, 2024. Notice of the public hearings was mailed on October 4, 2024 to the owners of properties located within 250-feet of the perimeter of Tax Lot 1900. Notice was also published in the East Oregonian on October 12, 2024 notifying the public of the applicant’s request before the Planning Commission on October 24, 2024 and the Board of Commissioners on November 26, 2024.

Conclusion

The Planning Commission is tasked with making a recommendation to the Umatilla County Board of Commissioners whether or not to approve or deny the proposed Comprehensive Plan Map Amendment and Zoning Map Amendment. The recommendation of the Planning Commission will be presented in a public hearing to the Board of Commissioners.

Staff have provided sample motions for the Planning Commission’s consideration below:

PLANNING COMMISSION MOTION OPTIONS

Motion to Recommend Approval Based on Evidence in the Record

I, Commissioner _____, make a motion to recommend approval of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners based on the foregoing Findings of Fact and Conclusions of Law.

Motion to Recommend Approval with Additional Findings

I, Commissioner _____, make a motion to recommend approval of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners with the following additional Findings of Fact: _____.

Motion to Recommend Denial Based on Evidence in the Record

I, Commissioner _____, make a motion to recommend denial of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners based on the foregoing Findings of Fact and Conclusions of Law.

Attachments

- **Planning Commission Findings and Conclusions**
- **Exhibit A** – Vicinity Map
- **Exhibit B** – Proposed Rezone Map
- **Exhibit C** – Traffic Impact Analysis

**UMATILLA COUNTY PLANNING COMMISSION
FINDINGS AND CONCLUSIONS
COMPREHENSIVE PLAN MAP AMENDMENT P-137-24
ZONING MAP AMENDMENT Z-324-24
ASSESSOR'S MAP 6N 35 25B, TAX LOT 1900**

- 1. APPLICANT:** HAAK Holdings, LLC, 3203 W Marie Street, Pasco, WA 99301
- 2. OWNER:** HAAK Holdings, LLC, 3203 W Marie Street, Pasco, WA 99301
- 3. LOCATION:** The subject property is located on the west side of State Highway 11, approximately 1.5 miles north of the Milton-Freewater city limits. The situs address is 84722 Highway 11, Milton-Freewater, OR 97862. *See attached Vicinity Map, Exhibit A.*
- 4. ACREAGE:** Tax Lot 1900 is 1.97 acres.
- 5. COMPREHENSIVE PLAN DESIGNATION:** Rural Residential
- 6. ZONING:** Rural Residential, 4 Acre Minimum Parcel Size (RR-4)
- 7. ACCESS:** The subject property has direct access to/from Highway 11.
- 8. ROAD TYPE:** State Highway 11, abutting the east property line of the subject property, is a multi-lane paved intrastate highway maintained by the Oregon Department of Transportation.
- 9. EASEMENTS:** Access and utility easements are located on the subject property.
- 10. UTILITIES:** Electricity and phone service currently serves the subject property.
- 11. WATER/SEWER:** The subject property is located outside of the city limits of the City of Milton-Freewater. Therefore, no municipal water or sewer services are available. There is an existing well and on-site sewage disposal system on the subject property.
- 12. IRRIGATION:** The subject property is within the Hudson Bay / Walla Walla River Irrigation District.
- 13. FIRE PROTECTION:** Fire protection could be provided to the subject property through Milton-Freewater Rural Fire Protection (subscriber service).
- 14. WETLANDS:** The subject property does not contain any National Wetland Inventory mapped wetlands.
- 15. FLOODPLAIN:** The subject property is not within a Federal Emergency Management Agency regulatory floodplain.

- 16. EXISTING LAND USE:** Land use on the subject property has historically been for rural residential uses. A mobile home was permitted on the property in 1995. In addition to the mobile home, the subject property is currently being used by the applicant (in violation of the Umatilla County Development Code) to store RV's, trailers and campers in support of the applicant's business operations, Click-it RV.
- 17. SURROUNDING LAND USE:** The subject property is located adjacent to a variety of different land uses. Immediate to the west are developed rural residential lots of various size, and several additional lots zoned Exclusive Farm Use (EFU). To the north of the subject property is a significant cluster of RRSC-zoned development located on both sides of Highway 11 (the Ferndale/Crockett Road commercial node), as well as the Villadom Mobile Home and RV Park. Across Highway 11 to the east are two EFU parcels and another parcel zoned RRSC. To the south are lots zoned RR-4 and EFU. A majority of the non-EFU parcels surrounding the subject property have been developed with non-farm uses.
- 18. DLCD 35-DAY NOTICE:** Notice of the proposal was posted to DLCD's Plan Amendment site on September 19th, 2024.
- 19. PUBLIC NOTICE:** Public notice was provided to surrounding properties within 250 feet of the subject property, and applicable agencies, on October 4, 2024.
- 20. AGENCIES NOTIFIED:** Umatilla County Assessor, Umatilla County Counsel, Umatilla County Public Works, Oregon Department of Transportation, Milton-Freewater Rural Fire, DLCD, City of Milton-Freewater, CTUIR (Cultural Resources Protection Program)
- 21. PC HEARING:** The first evidentiary hearing is scheduled before the Umatilla County Planning Commission on October 24, 2024 at 6:30 PM.
- 22. BCC HEARING:** The second evidentiary hearing is scheduled before the Umatilla County Board of Commissioners on November 26, 2024 at 9:00 AM.
- 23. REQUESTS:**
1. The applicant requests approval to change the Comprehensive Plan designation from Rural Residential to Commercial (Plan Map Amendment P-137-24). *See attached, Exhibit B.*
 2. The applicant requests approval to change the Zoning Map from RR-4 to Rural Retail Service Commercial (RRSC) (Zoning Map Amendment Z-324-24). *See attached, Exhibit B.*

The approval of this request, to change the zoning on the subject property, would allow the property to be developed to the uses permitted by the Umatilla County Development Code (UCDC) for the RRSC zone. In the event these amendments are approved and the RRSC zone applied to the subject

property, the applicant has expressed an intent to develop the property as a recreational vehicle (RV) sales lot (Click-It RV) through a separate land use approval process.

Under UCDC Section 152.253(J), an RV sales lot is considered an “other use similar to the uses permitted or the conditional uses normally located in a RRSC zone, provided that the use has the approval of the Planning Director or Planning Commission.” Since the purpose of this request is to change the zoning to allow a proposed use, the applicant will subsequently need seek approval of a conditional use permit to allow the use of the property as an RV sales lot.

24. APPLICABLE STANDARDS AND CRITERIA:

- Umatilla County Development Code (“UCDC”)
 - Chapter 152: Development Code
 - Sections 152.750- .755, Amendments
 - Section 152.251, Purpose of RRSC Zone
- Umatilla County Comprehensive Plan (“UCCP”)
 - Chapter 11. Recreational Needs
- Finding 12
 - Chapter 12. Economy of the County
- Policy 12
- Finding 12
 - Chapter 18. The Plan Map
 - Retail/Service Commercial
 - East County Commercial
- Oregon Administrative Rules (“OAR”) Chapter 660, Land Conservation and Development Commission
 - Division 12, Transportation Planning
 - OAR 660-012-0060, Plan and Land Use Regulation Amendments
 - Division 15, Statewide Planning Goals and Guidelines
- Oregon Revised Statutes (“ORS”)
 - ORS 197.175, Cities’ and Counties’ Planning Responsibilities

A. UMATILLA COUNTY DEVELOPMENT CODE

UCDC Chapter 152.251 – Purpose

The RRSC, Rural Retail/Service Commercial Zone is designed to comply with Goal 14 and provide areas outside of urban growth boundaries and unincorporated communities where specific commercial activities require larger sites than are available inside an urban growth boundary and provide for retail and service- oriented commercial activities to accommodate rural residences. This zone is applied to commercial lands outside unincorporated communities and urban growth boundaries for which an exception to Goal 14 has not been approved. The intent of the Rural Retail/Service Zone is to permit the continuation and expansion of existing uses and to provide rural employment opportunities for new uses that are generally rural-scale and low impact.

Applicant Response: The Applicant is proposing a continuation and expansion of its existing RV sales and service facility use onto the Subject Property. Additionally, the Subject Property is located outside of an unincorporated community and all urban growth boundaries (“UGBs”), and an

exception to Goal 14 has not been approved. Therefore, the rezoning of the Subject Property is consistent with the Applicant’s proposed use of the Subject Property, and the intent and purpose of the RRSC zone. This criterion is met.

County Finding: Umatilla County finds that the applicant proposes to rezone the subject property to RRSC from RR-4. Under the proposal, the subject property would maintain its “rural” comprehensive plan designation for lands outside unincorporated communities and urban growth boundaries for which an exception to Goal 14 (Urbanization) has not been approved. Umatilla County finds and concludes that the proposed rezone of the subject property and the applicant’s proposed use of the subject property meets the purpose of RRSC zone. This criterion is met.

UCDC Chapter 152.750-.755 – Amendments

Section 152.750, Authorization to Initiate Amendments:

(A) An amendment to the text of this chapter or to a zoning map may be initiated by the County Board of Commissioners, the County Planning Commission, or by application of a property owner. The request by a property owner for an amendment shall be accomplished by filing an application with the Planning Director, using forms prescribed pursuant to § 152.767.

Applicant Response: The Applicant is the owner of the Subject Property and submits the subject Application to rezone the Subject Property from RR-4 to RRSC and revise the Property’s UCCP designation from Rural Residential to Commercial.

County Finding: Umatilla County finds that the application for an amendment was submitted to the Community Development Department on June 12, 2024, and the application was deemed complete July 25, 2024. Umatilla County finds and concludes that the filed application included the completed forms prescribed by the county. This criterion is met.

Section 152.751, Compliance with Comprehensive Plan:

An amendment to the text of this chapter or to a zoning map shall comply with the provisions of the County Comprehensive Plan Text and Comprehensive Land Use Map. Proposed amendments shall also comply with the applicable provisions of the Oregon Transportation Planning Rule, Oregon Administrative Rule (OAR) 660, Division 12 and the Umatilla County Transportation Plan, and are subject to the requirements of § 152.019, Traffic Impact Analysis. Any deviation from this section shall be preceded by an amendment to the Comprehensive Plan Text or to the Comprehensive Land Use Map. However, if the existing use of the property is allowed outright in the requested zone, compliance with the Comprehensive Plan is not necessary.

Applicant Response: As is described below, the Application is consistent with relevant provisions of the UCCP, Oregon Transportation Planning Rule (“TPR”), Oregon Administrative Rule (“OAR”) 660, Division 12 and the Umatilla County Transportation Plan. The Applicant has also submitted a Traffic Impact Analysis (“TIA”) prepared by Clemow & Associates that addresses the criteria within the TPR (OAR 660-012-0060), UCDC Section 152.751 – Compliance with Comprehensive Plan, UCDC Section 152.019, and the Oregon Highway Plan criteria. *See attached, Exhibit C.*

County Finding: Umatilla County finds and concludes that the applicant has addressed the relevant provisions of the UCCP, Oregon TPR, and OAR; and the applicant submitted a TIA that has been included in the project record. This criterion is met.

Section 152.752, Public Hearings on Amendments:

The Planning Commission shall conduct a public hearing on the proposed amendment according to the procedures of § 152.771 of this chapter at its earliest practicable meeting after it is proposed. The decision of the Planning Commission shall be final unless appealed, except in the case where the amendment is to the text of this chapter, then the Planning Commission shall forward its recommendation to the Board of Commissioners for final action. The Board shall hold a public hearing in accordance with § 152.771 of this chapter within 60 days from receipt of the Planning Commission's recommendation. Appeal shall be to the County Board of Commissioners who shall hold a public hearing on any appeal, pursuant to § 152.771. Appeal shall be heard on a de novo basis.

Applicant Response: Consistent with the above provision of the UCDC, this Application is subject to the public hearing procedures within UCDC 15.771 and must go before the County Planning Commission, who shall forward its recommendation to the Umatilla County Board of Commissioners for final action.

County Finding: Umatilla County finds and concludes that public hearings have been scheduled before the Planning Commission and Board of Commissioners in accordance with the provisions of this section. This criterion is met.

Section 152.754, Record of Amendments:

The Office of County Records shall maintain records of amendments to the text and zoning map of this chapter.

Applicant Response: Should the subject Application be approved, the Office of County Records shall maintain the record of the requested amendment to the zoning map and Plan.

County Finding: Umatilla County finds and concludes that the Comprehensive Plan Amendment and Zoning Map Amendment, should they be approved, will be memorialized through the adoption of an ordinance by the Board of Commissioners and recorded in County Records. This criterion is pending.

B. UMATILLA COMPREHENSIVE PLAN

Chapter 11. Recreational Needs.

Finding 12. Recreational Vehicle Parks are a valuable economic development, tourism and recreational attribute to the County.

Applicant Response: The approval of the subject Application will provide for the continuation and expansion of the Applicant's existing RV sales and service facility, which in turn will provide a local source of RVs to the surrounding rural area. The provision of an expanded source of local RVs complies with the subject UCCP Finding, as providing the local rural community with easier access to RVs will further enhance the County's RV parks which are a valuable economic development, tourism and recreational attribute to the County.

County Finding: Umatilla County finds that the applicant intends to continue the expansion of an existing RV sales lot to the subject property. As described in the Recreational Needs chapter of the Comprehensive Plan, RV parks are a valuable economic development, tourism and recreational attribute to the County. Umatilla County finds and concludes that an increase in RV sales will

enhance economic development and contribute to the tourism and recreation in the county. Therefore, the proposal is consistent with the Recreational Needs section of the Comprehensive Plan.

Chapter 12. Economy of the County.

Policy 12. Provide for three types of Commercial Service Center to serve nearby rural development; Tourist Commercial to serve the traveling public; Retail/Service Commercial to serve commercial activities which cannot locate within urban growth boundaries.

Finding 12. The County has a variety of commercial needs in the County.

Applicant Response: The approval of this UCCP map amendment and RRSC rezone will serve the Applicant's existing RV sales and service lot (commercial activity) at the Subject Property. The Applicant's RV sales and service lot cannot easily locate within the County's urban growth boundaries due to the size of parcel required for this specific commercial activity. In addition, the proposal will enhance the variety of commercial offerings within the County, especially within the rural area adjacent Highway 11 and immediately south the existing Ferndale/Crockett commercial node.

County Finding: Umatilla County finds that the applicant intends to continue the expansion of an existing RV sales lot to the subject property. Umatilla County finds and concludes that the sale of RVs is considered a commercial type of use that contributes to both the tourism and retail economy and enhances the variety of commercial activities in the county. Therefore, the proposal is consistent with the Economy of the County section of the Comprehensive Plan.

Chapter 18. The Plan Map.

Retail/Service Commercial.

The great majority of commercial facilities are intended to develop within urban and urbanizable lands. However, specific commercial activities require larger sites than may be available within urban growth boundaries and are encouraged to locate in those rural industrial areas that allow commercial uses. Should increased rural needs for rural "retail/service" designations surpass urbanizing and industrial site availabilities, additional rural lands may be classified commercial upon demonstration of (1) Need for that additional site; (2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas; (3) Adequate services for that commercial activity; and (4) Compatibility with surrounding land uses.

Existing designated "retail/service" areas shall provide adequate off-street parking areas and be designed so that ingress and egress do not hinder traffic on existing streets. Landscaping shall also be provided on new businesses or expansion of existing businesses, to provide for an aesthetically pleasing setting. Lands classified as retail/service commercial in the east county area occur as nodes along Highway 11 north of Milton-Freewater. Many small businesses, several vehicle sales facilities, a large shopping center, and scattered industrial firms have been developed, which have created a strip of commercial development. In 1979 a citizens committee recommended to the County Board of Commissioners a consolidation of the existing development;

hence, the present six nodules of commercial.

New business in the east county area shall be limited to these six commercial nodes along highway and should be small-scale (under 4,500 sq. ft. in the floor area) and oriented to the rural market in the area. Larger facilities may be allowed conditionally if the four criteria listed in the first paragraph of this section can be met. Additional large-scale development such as the shopping center shall not be permitted.

Applicant Response: Additional rural "retail/service" lands may be classified commercial upon demonstration of (1) Need for that additional site; (2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas; (3) Adequate services for that commercial activity; and (4) Compatibility with surrounding land uses. As is demonstrated below, these criteria are met and the Subject Property is suitable to be classified as commercial. These criteria are addressed in turn.

(1) Need for that additional site;

The Applicant's proposal to re-classify the Subject Property commercial is in furtherance of the Applicant's request to rezone the Subject Property RRSC in order to continue and expand its existing RV sales and service facility use at the Property. To the north, the Subject Property is adjacent the parcel where the Applicant is operating its existing RV sales and service facility. That parcel is designated commercial and zoned RRSC, and is located within the Ferndale/Crockett commercial node. The Subject Property has limited residential development potential and is perfectly situated to be designated commercial, as the Property is adjacent existing commercial lands, the Ferndale/Crockett commercial node, and Highway 11. This criterion is met.

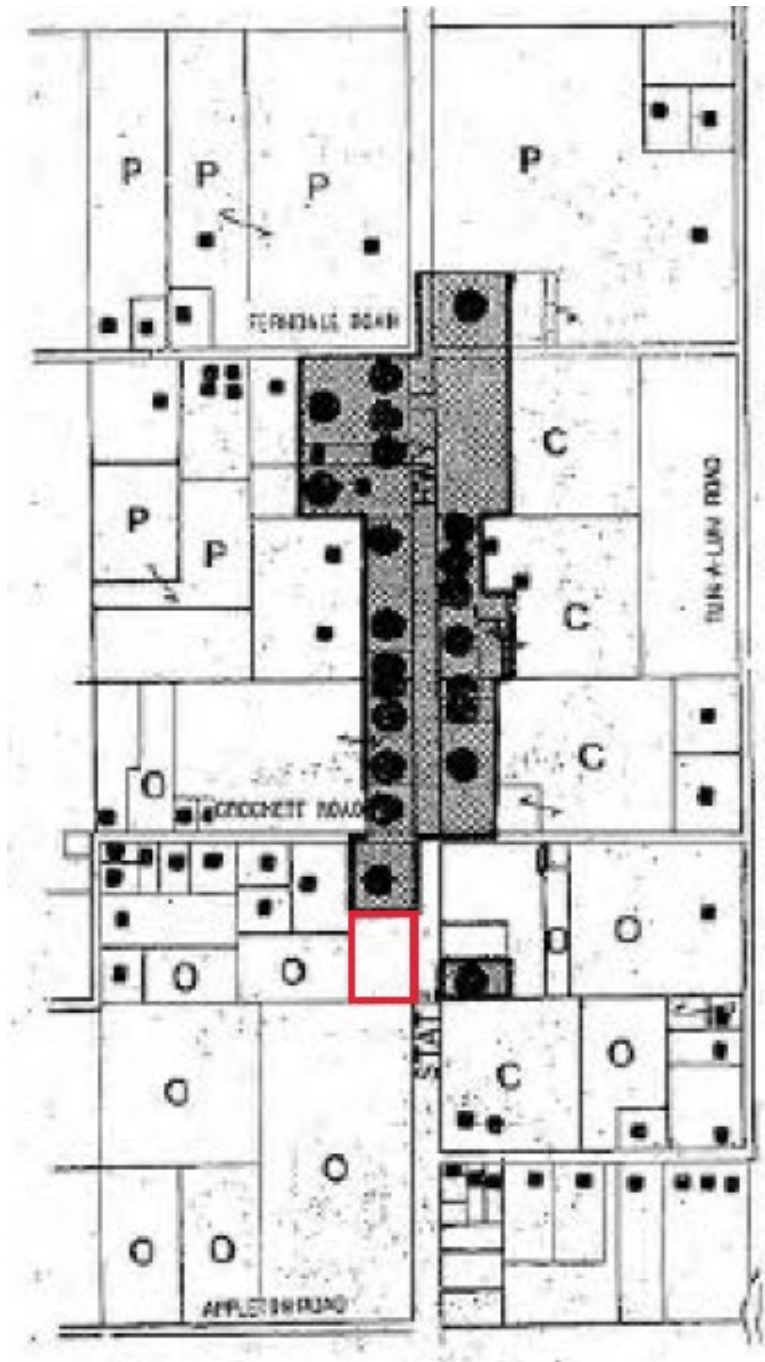


Figure 1. Close-Up of Ferndale/Crockett Commercial Node. UCCP Map 18-69.

(2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas;

The purpose of this UCCP map amendment and zone change application is to allow the Applicant to expand its existing RV sales and service facility onto the Subject Property. The Applicant's existing RV sales and service facilities are located within the Ferndale/Crockett commercial node and are in close proximity to the Subject Property. The Applicant's existing RV sales and service facilities are located within the Ferndale/Crockett commercial node and are in close proximity to the Subject Property. As such, the Subject Property is perfectly situated to be included within the Ferndale/Crockett commercial node and is adjacent the Applicant's existing Click It RV business.

The Applicant has conducted a detailed parcel-by-parcel analysis of East County commercial land to determine the availability of viable commercial sites available in other commercial nodes along Highway 11, as well as within the Milton-Freewater Urban Growth Boundary (“UGB”). The Applicant has concluded that there are no other viable commercial sites within either the existing Highway 11 commercial nodes or the Milton-Freewater UGB. Therefore, there is a need for the proposed map amendment and rezone of the Subject Property due to the non-availability of other viable commercial land within the East County subarea and this criterion is met.

Specifically, the Applicant’s analysis of East County commercial lands established that there are very few vacant commercial parcels within East County, and that none of the vacant/potentially vacant parcels present a viable alternative to the rezoning of the Subject Property. These vacant or potentially vacant parcels are analyzed individually¹ as follows:

Analysis of Potentially Viable Parcels within Existing East County Commercial Nodes

1. *TL 6N3524B000702*: This parcel is partially developed with a conex shipping container along the southern property line, is not controlled by the Applicant or otherwise for sale, and lacks sufficient size for the Applicant to operate its RV sales and service facility. Moreover, this parcel appears to be access-limited (unlike the Subject Property), as there are no existing access drives from the property to Weber Street, and parcel does not abut Highway 11.
2. *TL 6N3524B000700*: This parcel is developed with a grain silo and is not controlled by the Applicant or listed for sale. This parcel also has access and parcel size issues similar to that of TL 6N3524B000702.
3. *TL 6N3524B000709*: This parcel is split by an access driveway for 85332 Highway 11, Milton-Freewater. The northern half of the parcel is developed and appears to be supporting an existing commercial use (Walker’s Furniture & Mattress) at 85332 Highway 11. The southern half of the parcel is undeveloped, but this parcel is not controlled by the Applicant, nor is this parcel listed for sale. In addition, this parcel appears to be supporting an existing commercial use at 85332 Highway 11 that would likely conflict with the Applicant’s proposed RV sale and service use.
4. *TL 6N3513C000900*: This parcel is currently being farmed for some form of nursery stock agribusiness, and is not controlled by the applicant or listed for sale. In addition, although this parcel abuts Highway 11, this parcel does not have sufficient access onto the highway. Moreover, even if access was developed for Highway 11, the parcel does not offer the mobility of access offered by the Subject Property.
5. *TL 6N3513C001000*: This parcel is adjacent to TL 6N3513C000900 to the north. This parcel is not controlled by the Applicant or listed for sale, nor does this parcel have the requisite size or access to support the Applicant’s RV sales and service use.

Analysis of Potentially Viable Parcels within Milton-Freewater UGB

1. *TL 6N3536B000490*: This parcel currently appears to be vacant, but is partially encumbered by the Walla Walla River running through the eastern portion of the lot. Moreover, this parcel is not controlled by the Applicant or listed for sale. In addition, the configuration of this parcel is not conducive to an RV sales or service use, and left-hand turn movements from traveling to the parcel from the north on Highway 11 will be limited to a degree not present at the subject property.

¹ Each vacant or potentially viable commercial parcel is identified by its Umatilla County Map and Tax Lot Number.

2. *TL 6N3536B000491*: Foremost, this parcel lacks access to any public road. In addition, it is not controlled by the Applicant or listed for sale. Finally, this parcel's configuration is also not conducive to an RV sales or service use.

In conclusion, the Applicant's parcel-by-parcel analysis of commercial land within the East County area determined that there is a lack of available commercially-zoned parcels for the Applicant's RV sales and service use, or any use, for that matter. All parcels are currently controlled and not listed for sale, and many parcels have significant access, configuration, or sizing issues. As such, the rezone of the Subject Property is necessary. This criterion is met.

(3) Adequate services for that commercial activity;

As described above, there are adequate services for the proposed RV sales and service facility use. This is further evidenced by the successful operation of the Applicant's existing commercial activity that is occurring on the adjacent parcel to the north of the Subject Property.

(4) Compatibility with surrounding land uses.

The parcel to the north of the Subject Property (TL 6N3525B001902) is currently being used for the Applicant's existing Click-It RV sales and service business. As this Application seeks to rezone the Subject Property to allow the expansion of the Applicant's RV sale and service business, the classification of the Subject Property as commercial is inherently compatible with the use of TL 6N3525B001902.

Parcels to the northwest, west, and south are either undeveloped or in agricultural use. The classification of the Subject Property as commercial is compatible with surrounding land uses on these parcels because the sale and service of RVs is the type of rural-scale and low impact commercial use contemplated by the RRSC zoning district. The use of the Subject Property for a RV sales and service use will not result in any offsite impacts aside from traffic, which the Applicant has analyzed in its TIA prepared by traffic engineer Chris Clemow, P.E. of Clemow & Associates.

Moreover, the Subject Property's location in relation to Highway 11 and the existing Click-It RV use on TL 6N3525B001902 will provide significant advantages in terms of site access that will serve to limit any impact to surrounding land uses. The Applicant proposes to use the combined circulation capabilities of the Subject Property and TL 6N3525B001902 to manage ingress and egress from the site, with the Subject Property providing ingress and egress for southbound traffic on Highway 11, and TL 6N3525B001902 providing access for northbound traffic on Highway 11 through the signalized Crockett-Highway 11 intersection, and access for traffic already traveling on Crockett Road. Combined, the access capabilities of the Subject Property and TL 6N3525B001902 will ensure efficient vehicle circulation for trips entering and exiting the site. This, in turn, will minimize vehicular-related impacts on surrounding uses.

Finally, the designation of the Subject Property as commercial is compatible with surrounding residential and agricultural uses because RV sales and service will not generate adverse offsite impacts on those active farming operations or residential living. Rather, the designation of the Subject Property as commercial will provide a buffer for existing agricultural uses from Highway 11. The Applicant notes that it is more likely that nearby existing agricultural uses will generate offsite impacts such as dust and odor than the RV sales and service use proposed for the Subject Property. The Applicant also notes that once the Subject Property is designated commercial, the Applicant will still need to obtain site plan approval for the use of the Subject Property for its Click-It RV use, wherein the County will apply the review criteria within the UCDC to ensure the Applicant's

proposed use is compatible with surrounding land uses. This criterion is met.

County Finding: Umatilla County finds, as described in the Plan Map chapter of the Comprehensive Plan, some commercial activities require larger sites than may be available within urban growth boundaries and are encouraged to locate in those rural industrial areas that allow commercial uses, such as the RRSC-zoned nodes along Highway 11. The Comprehensive Plan identifies four criteria that should be considered for rural lands to be designated rural “retail/service” when urbanizable and industrial sites are unavailable. County Findings are addressed below for each of the following criteria: (1) Need for that additional site; (2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas; (3) Adequate services for that commercial activity; and (4) Compatibility with surrounding land uses.

(1) Need for that additional site:

Umatilla County finds that there are six commercial nodes classified as retail/service commercial along Highway 11, north of Milton-Freewater. The subject property is located adjacent to the southwest corner of the Ferndale/Crockett commercial node identified in the Comprehensive Plan. Umatilla County finds the applicant has done an analysis of potentially viable parcels within existing east county commercial nodes along Highway 11. The analysis showed that there are very few vacant commercial properties within east county. In addition, the applicant’s analysis showed that the properties were not suitable because they were not available for sale or had other limiting factors such as access or size. Umatilla County finds there is a need for an additional site because of an apparent lack of viable east county commercial properties. Therefore, the proposal is consistent with the above criteria found in the Plan Map section of the Comprehensive Plan.

(2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas:

Umatilla County finds that the subject property is located just over one half-mile from the northern edge of the City of Milton-Freewater Urban Growth Boundary (UGB). Umatilla County finds the applicant has done an analysis of potentially viable parcels within the Milton-Freewater UGB. The analysis identified two vacant commercial properties within the Milton-Freewater UGB. Both properties were determined to not be viable due to potential traffic and access issues to/from Highway 11. Umatilla County finds there is a need for an additional site because of an apparent lack of viable properties within the Milton-Freewater UGB. Therefore, the proposal is consistent with the above criteria found in the Plan Map section of the Comprehensive Plan.

Umatilla County finds that three rural light industrial nodes are located adjacent to Highway 11 outside the UGB. However, the applicant’s proposal to rezone the property so it could be utilized for RV sales would not be compatible with the allowed uses of the Rural Light Industrial zone. Therefore, Umatilla County finds that this portion of the criteria found in the Comprehensive Plan is not relevant to the application.

(3) Adequate services for that commercial activity:

Umatilla County finds that the subject property is currently developed with an existing well and on-site sewage disposal system on the subject property. The applicant’s intended use for the subject property will primarily consist of parking RVs for sales, which will not require urban level services, as evidenced by the operation of the applicant’s existing commercial activity occurring on the adjacent parcel to the north. Umatilla County finds that there are adequate services for the commercial activity to occur on the subject property. Therefore, the proposal is consistent with the

above criteria found in the Plan Map section of the Comprehensive Plan.

(4) Compatibility with surrounding land uses.

Umatilla County finds that the subject property is immediately adjacent to the Ferndale/Crockett commercial node. Highway 11 consists of a “patchwork” of various rural Comprehensive Plan designations. Umatilla County finds that should the rezone be approved, the subject property will still retain its “rural” designation, limiting future uses to rural-scale, low-density types of land uses which will continue to be compatible with the surrounding land uses, including agricultural lands adjacent to the subject property, and along the Highway 11 corridor. Therefore, the proposal is consistent with the above criteria found in the Plan Map section of the Comprehensive Plan.

East County Commercial.

EAST COUNTY COMMERCIAL

In the east county, eight nodes of commercial have been identified through the Orchards District planning effort conducted in 1978 and 1979. These areas have been incorporated into the total County Comprehensive Plan and reflect many hours of citizen involvement and some fine tuning done since adoption of the Orchards District Plan. In delineating the areas for commercial development, the following criteria were used to show that the site was not available for resource use and should be designated for commercial use:

1. Parcels or portions of large parcels already developed for commercial use;

2. Parcels or portions of large parcels considered to be committed to non-farm use because of:

a. location along Highway 11 of the Old Walla Walla Highway between existing businesses and within a cluster of commercial use;

b. adjacent to a commercial area at a crossroad;

c. Located between existing commercial uses and commercial areas planned by the City of Milton-Freewater. Consideration was also given to the farm value of land in question, and whether the commercial designation was actually desired by the property owner involved. Six areas along Highway 11 were identified as meeting the above criteria (see Map 18-67).

...

The third area is referred to as Ferndale/Crockett and lies between the intersection of Ferndale Road and Crockett Road along Highway 11(see Map 18-68). This area is along both sides of the highway and consists of 28.96 acres in 19 parcels or parts of parcels, ranging from a low of 0.50 acres and a high of 4.54 acres. The reason for including portions of parcels is that the original Citizens Advisory Committee (CAC) set a policy of limiting commercial development to within 300 ft. of the highway. This has been fine-tuned by the Planning Commission since 1979 to reflect topography, location of businesses, and homesites. Approximately 20.5 acres is developed for commercial use and includes a mobile home sales outlet, floor covering sales outlet, farm machinery sales outlet, woodstove sales outlet, veterinary clinic, restaurant, saw shop, auction barn, antique shop, two gas stations and an RV Sales lot. The remaining acreage is infilling between the existing development along the highway.

Applicant Response: The re-designation of the Subject Property from Residential to Commercial is consistent with the purpose and design of the East County Commercial Area and the Ferndale/Crockett commercial node. *See* UCCP 18-299-300. Foremost, the Subject Property is adjacent parcels already developed for commercial use, including the Applicant’s Click It RV sales and service use occurring on the parcel just north of the Property. Additionally, the Subject Property is committed to non-farm use because of its location adjacent Highway 11 and is located within a cluster of commercial uses and existing businesses – the Ferndale/Crockett commercial node. The Subject Property is also located just south of the crossroad between Highway 11 and West Crockett Road. Finally, the Subject Property is located between existing commercial uses within the Ferndale/Crockett commercial node and commercial areas planned by the City of Milton-Freewater to the south. The designation of the Subject Property as commercial is consistent with the commercial designation criteria within the County’s East County Plan.²

County Finding: Umatilla County finds that the subject property proposed for an expansion of an existing RV sales business is immediately adjacent to the Ferndale/Crockett commercial node within the East County Commercial area designated by the Comprehensive Plan. The property is already considered “exception property” committed to non-farm use because it is currently zoned for rural residential use. If the plan amendment is approved and the property is rezoned, the property will retain its “rural” designation. Umatilla County finds that the proposal will fit within the commercial development pattern of properties along the Highway 11 corridor. Therefore, the proposal is consistent with the East County Commercial section of the Comprehensive Plan.

C. OARs

Division 12, Transportation Planning

OAR 660-012-0060(1), Plan and Land Use Regulation Amendments.

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not

²The designation of the Subject Property as commercial is similarly consistent with the description of the Ferndale/Crockett commercial area within the UCCP and explicitly references an RV sales lot within the UCCP’s description of existing commercial development within the plan area.

limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Applicant Response: The Transportation Planning Rule is applicable because Applicant is requesting a change to an acknowledged comprehensive plan and land use regulation (the zoning map). Attached as **Exhibit C** is the TIA prepared by traffic engineer Chris Clemow, P.E. of Clemow & Associates. Mr. Clemow addresses the criteria of the TPR within his TIA and concludes that “the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.” This criterion is met.

County Finding: Umatilla County finds that the applicant has prepared a TIA. The TIA concluded that overall, the Comprehensive Plan amendment and rezone would result in a small increase in traffic and will not significantly affect an existing or planned transportation facility. Therefore, the criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis. Umatilla County finds that the proposal is consistent with the applicable Division 12 Transportation Planning Rules.

Division 15, Statewide Planning Goals and Guidelines

OAR 660-015-0000

Applicant Response: The Application complies with the Statewide Planning Goals applicable to Umatilla County, as shown below. No exceptions are being requested. Each of the applicable Statewide Planning Goals is addressed in turn as follows:

County Finding: Umatilla County finds that the proposed Plan Map amendment and rezone is consistent with the applicable Statewide Planning Goals outlined in the subsequent findings.

Goal 1, Citizen Involvement.

Applicant Response: Umatilla County will provide notice of the Application to the public through mailed notice to affected property owners. Notice of the public hearings held regarding this Application follow the code requirements. A minimum of two public hearings will be held to consider the Application.

County Finding: Umatilla County finds that the applicant’s request underwent the public hearing process, with two public hearings, and therefore complies with Statewide Planning Goal 1 (Citizen Involvement).

Goal 2, Land Use Planning.

Applicant Response: Goals, policies and processes related to UCCP map amendments and zone change applications are included in the UCCP and UCDC 152.750. The outcome of the Application will be based on findings of fact and conclusions of law related to the applicable provisions of those

laws as required by Goal 2.

County Finding: Umatilla County finds that through this amendment process, the applicant's request complies with the County's Comprehensive Plan and Development Code and therefore complies with Statewide Planning Goal 2 (Planning).

Goal 3, Agricultural Lands.

Applicant Response: This goal is not applicable because the Subject Property does not contain land zoned agricultural land, nor does it support agricultural uses.

County Finding: Umatilla County finds that Statewide Planning Goal 3 (Agricultural Lands) does not directly apply to the applicant's request.

Goal 4, Forest Lands.

Applicant Response: This goal is not applicable because the Subject Property does not contain land zoned forest land, nor does it support forest uses.

County Finding: Umatilla County finds that Statewide Planning Goal 4 (Forest Lands) does not directly apply to the applicant's request.

Goal 5, Open Spaces, Scenic and Historic Areas and Natural Resources.

Applicant Response: This goal is not applicable because the Subject Property is not located in land zoned open space, the Property is not within any scenic or historical area, and no natural resources have been identified. Moreover, the proposed UCCP map amendment and rezone is not development or a project action, and therefore will not impact any Goal 5 resource.

County Finding: Umatilla County finds the subject property does not contain any identified open spaces, scenic and historic areas or natural resources. Therefore, Goal 5 (Open Spaces, Scenic and Historic Areas and Natural Resources) does not directly apply to the applicant's request.

Goal 6, Air, Water and Land Resources Quality.

Applicant Response: The approval of this Application will not impact the quality of the air, water, or land resources of the County. Any future development of the Subject Property would be subject to local, state, and federal regulations that protect these resources.

County Finding: Umatilla County finds that the proposal to rezone the subject property will not impact the quality of the air, water, or land resources of the county. Any future permitting of the subject property would be subject to local, state, and federal regulations that protect these resources. Therefore, the proposal complies with Statewide Planning Goal 6 (Air, Water, and Land Resources Quality).

Goal 7, Areas Subject to Natural Disasters and Hazards.

Applicant Response: This goal is not applicable because the Subject Property is not located in an area that is recognized by the UCCP as a known natural disaster or hazard area.

County Finding: Umatilla County finds that Statewide Planning Goal 7 (Areas Subject to Natural Disasters and Hazards) does not directly apply to the applicant's request.

Goal 8, Recreational Needs.

Applicant Response: The approval of this UCCP map amendment and rezone will satisfy the recreational needs of citizens of the County, State, and visitors as it will allow the continuation and

expansion of the Applicant’s existing RV sales and service facility onto the subject property. If the subject Application is approved, the Applicant’s existing Click It RV business will continue to meet local and regional recreational needs by providing recreational vehicles to support and enhance County, State, and visitors’ recreational activities.

County Finding: Umatilla County finds that approval of the request will allow the applicant to pursue an expansion of an RV sales and service business to the subject property. RVs are a form of recreation and the sale and repair of RVs will enhance recreation activities in the County. Therefore, the proposal is consistent with Statewide Planning Goal 8 (Recreational Needs).

Goal 9, Economic Development.

Applicant Response: Goal 9 is “[t]o provide adequate opportunities throughout the state for a variety of economic activities.” The proposed UCCP map amendment and zone change is consistent with this goal because it provides opportunities for economic development in the County in general, and in the Ferndale/Crockett commercial area in particular, by allowing the currently undeveloped and unused property be put to a more productive use through the continuation and expansion of the Applicant’s existing RV sales and service facility use.

County Finding: Umatilla County finds that the applicant’s proposal to expand a retail and service commercial use (RV sales and service) to the subject property will enhance economic development activities occurring in the Ferndale/Crockett commercial node located along Highway 11 in Umatilla County. Therefore, the proposal is consistent with Statewide Planning Goal 9 (Economic Development).

Goal 10, Housing.

Applicant Response: The re-classification of the Subject Property from residential to commercial will have a negligible impact on housing within the County. Currently, the 1.97-acre Subject Property is substandard for its current RR-4 zoning, which requires a four-acre minimum. At best, the Subject Property could continue to support the existing single-family dwelling (mobile home) at the Property, although the Property’s location adjacent Highway 11 and existing commercial land uses to the north makes future residential development of the Property unlikely. Moreover, the mobile home is currently unoccupied, and presently, the Applicant does not have plans for the residential use of the mobile home. In the event the subject Application is approved, the Applicant and County Staff have discussed addressing the future use of the mobile home during the development permitting phase.

Due to the Subject Property’s limited residential development potential, the re-classification of the Subject Property from residential to commercial will have a de minimis impact on the County’s housing and buildable lands inventory. The subject Application complies with Goal 10.

County Finding: Umatilla County finds that the subject property is developed with one single family dwelling and the property could not be further divided to support additional residential development. Rezoning the property to a commercial zone will have a negligible effect to the county’s inventory of rural residential lands. Therefore, the proposal is compliant with Statewide Planning Goal 10 (Housing).

Goal 11, Public Facilities and Services.

Applicant Response: The approval of this Application will have no adverse impact on the provision of public facilities and services to the Subject Property. Needed services – including fire, police, water, utilities, and county services – are already available in the area. The Subject Property already

has water and sewer utilities, therefore, this request does not require the extension of public facilities and services that would implicate Goal 11.

County Finding: Umatilla County finds that the proposal does not include the extension public utilities to serve the subject property. Therefore, the proposal is compliant with Statewide Planning Goal 11 (Public Facilities and Services).

Goal 12, Transportation.

Applicant Response: As explained in detail above and within the TIA submitted for this Application (Exhibit C) the Application complies with the Transportation Planning Rule, OAR 660-012-0060, the Rule that implements Goal 12. Compliance with that Rule also demonstrates compliance with Goal 12.

County Finding: Umatilla County finds that the applicant has prepared a TIA demonstrating that the proposed rezone to a service/commercial use will have minimal impact to State Highway 11 and Crockett Road and is not expected to impact the local transportation network. Umatilla County finds that the applicant's request is consistent with Statewide Planning Goal 12 (Transportation).

Goal 13, Energy Conservation.

Applicant Response: The approval of this Application does not impede energy conservation. The Subject Property is located north of Milton-Freewater and immediately adjacent the Ferndale/Crockett commercial node. Allowing the Subject Property to be zoned RRSC will not negatively impact conservation of energy, and may in fact encourage the conservation of energy by allowing the Applicant's existing commercial use to continue and expand onto the Subject Property. Click It RV's location adjacent Highway 11 and the Ferndale/Crockett commercial node will provide a conveniently located service for individuals located along and nearby Highway 11, north of Milton-Freewater.

County Finding: Umatilla County finds that the proposed rezone of this site to allow for the expansion of an RV sales and service business will reduce the distance Umatilla County residents have to travel to purchase or service their recreation vehicles, thereby reducing fossil fuel consumption. Therefore, the applicant's request is consistent with Statewide Planning Goal 13 (Energy).

Goal 14, Urbanization.

Applicant Response: The RRSC zone is an acknowledged rural commercial zoning district that limits the intensity of the uses allowed in the zone and "*is designed to comply with Goal 14*" as is "applied to commercial lands outside unincorporated communities and urban growth boundaries for which an exception to Goal 14 has not been approved." UCDC 152.251 (emphasis added). The compliance of the proposed zoning with Goal 14 is acknowledged by UCDC 152.251, as well as the UCCP which recognizes that "[s]hould increased rural needs for rural "retail/service" designations surpass urbanizing and industrial site availabilities, additional rural lands may be classified commercial upon demonstration of (1) Need for that additional site; (2) Non-availability of appropriate sites in urban growth boundaries and rural industrial areas; (3) Adequate services for that commercial activity; and (4) Compatibility with surrounding land uses." UCCP 18-274. Compliance with the aforementioned UCCP classification criteria is addressed above.

This Application satisfies the requirements for a comprehensive plan designation and zone change as set forth by State Statute, Oregon Administrative Rules, the UCCP, and the UCDC. As such, this

UCCP map amendment and zone change complies with Goal 14.

County Finding: Umatilla County finds that the subject property will retain its “rural” designation after the proposed rezone. Therefore, the applicant’s request is consistent with Statewide Planning Goal 14 (Urbanization).

Goals 15 through 19.

Applicant Response: These Goals do not apply to Umatilla County.

County Finding: Umatilla County finds that Statewide Planning Goals 15-19 are only applicable outside of Umatilla County and do not apply.

D. Oregon Revised Statutes

Chapter 197, Comprehensive Land Use Planning

ORS 197.175(1)

(1) Cities and counties shall exercise their planning and zoning responsibilities, including, but not limited to, a city or special district boundary change which shall mean the annexation of unincorporated territory by a city, the incorporation of a new city and the formation or change of organization of or annexation to any special district authorized by ORS 198.705 (Definitions for ORS 198.705 to 198.955) to 198.955 (Disposition of assets), 199.410 (Policy) to 199.534 (Legislative annexation of territory to cities and districts) or 451.010 (Authorization to establish master plans and service districts) to 451.620 (Procedures for district formed subject to specified dissolution date), in accordance with ORS chapters 195, 196 and 197 and the goals approved under ORS chapters 195, 196 and 197. The Land Conservation and Development Commission shall adopt rules clarifying how the goals apply to the incorporation of a new city. Notwithstanding the provisions of section 15, chapter 827, Oregon Laws 1983, the rules shall take effect upon adoption by the commission. The applicability of rules promulgated under this section to the incorporation of cities prior to August 9, 1983, shall be determined under the laws of this state.

Applicant Response: This is an application for a post-acknowledgement plan amendment. This Application satisfies the applicable Statewide Planning Goals and other applicable administrative rules.

County Finding: Umatilla County finds that the proposal constitutes a post-acknowledgement plan amendment. The application is consistent with the applicable Statewide Planning Goals and applicable Oregon Administrative Rules, and is therefore compliant with ORS 197.175(1).

PLANNING COMMISSION REZONE REQUEST RECOMMENDATION OPTIONS

A. Motion to Recommend Approval Based on Evidence in the Record

I, Commissioner _____, make a motion to recommend approval of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners based on the foregoing Findings of Fact and Conclusions of Law.

B. Motion to Recommend Approval with Additional Findings

I, Commissioner _____, make a motion to recommend approval of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners with the following additional Findings of Fact: _____.

C. Motion to Recommend Denial Based on Evidence in the Record

I, Commissioner _____, make a motion to recommend denial of Plan Map Amendment P-137-24 and Zoning Map Amendment Z-324-24, to the Board of Commissioners based on the foregoing Findings of Fact and Conclusions of Law.

DECISION: BASED ON THE ABOVE STATED FINDINGS OF FACT AND CONCLUSIONS OF LAW, THE UMATILLA COUNTY BOARD OF COMMISSIONERS HEREBY APPROVES / DENIES PLAN MAP AMENDMENT P-137-24 AND ZONING MAP AMENDMENT Z-324-24

UMATILLA COUNTY BOARD OF COMMISSIONERS

Dated the _____ day of _____, 2024

Celinda A. Timmons, *Commissioner*

John M. Shafer, *Commissioner*

Daniel N. Dorran, *Commissioner*

EXHIBIT A

Vicinity Map

HAAK HOLDINGS LLC, APPLICANT/OWNER

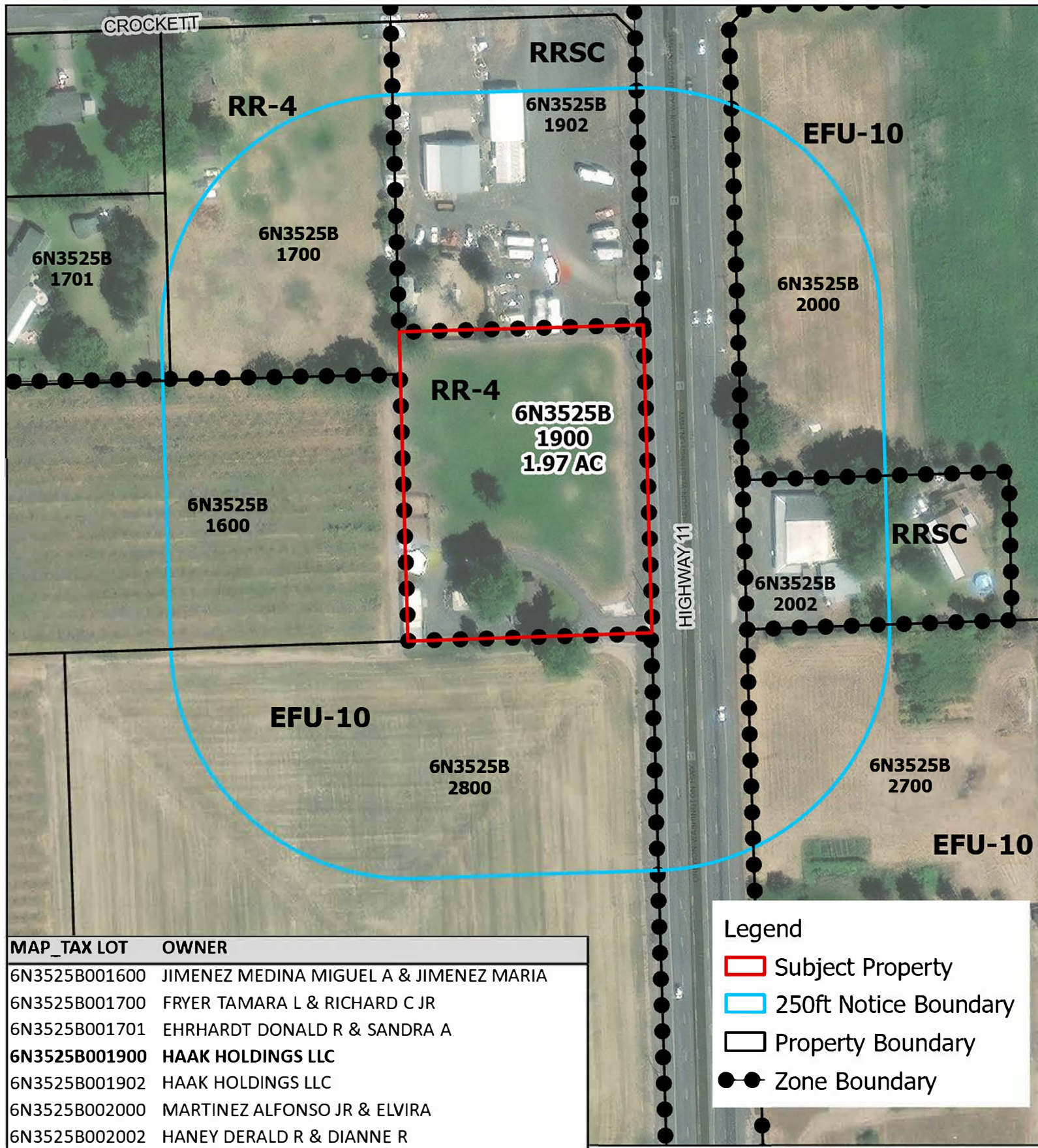
MAP: 6N3525B TAX LOT: 1900

#P-137-24 & #Z-324-24

NOTIFIED PROPERTY OWNERS WITHIN 250 FT OF SUBJECT PROPERTY

N

Map Disclaimer: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of the data. Parcel data should be used for reference purposes only. Created by T. Cimmiyotti, Umatilla County Community Development Planning Division 8/1/2024



MAP_TAX LOT	OWNER
6N3525B001600	JIMENEZ MEDINA MIGUEL A & JIMENEZ MARIA
6N3525B001700	FRYER TAMARA L & RICHARD C JR
6N3525B001701	EHRHARDT DONALD R & SANDRA A
6N3525B001900	HAAK HOLDINGS LLC
6N3525B001902	HAAK HOLDINGS LLC
6N3525B002000	MARTINEZ ALFONSO JR & ELVIRA
6N3525B002002	HANEY DERALD R & DIANNE R UPPER COLUMBIA MISSION SOC OF SDA CHURCH
6N3525B002700	c/o UPPER COLUMBIA CORP OF SEVENTH DAY ADV
6N3525B002800	BLUE MOUNTAIN HAY LLC

Legend

- Subject Property
- 250ft Notice Boundary
- Property Boundary
- Zone Boundary



EXHIBIT B

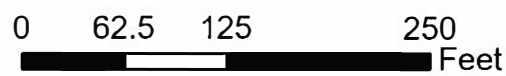
Proposed Rezone Map

HAAK HOLDINGS LLC, APPLICANT/OWNER

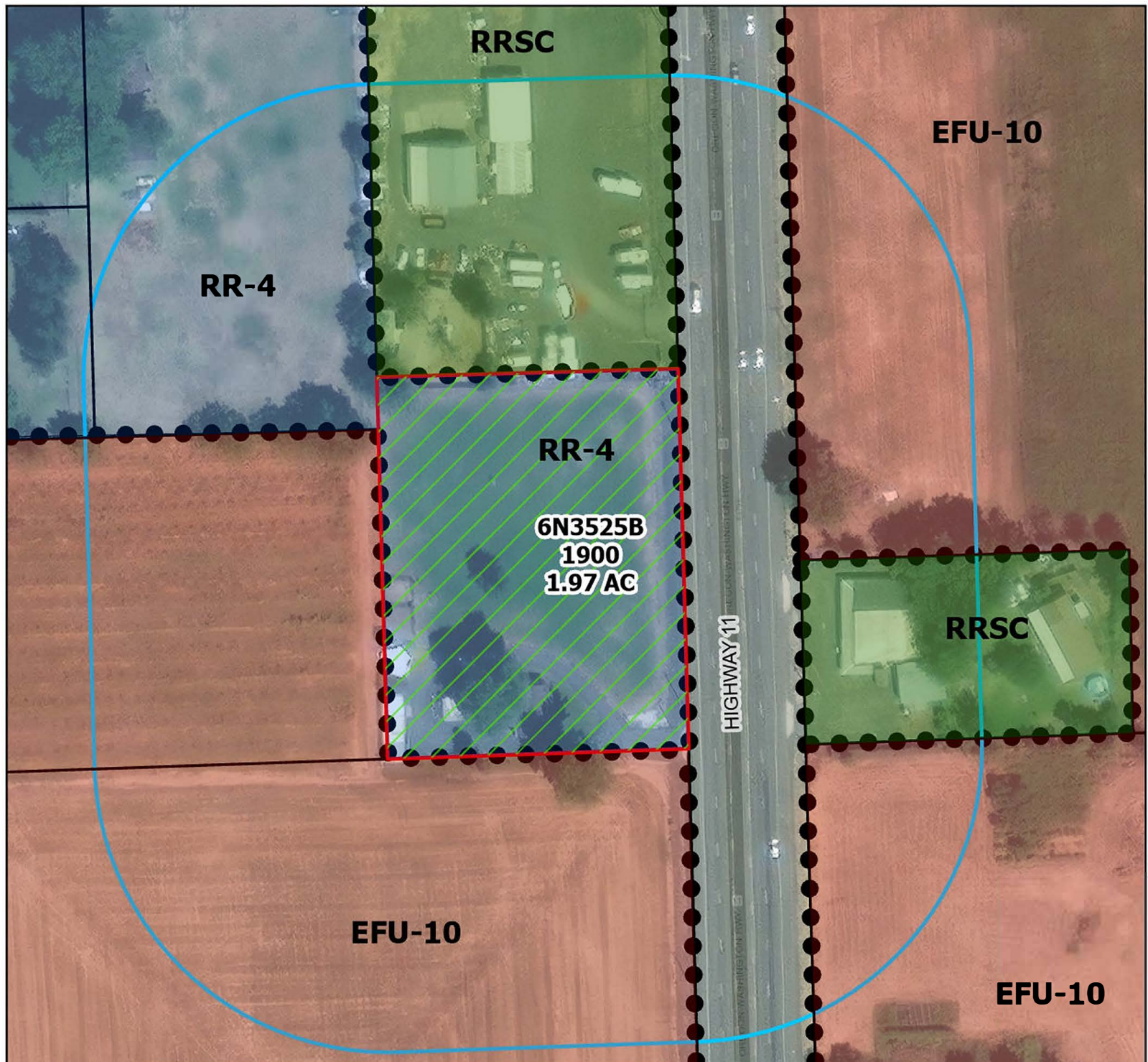
MAP: 6N3525B TAX LOT: 1900

#P-137-24 & #Z-324-24

Map Disclaimer: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of the data. Parcel data should be used for reference purposes only. Created by T. Cimmiyotti, Umatilla County Community Development Planning Division 8/1/2024



NOTIFIED PROPERTY OWNERS WITHIN 250 FT OF SUBJECT PROPERTY



Legend

Subject Property	Proposed Zone Change to RRSC & Comp Plan Change to Commercial	COMP PLAN: Rural Residential
Property Boundary	COMP PLAN: Orchards District	COMP PLAN: Commercial
250ft Notice Boundary		
Zone Boundary		

EXHIBIT C

Traffic Impact Analysis



May 6, 2024

HAAK Holdings, LLC
Attention: Kim Arrotta
10606 N Newport Highway
Spokane, Washington 99218

c/o Schwabe, Williamson & Wyatt
Attention: Garrett Stephenson and Keenan Ordan-Bakalian
1211 SW 5th Avenue, Suite 1900
Portland, Oregon 97204

Re: **84722 Highway 11 Comprehensive Plan Amendment and Zone Change – Umatilla Couty, Oregon**
Traffic Impact Analysis

C&A Project Number 20231202.00

Dear Ms. Arrotta,

This Traffic Impact Analysis (TIA) supports the proposed Comprehensive Plan amendment and zone change of the property located at 84722 Highway 11, Milton-Freewater (Umatilla County) Oregon. The following items are presented:

1. Property Description and Proposed Land Use Actions
2. Study Parameters
3. Agency Transportation Plan Review
4. Existing Conditions
5. Site Development
6. Transportation Analysis
7. Site Access
8. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property is located at 84722 Highway 11, Milton-Freewater (Umatilla County) Oregon. The subject property is identified as tax lot 1900 on Umatilla County Assessor’s map 6N-35-25B and is approximately 1.97 acres.

The property has frontage on, and access to OR 11 to the east. The site area is illustrated in the attached Figure 1.

Proposed land use actions include a Comprehensive Plan amendment with a plan designation change from Rural Residential to Commercial and a corresponding zone designation change from Rural Residential – 4 Acres (RR-4) to Rural Retail/Service Commercial (RRSC). The existing property zoning designations are illustrated in the attached Figure 2.

The subject property is currently developed with a permitted/allowed single-family residence in the southwest property corner and the remainder of the property is graveled and is conditionally used for the storage of RVs for the RV sales business to the north. It is further noted that specific property redevelopment is not currently contemplated. As such, for transportation analysis purposes, reasonable worst-case development scenarios are assumed in the current and proposed zone designations.

2. STUDY PARAMETERS

The subject land use action is for a Umatilla County Comprehensive Plan amendment and has direct access to a transportation facility under Oregon Department of Transportation (ODOT) jurisdiction. Therefore, the TIS addresses the following criteria:

- Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060
- Umatilla County Development Code (UCDC) Section 152.751 – Compliance With Comprehensive Plan
- UCDC Section 152.019 – Traffic Impact Study
- Oregon Highway Plan criteria

3. AGENCY TRANSPORTATION PLAN REVIEW

Milton-Freewater Stateline Highway 11 Corridor Land Use and Transportation Plan

The *Milton-Freewater Stateline Highway 11 Corridor Land Use and Transportation Plan* is a refinement plan for the OR 11 Corridor which focuses on the OR 11 Corridor between Milton-Freewater and Stateline Road. The plan was a cooperative effort of Umatilla County, the city of Milton-Freewater, and ODOT.

Plan projects and strategies focus on managing the highway to minimize congestion and improve connectivity while ensuring safety.

Based on average highway speeds and the number of crashes, ODOT has designated the section of OR 11 between the Oregon-Washington border and Elizabeth Street as a traffic safety corridor.

The primary OR 11 corridor deficiencies include facility design, insufficient access control, and inadequate or nonexistent facilities for pedestrians and bicyclists. The recommended actions to improve these corridor conditions include policy and ordinance amendments and transportation system improvements. Specific to the project area, improvements at the OR 11/Crockett Road intersection included improving the Crockett Road approach grades to OR 11 and increasing the intersection corner radii – both of which have been constructed.

Umatilla County Transportation System Plan (TSP)

The Umatilla County TSP does not contain any funded transportation-related projects in the project area or identify any unique issues; however, it does incorporate by reference the materials and findings contained in the *Milton-Freewater Stateline Highway 11 Corridor Land Use and Transportation Plan* described above.

ODOT Statewide Transportation Improvement Program (STIP)

A review of the ODOT Active 2024-2027 Statewide Transportation Improvement Program (STIP) finds that there is one project in the area, Key 22989 – OR11: Milton-Freewater Safety and Sidewalk Improvements that is described as *“Convert existing 5-lane section to 3-lane to include bike and right turn lanes to reduce crashes and improve safety and construct sidewalks between 8th Street and Cobb Street to encourage pedestrian use and provide safe pedestrian access to transit.”* The project is partially funded (i.e., it is funded through the relocation of utilities), and it is not anticipated to start until the federal fiscal year 2025.

4. EXISTING CONDITIONS

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics within the study area.

TABLE 1 – EXISTING ROADWAY CHARACTERISTICS						
Roadway	Functional Classification	Lanes	Speed Limit (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
OR 11	Statewide Highway (ODOT)	5	50	No	Shoulders ≈8'	No
Crockett Road	Major Collector (E/O OR 11) Local (W/O OR 11)	2	Not Posted	No	No	No

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the total number and types of crashes occurring, and the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as the “crash rate.” Specific to intersections, it is typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (CMEV). A critical crash rate analysis is then performed by comparing the subject intersection to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 CMEV or the 90th percentile rates require further analysis.

Study area crash data were obtained from the Oregon Department of Transportation (ODOT) for five years from January 1, 2018 through December 31, 2022. The following table presents the study intersection crash rates and critical crash analysis. Crash data and crash rate calculations are attached for reference. Crash locations are illustrated in the attached Figure 3.

TABLE 2 – INTERSECTION CRASH RATES										
Intersection	2018	2019	2020	2021	2022	Total	Crash Rate (CMEV)	Reference Population ¹	90 th Percentile Crash Rate	Over or under Crash Rate?
OR 11 / Crockett Road	1	0	2	3	1	7	0.303	Urban 4ST	0.408	Under
OR 11 / Applegate Road	0	0	0	1	0	1	0.043	Urban 4ST	0.408	Under

¹ 4ST is a four-leg m-nor stop-control intersection.

The study intersection observed crash rates are less than the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population, indicating the intersections are considered relatively safe, and further safety analysis is not warranted.

The most recent 2022 ODOT Safety Priority Index System (SPIS) data for OR 11 in the project area was also obtained. The SPIS is a systemic scoring method that identifies potential safety problems and is based on three years of crash data considering frequency, rate, and severity. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over three years. It evaluates overlapping road segments, so an individual location may be reported in multiple segments. ODOT screens these segments annually to identify and prioritize sites and those with a SPIS score in the top 15% of sites within a Region merit further investigation to identify potential safety improvements. A copy of the SPIS data is attached for reference.

A review of the data for the OR 11 segment adjacent to the subject property finds SPIS scores ranging from 47.74 to 62.63, all of which are in the top 15% of sites in Region 5, primarily due to crashes at the OR 11/Crockett Road intersection. As such, an ODOT safety investigation report needs to be prepared to determine potential remedies. While online ODOT report data is not readily available, a review of the detailed ODOT crash reports finds that of the seven OR 11/Crockett Road intersection crashes, six involved turning movements (two left and four right), five were caused by a driver not yielding the right-of-way, and there were multiple driver errors.

Overall, there is no clearly defined safety deficiency, and the crash types are consistent with two-way stop-controlled intersections. Further, the intersection crash rate is less than the crash rate of the statewide reference population. Regardless, it is noted that this section of OR 11 is designated as a safety corridor and there is a partially funded STIP project that will convert the existing 5-lane section of OR 11 to 3 lanes to include bike and right-turn lanes to reduce crashes and improve safety.

5. SITE DEVELOPMENT

Development Assumptions

The proposed land use actions do not include a specific development application. As such, this transportation analysis evaluates reasonable worst-case development scenario impacts in the proposed RRSC, and the current RR-4 zone designations based on the allowed land use identified in the UCDC.

Proposed RRSC Zone Assumptions

- The zone is designed to provide areas outside of urban growth boundaries and unincorporated communities for specific commercial activities requiring larger sites than are available inside an urban growth boundary and provide for retail and service-oriented commercial activities to accommodate rural residences. The RRSC zone intends to permit the continuation and expansion of existing uses and to provide rural employment opportunities for new uses that are generally rural-scale and low impact.
- Higher trip-generating permitted uses include automobile service stations, automobile, truck, or motorcycle sales lots, eating or drinking establishments, food stores, motels (up to 35 units), offices, and retail sales outlets.
- Except for motels as described above, buildings shall not exceed 3,500 square feet of floor space.
- Given the geographic location, service/utility availability, and existing development types north of Milton-Freewater, several of the permitted uses identified above are not practical/reasonable. As such, reasonable worst-case development is assumed to be a 3,500-square-foot convenience store with 8-vehicle fueling positions.

Current RR-4 Zone Assumptions

- The zone is designed to provide lands to enhance the value of rural living and maintain a rural residential atmosphere while accommodating the demand for rural residences. Lots need to be sufficiently large to accommodate private wells and sewage disposal systems as well as gardens and farm animals.
- The minimum lot area for a principal dwelling is four acres (or less for pre-existing non-conforming lots of record).
- The gross site area of tax lot 1900 is 1.97 acres.
- The maximum residential density is 1 unit per four acres – resulting in 1 single-family residence.

Development Trip Generation

Using the above-identified development assumptions, trip generation in the proposed and current Umatilla County zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the *ITE Trip Generation Handbook*, 3rd Edition. Trip generation is as follows:

TABLE 3 – DEVELOPMENT TRIP GENERATION – UMATILLA COUNTY ZONING						
Reasonable Worst-Case Development Assumption	ITE Code	Size	Daily Trips ¹	PM Peak Hour ¹		
				Enter	Exit	Total
Proposed RRSC Zone Designation						
Convenience Store/Gas Station - GFA (2-4k)	945	8 VFP	2,121	74	73	147
<i>Pass-By / Diverted-Linked Trips (56% Daily / 56% PM) ²</i>			<i>(1,188)</i>	<i>(41)</i>	<i>(41)</i>	<i>(82)</i>
Current RR-4 Zone Designation						
Single-Family Detached Housing	210	1 DU	9	1	0	1
Change in Trip Generation with Proposed Zone Change			924	32	32	64

¹ Trip generation estimated using the *Average Rate* per recommended practice in the *ITE Trip Generation Handbook*, 3rd Edition.

² Daily pass-by trips are assumed to be approximately 56%. Per ITE, AM is 62% and PM is 56%.

As identified in the table above, reasonable worst-case development in the proposed RRSC zone designation generates a maximum of 924 daily and 64 PM additional trips over the current RR-4 zone designation.

6. TRANSPORTATION ANALYSIS

Transportation Planning Rule (TPR) Criteria

OAR 660-012-0060 (1) states, “If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

OAR 660-012-0060 (9) states, “Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule, but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.”

Oregon Highway Plan Considerations

Oregon Highway Plan Action 1F.5, states “For purposes of evaluating amendments to transportation system plans, acknowledged comprehensive plans, and land use regulations subject to OAR 660-12-0060, in situations where the volume-to-capacity ratio or alternative mobility target for a highway segment, intersection, or interchange is currently above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or is projected to be above the mobility targets at the planning horizon, and transportation improvements are not planned within the planning horizon to bring performance to the established target, the mobility target is to avoid further degradation. If an amendment subject to OAR 660-012-0060 increases the volume-to-capacity ratio further or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.

In addition to the capacity-increasing improvements that may be required to mitigate impacts, other performance-improving actions to consider include, but are not limited to:

- System connectivity improvements for vehicles, bicycles, and pedestrians.
- Transportation demand management (TDM) methods to reduce the need for additional capacity.
- Multi-modal (bicycle, pedestrian, transit) opportunities to reduce vehicle demand.
- Operational improvements to maximize the use of the existing system.
- Land use techniques such as trip caps/budgets to manage trip generation.

In applying “avoid further degradation” for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause “further degradation” of the facility.

The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- Any proposed amendment that does not increase the average daily trips by more than 400.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,001 for state facilities where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway.
 - The annual average daily traffic is less than 15,000 for a three-lane highway.
 - The annual average daily traffic is less than 10,000 for a four-lane highway.
 - The annual average daily traffic is less than 25,000 for a five-lane highway.
- If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

In applying OHP mobility targets to analyze mitigation, ODOT recognizes that there are many variables and levels of uncertainty in calculating volume-to-capacity ratios, particularly over a specified planning horizon. After negotiating reasonable levels of mitigation for actions required under OAR 660-012-0060, ODOT considers calculated values for v/c ratios that are within 0.03 of the adopted targets in the OHP to be considered in compliance with the target. The adopted mobility target still applies for determining significant affect under OAR 660-012-0060.

Based on traffic counts used in the 2022 ODOT Safety Priority Index System (SPIS) data for OR 11, the roadway Annual Average Daily traffic (AADT) in the project area is 12,645. The proposed zone change from RR-4 to RRSC results in a potential 924 daily trip increase which is less than the 1,000 average daily trip threshold identified in the OHP requiring a TPR analysis – noting that OR 11 is a 5-lane highway with less than 25,000 AADT (or a future 3-lane highway with less than 15,000 AADT).

Overall, the proposed Comprehensive Plan amendment and zone change results in a small increase in traffic and will not significantly affect an existing or planned transportation facility. As such, it can be found that the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.

7. SITE ACCESS

The property has frontage on, and currently has direct access to OR 11 to the east. It is anticipated that future development on the property will also have direct access to OR 11 and any right of access will have to be approved by ODOT at the time of a specific land use application.

It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).

8. SUMMARY

The following conclusions and recommendations are made based on materials contained in this analysis:

1. The subject property is located at 84722 Highway 11, Milton-Freewater (Umatilla County) Oregon. The subject property is identified as tax lot 1900 on Umatilla County Assessor's map 6N-35-25B and is approximately 1.97 acres. The property has frontage on, and access to OR 11 to the east.
2. Proposed land use actions include a Comprehensive Plan amendment with a plan designation change from Rural Residential to Commercial and a corresponding zone designation change from Rural Residential – 4 Acres (RR-4) to Rural Retail/Service Commercial (RRSC).
3. The subject property is currently developed with a permitted/allowed single-family residence in the southwest property corner and the remainder of the property is graveled and is conditionally used for the storage of RVs for the RV sales business to the north. It is further noted that specific property redevelopment is not currently contemplated. As such, for transportation analysis purposes, reasonable worst-case development scenarios are assumed in the current and proposed zone designations.
4. Based on average highway speeds and the number of crashes, ODOT has designated the section of OR 11 between the Oregon-Washington border and Elizabeth Street (which includes the project area) as a traffic safety corridor. The primary OR 11 corridor deficiencies include facility design, insufficient access control, and inadequate or nonexistent facilities for pedestrians and bicyclists.

5. The ODOT Active 2024-2027 Statewide Transportation Improvement Program (STIP) contains one project in the area, Key 22989 – OR11: Milton-Freewater Safety and Sidewalk Improvements that is described as *“Convert existing 5-lane section to 3-lane to include bike and right turn lanes to reduce crashes and improve safety and construct sidewalks between 8th Street and Cobb Street to encourage pedestrian use and provide safe pedestrian access to transit.”* The project is partially funded (i.e., it is funded through the relocation of utilities), and it is not anticipated to start until the federal fiscal year 2025.
6. The study intersection observed crash rates are less than the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population, indicating the intersections are considered relatively safe, and further safety analysis is not warranted.
7. The section of OR 11 adjacent to the subject property has SPIS scores in the top 15% of sites in Region 5, primarily due to crashes at the OR 11/Crockett Road intersection. A review of the detailed ODOT crash report finds that there is no clearly defined safety deficiency, and the crash types are consistent with two-way stop-controlled intersections. Regardless, it is noted that this section of OR 11 is designated as a safety corridor and there is a partially funded STIP project that will convert the existing 5-lane section of OR 11 to 3 lanes to include bike and right-turn lanes to reduce crashes and improve safety.
8. Reasonable worst-case development in the proposed RRSC zone designation generates a maximum of 924 daily and 64 PM additional trips over the current RR-4 zone designation. The potential trip increase is less than the 1,000 average daily trip threshold identified in the OHP requiring a TPR analysis – noting that OR 11 is a 5-lane highway with less than 25,000 AADT (or a future 3-lane highway with less than 15,000 AADT).
9. Overall, the proposed Comprehensive Plan amendment and zone change results in a small increase in traffic and will not significantly affect an existing or planned transportation facility. As such, it can be found that the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.
10. It is anticipated that future development on the property will have direct access to OR 11 and any right of access will have to be approved by ODOT at the time of a specific land use application.
11. It is anticipated the (future) applicant will construct any necessary frontage improvements at the time of development (as part of a future, specific development land use application).

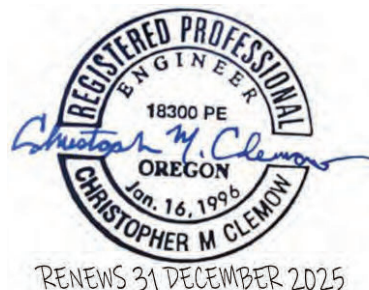
Sincerely,

Christopher M. Clemow, PE, PTOE

Christopher M.
Clemow

Digital Signer: Christopher M Clemow
DN: C=US, E=clemow@clemow-associates.com, O=Clemow & Associates,
OU=CM, CN=Christopher M Clemow
Date: 2024.05.06
10:39:04 -07:00

Transportation Engineer



Attachments: Figures 1, 2, and 3
Crash and SPIS Data

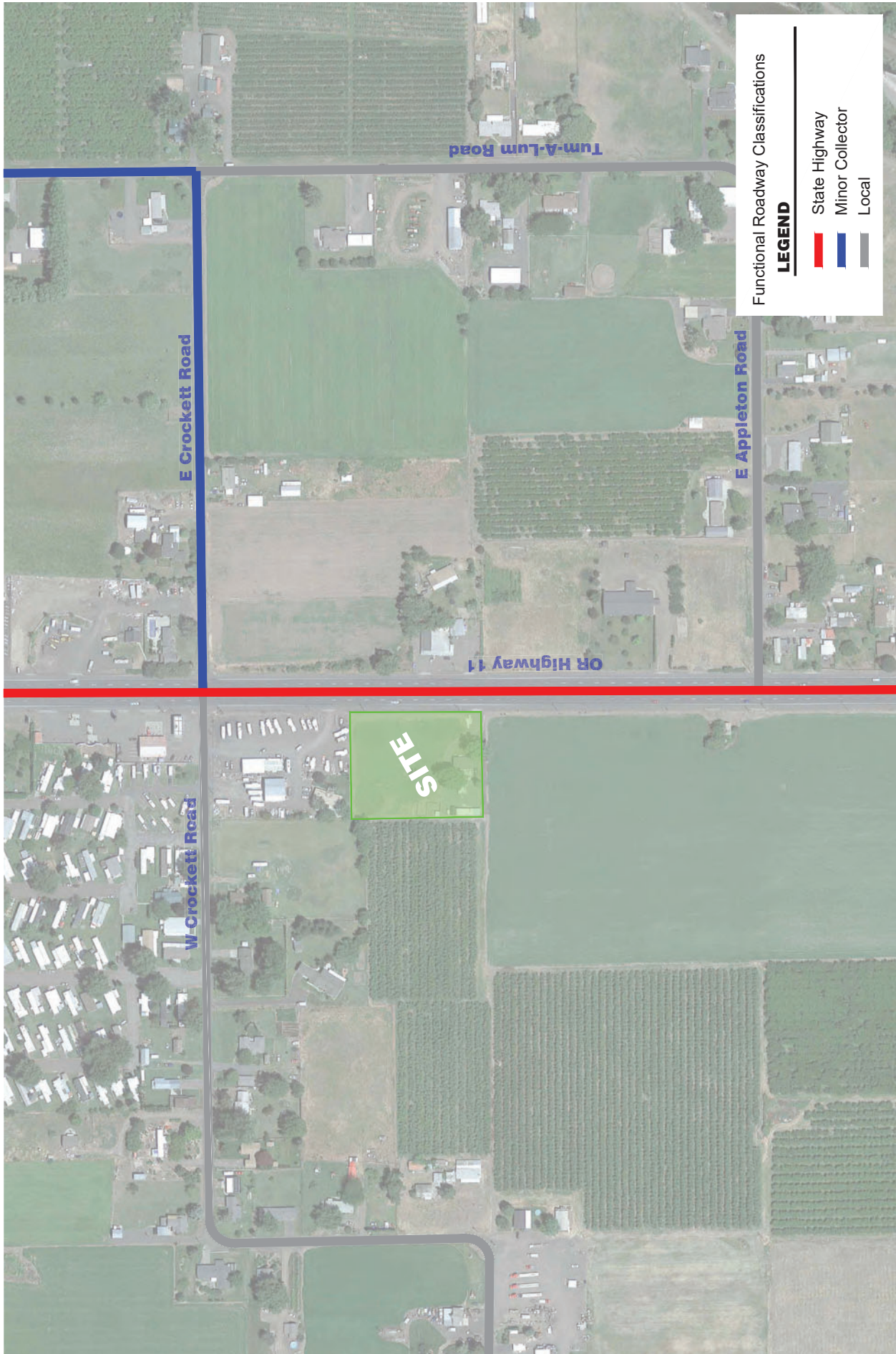


FIGURE 1

SITE AREA

2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 cclemow@clemow-associates.com

84722 Highway 11 Comprehensive Plan Amendment and Zone Change - Umatilla County, Oregon
 C&A Project No. 20231202.00



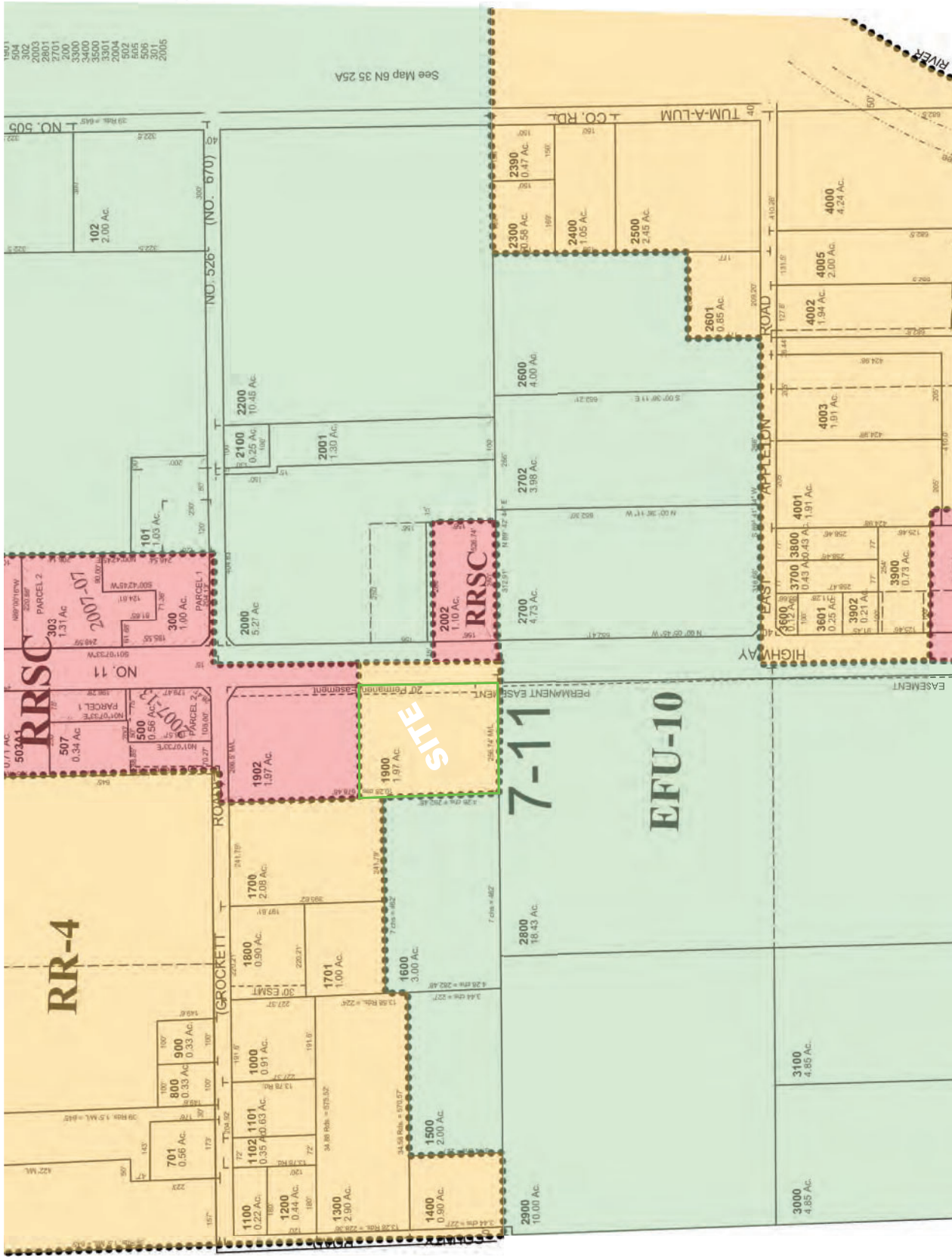


FIGURE 2

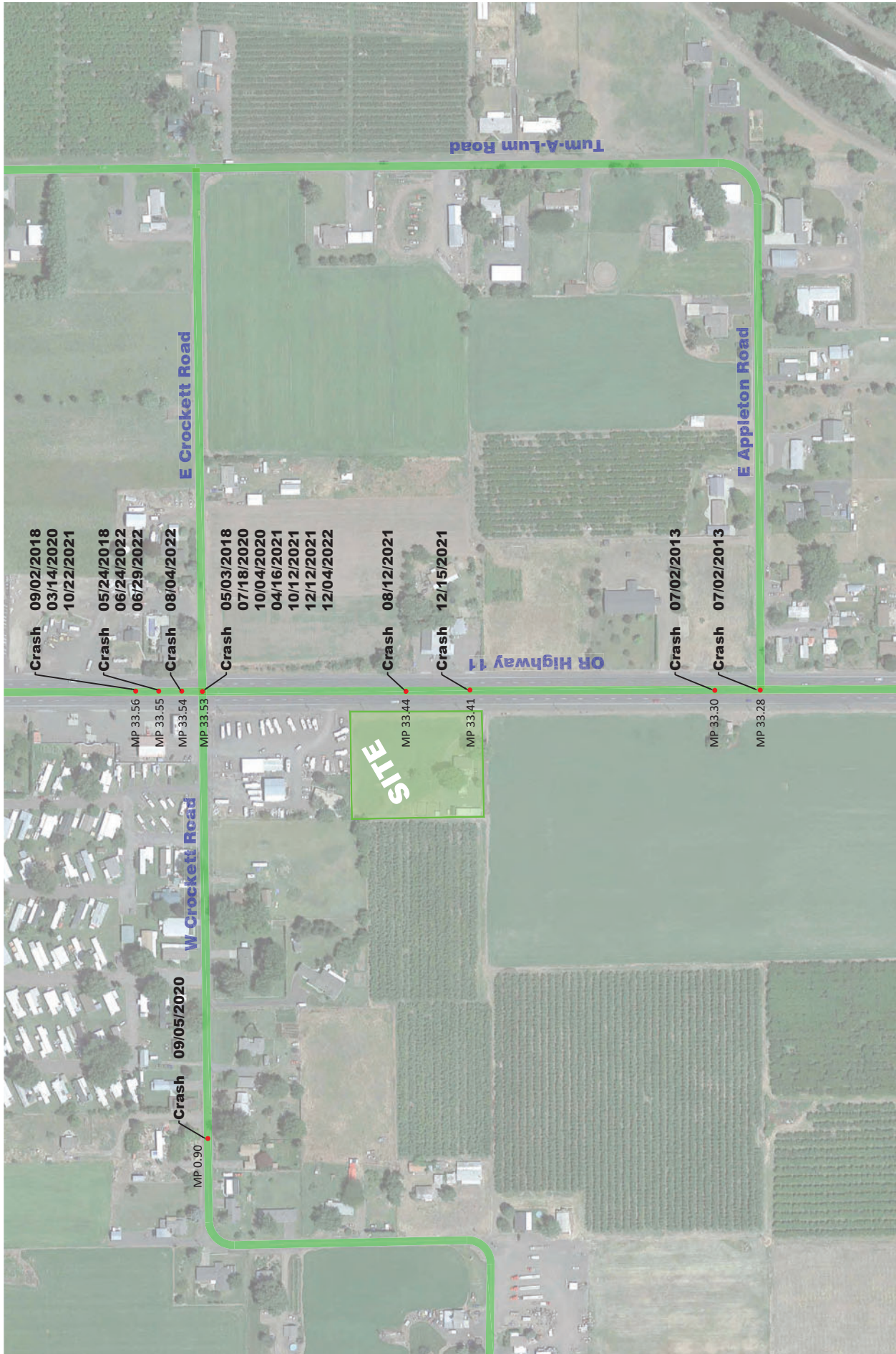
CURRENT ZONE DESIGNATIONS

84722 Highway 11 Comprehensive Plan Amendment and Zone Change - Umatilla County, Oregon

C&A Project No. 20231202.00

2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com





FIGURE

3

CRASH LOCATIONS

84722 Highway 11 Comprehensive Plan Amendment and Zone Change - Umatilla County, Oregon

C&A Project No. 20231202.00

2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 clemow@clemow-associates.com



January 1, 2018 through December 31, 2017

Intersection	INTERSECTION CRASH RATES							Annual Crashes	AADT (365xADT)	Crash Rate (CMEV)	Reference Population	90th%ile Crash Rate	Over or Under Crash
	Crashes												
	2018	2019	2020	2021	2022	Total							
OR 11 / Crockett Road	1	0	2	3	1	7	12,645	4,615,425	1.40	0.303	Urban 4ST	0.408	Under
OR 11 / Appleton Road	0	0	0	1	0	1	12,645	4,615,425	0.20	0.043	Urban 4ST	0.408	Under



Oregon Department of Transportation

2022 - On-State, All SPIS Sites - By Hwy, MIP

Region

5

Site	Rhwy	BxP	EMP	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS	
008	Oregon	Washington													
OR-11	1	β3-41	33-33	12,645	5	0	3	0	2		Umatilla	CROCKETT RD.	95	62.63	
OR-11	1	33-45	33-54	12,645	4	0	2	0	2		Umatilla	CROCKETT RD.	90	47.74	

Intersection crash rates also need to be compared to the published statewide 90th percentile intersection crash rates in Exhibit 4-1. Any rates close to or over the 90th percentile rates need to be flagged for further analysis. The intersection crash rate is calculated by the following formula:

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

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

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

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

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

For intersections other than the configurations shown in Exhibit 4-1, there are usually too few locations with that intersection configuration to provide statewide statistics. There are some stop controlled intersection configurations that could be approximated as indicated in Exhibit 4-2 and Exhibit 4-3 below. Any other intersection configurations not in Exhibit 4-1, Exhibit 4-2, or Exhibit 4-3 should by default be flagged for further analysis, since the unusual configuration is likely to warrant a closer look at the crashes.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

CDS380
03/25/2024

008 : OREGON-WASHINGTON

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

CDS380
03/25/2024

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

008 : OREGON-WASHINGTON

4 - 8 of 18 Crash records shown.

SER#	INVEST	RD DFT	UNLOC#	D C S V L K LAT	LONG	URBAN AREA	MILEPT LRS	RD# FC	CONNM#	RD CHAR	INT-TYPE	INT-REL	TRAP-LEGS	CONTL	DRVY LIGHT SVRTY	CRASH COLL	WTHR	OFFRD	RNDBT	DRVY LIGHT SVRTY	VEH TYPE	SVRTY	E X RES	LOC	ACT EVENT	CAUSE				
01020	N N N N N	SU		12/12/2021	UMATILLA			1	14																					
STATE		10P			MILT-FRE UA			MN	0																					
N		45 58 29.6			-118 23 14.08			33.53	0	01																				
								000800100500																						
00310	N N N N N	TH		05/03/2018	UMATILLA			1	14																					
STATE		7P			MILT-FRE UA			MN	0																					
N		45 58 29.6			-118 23 14.08			33.53	0	02																				
								000800100500																						
00497	N N N N N	SA		07/18/2020	UMATILLA			1	14																					
STATE		12P			MILT-FRE UA			MN	0																					
N		45 58 29.6			-118 23 14.08			33.53	0	03																				
								000800100500																						
00677	N N N N N	SU		10/04/2020	UMATILLA			1	14																					
STATE		4P			MILT-FRE UA			MN	0																					
N		45 58 29.6			-118 23 14.07			33.53	0	03																				
								000800100500																						

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

CDS380
03/25/2024
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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

CDS380
03/25/2024

008 : OREGON-WASHINGTON

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

15 - 17 of 18 Crash records shown.

SER#	INVEST	RD DPT	UNLOC?	D C S V L K LAT	DATE	COUNTY	CITY	RD# FC	COMENT	MILENT	RD	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	OWNER	A S	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT_EVENT	CAUSE	
00515	N N N N	06/24/2022	FR	UMATILLA	1 14	UMATILLA		1 14		0	STRGHT	UN	(NONE)	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT	01 DRVR	INJC	18 M	OTH-Y		045	000	00	13
N	9A	45 58 30.64	MILT-FRE UA		33.55	MILT-FRE UA		33.55		0	UN	04	(04)	UNKNOWN	N	DRY	SS-O	PRVTE	0	PSNGR CAR							000	00	13
N										000800100500					N	DAY	INJ	02 NONE	0	STRGHT	01 DRVR	NONE	67 M	OTH-Y		000	000	00	00
00830	N N N N	10/22/2021	FR	UMATILLA	1 14	UMATILLA		1 14		0	STRGHT	UN	(NONE)	N	N	RAIN	ANGL-OTH	01 NONE	0	TURN-L								32.02	
N	3P	45 58 31.16	MILT-FRE UA		33.56	MILT-FRE UA		33.56		0	03	03	(04)	UNKNOWN	N	WET	TURN	PRVTE	0	PSNGR CAR							018	00	32.02
N										000800100500					N	DAY	INJ	02 NONE	0	STRGHT	01 DRVR	INJC	68 M	OTH-Y		052,004	000	00	32.02
99999	Y Y N N	09/02/2018	SU	UMATILLA	1 14	UMATILLA		1 14		0	STRGHT	UN	(NONE)	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT									27,29,01
N	9P	45 58 31.16	MILT-FRE UA		33.56	MILT-FRE UA		33.56		0	05	05	(04)	UNKNOWN	N	DRY	REAR	PRVTE	0	PSNGR CAR							016,042,047	038	27,29,01
N										000800100500					N	DLIT	FAT	02 NONE	0	STRGHT	01 DRVR	KILL	41 M	OTH-Y			000	00	27,29,01
99999	Y Y N N	03/14/2020	SA	UMATILLA	1 14	UMATILLA		1 14		0	ALLEY	UN	(NONE)	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT									087
N	8A	45 58 31.16	MILT-FRE UA		33.56	MILT-FRE UA		33.56		0	06	06	(05)	UNKNOWN	N	DRY	TURN	PRVTE	0	PSNGR CAR								013	27,08,02
N										000800100500					N	DLIT	INJ	02 NONE	0	STRGHT	01 DRVR	INJC	64 M	SUSP		000	000	00	00
N										000800100500					N	DLIT	INJ	03 NONE	1	STRGHT	02 PSNG	INJC	24 M	OR-Y			000	00	00
N										000800100500					N	DLIT	INJ	03 NONE	1	STRGHT	03 PSNG	INJC	11 F	OR-25			000	00	00
N										000800100500					N	DLIT	INJ	03 NONE	1	STRGHT	04 PSNG	INJC	06 M	OR-25			000	00	00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

CDS380
03/25/2024

008 : OREGON-WASHINGTON

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 008 ALL ROAD TYPES, MP 33.2 to 33.6 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 COUNTY ROAD CRASH LISTING

CROCKETT RD, MP -999.99 to 999.99, 01/01/2018 to 12/31/2022
 1 - 1 of 1 Crash records shown.

SER#	INVEST	RD DFT	UNLOC?	D C S V L K LAT	09/05/2020	MILEPNT	COUNTY ROADS	RD CHAR	INT-TYPE	OFFRD	WTHR	CRASH	SPLC USE	TRLR QTY	MOVE	PH TYPE	INJ	SVRTY	E X RES	LOC	ACT	EVENT	CAUSE
00603	N N N N	N N N N	N N N N	N N N N	09/05/2020	0.90	CROCKETT RD	STRGHT	(NONE)	Y	UNK	FIX OBJ	01 NONE	9	STRGHT	01	DRVR	NONE	00	UNK	UNK	000	00
Y								UN	(NONE)	N	UNK	FIX	N/A		UN-UN	01	DRVR	NONE	00	UNK	UNK	000	00
N								00	(02)	N	DAY	PDO	PSNGR CAR								000	000	00

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ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUEING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
048	LAY ON RD	STANDING OR LYING IN ROADWAY
049	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
050	MERGING	MERGING
051	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHER-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO;
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFALL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

DRIVER RESIDENCE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION	RES CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)	1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
1	OR-Y	VALID OREGON LICENSE	2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY	3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
3	SUSP	SUSPENDED/REVOKED	4	N-RES	NON-RESIDENT
4	EXP	EXPIRED	9	UNK	UNKNOWN IF OREGON RESIDENT
8	N-VAL	OTHER NON-VALID LICENSE			
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH			

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FALL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER STOP FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TRNG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

Exhibit C

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL IN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVERSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVERLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRECT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRECT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHKIKR	HITCHKIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OFN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LYSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENJATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GORL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRGL PYMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PRNTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLER
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SFUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKING	PARKING MANEUVER

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PEB	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB.
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OB.
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OPCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STP SGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRACTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCFR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH



Oregon Department of Transportation

Region

2022 - On-State, All SPIS Sites - By Hwy, MP

5

Rte	Rdwy	BMP	EMP	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
008 Oregon-Washington														
OR-11	1	33.39	33.48	12,645	1	0	1	0	0		Umanilla		35	20.96
OR-11	1	33.40	33.49	12,645	1	0	1	0	0		Umanilla		35	20.96
OR-11	1	33.41	33.50	12,645	1	0	1	0	0		Umanilla		35	20.96
OR-11	1	33.42	33.51	12,645	1	0	1	0	0		Umanilla		35	20.96
OR-11	1	33.43	33.52	12,645	1	0	1	0	0		Umanilla		35	20.96
OR-11	1	33.44	33.53	12,645	5	0	3	0	2		Umanilla	CROCKETT RD.	95	62.63
OR-11	1	33.45	33.54	12,645	4	0	2	0	2		Umanilla	CROCKETT RD.	90	47.74
OR-11	1	33.46	33.55	12,645	4	0	2	0	2		Umanilla	CROCKETT RD.	90	47.74
OR-11	1	33.47	33.56	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.48	33.57	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.49	33.58	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.50	33.59	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.51	33.60	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.52	33.61	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.53	33.62	12,645	6	0	2	1	3		Umanilla	CROCKETT RD.	90	54.02
OR-11	1	33.62	33.71	12,645	3	0	0	2	1		Umanilla		10	14.27

DRAFT MINUTES

TYPE I LAND DIVISION, SUBDIVISION

REQUEST #S-064-24

ABRAHAM AND MAGGIE RODRIGUEZ,

APPLICANTS/OWNERS

The applicants request approval to subdivide the property located on Assessor's Map 5N2835, Tax Lot 200. The applicant's proposed subdivision will create seven (7) lots of at least 2 acres in size. The Land Use standards applicable to the applicants' request are found in Umatilla County Development Code 152.665, Type I Land Divisions.

UMATILLA COUNTY

PLANNING COMMISSION HEARING

July 25, 2024

DRAFT MINUTES
UMATILLA COUNTY PLANNING COMMISSION
Meeting of Thursday, July 25, 2024, 6:45pm

COMMISSIONERS

PRESENT: Suni Danforth, Chair, Sam Tucker, Vice Chair, John Standley, Malcolm Millar and Ann Minton

COMMISSIONER

PRESENT VIA ZOOM: Kim Gillet and Andrew Morris

COMMISSIONERS

ABSENT: Tami Green, and Emery Gentry

PLANNING STAFF:

Robert Waldher, Community Development Director, Charlet Hotchkiss, Planner, and Shawna Van Sickle, Administrative Assistant

NOTE: THE FOLLOWING IS A SUMMARY OF THE MEETING. RECORDING IS AVAILABLE AT THE PLANNING OFFICE.

CALL TO ORDER

Chair Danforth called the meeting to order at 6:45PM and read the Opening Statement.

NEW HEARING

TYPE I LAND DIVISION, SUBDIVISION REQUEST #S-064-24: ABRAHAM AND MAGGIE RODRIGUEZ, APPLICANTS/OWNERS: The applicants request approval to subdivide the property located on Assessor’s Map 5N2835, Tax Lot 200. The applicant’s proposed subdivision will create seven (7) lots of at least 2 acres in size. The Land Use standards applicable to the applicants’ request are found in Umatilla County Development Code 152.665, Type I Land Divisions.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex parte contact or objections to jurisdiction. No reports were made.

Chair Danforth called for the Staff Report.

STAFF REPORT

Ms. Charlet Hotchkiss, Planner, stated this hearing is for the establishment of a rural residential subdivision. The proposed subdivision establishes seven lots. The property is located north of Punkin Center on the southeast corner of Joy Lane and Alpine Drive, about a half-mile north of Hermiston City Limits. She explained that the applicant stated each undeveloped lot will have its own water source either from an individual domestic well or through the sharing of a domestic

well. Individual septic systems are proposed for each lot. The applicant has submitted a draft of the proposed Covenants, Conditions and Restrictions (CC & Rs) to be recorded.

Ms. Hotchkiss stated the applicant previously applied for the same proposal of a subdivision at the beginning of 2024. At that time, the proposed subdivision had eight proposed lots and during the public hearing the Planning Commission voted to deny it. The basis for the denial was due to several issues including; Proposed Lot 2 (which was the western half of what is now Proposed Lot 1) having only 0.55 acres (18% of the lot) of buildable space, due to the Bonneville Power Administration (BPA) easement and natural gas line on the property; She added this did not satisfy UCDC 152.648 (16)(a)(1), each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations. She stated this also included Proposed Lot 6 being bisected by the Hermiston Irrigation Canal (HID), whom said would need to be fenced or piped over (piping over is costly and not usually done in such a small portion) taking away a portion of Proposed Lot 6 and making it unusable for any future land owner.

Ms. Hotchkiss reiterated even if that section were piped over, the 60-foot-wide-easement would still exist and could not be built within. The Planning Commission found that Lot 6, as proposed, would be significantly impacted by the existing HID canal.

Ms. Hotchkiss explained the Umatilla County Planning Commission suggested the applicant move the lot lines to the center of the irrigation canal, if they choose to reapply, and subdivide the property to avoid negative impacts on future property owners. The Planning Commission also encouraged the applicant to submit a clear plan for road maintenance and detailed Covenants, Codes and Restrictions. She added the applicant was also advised by the Planning Commission they likely would not be able to create eight lots and meet all the criteria.

Ms. Hotchkiss advised the Planning Commissioners that while reading the preliminary findings, they will be able to see the applicant had taken those suggestions into account when developing the tentative plan and made the required adjustments in order to meet the criteria.

Ms. Hotchkiss stated the Standards of Approval are found in the Umatilla County Development Code Section 152.665, Type I Land Divisions and Umatilla County Development Code Section 152.648 Creation of Roads, Easements and Right-of-Way; Minimum Standards (16) Subdivisions. Standards for reviewing a Subdivision generally consist of complying with development code standards, Traffic Impact Analysis standards and subdivision plat requirements. She mentioned the notice of the applicant's request and the public hearing was mailed on July 5, 2024 to the owners of properties located within 250-feet of the perimeter of Tax Lot 200. Notice was also published in the East Oregonian on July 10, 2024 notifying the public of the applicant's request before the Planning Commission on July 25, 2024.

Ms. Hotchkiss stated only one comment was received from Karra Van Fossen, Water Right Specialist, at Hermiston Irrigation District on July 11, 2024. This comment was located in the back of the hearing packet labeled Exhibit A. The comment stated HID has no objections to the

subdivision, however, HID has policies and stipulations when granting consent to a subdivision along their canals and Rights-of-Way. HID advised the landowner to contact the district and the Bureau of Reclamation for a list of fees and restrictions if they plan to build on these lots in the future. She added, the comment also stated that the property currently has no water rights; however, HID would allow water rights to be purchased and placed on this property.

Ms. Hotchkiss stated, the proposed Conditions of Approval address road improvement and access standards, including road naming and Irrevocable Consent Agreements, site suitability for septic systems, and the survey and recording requirements with final approval accomplished through the recording of the final subdivision plat. She concluded, the decision made by the Planning Commission is final unless timely appealed to the County Board of Commissioners.

Commissioner Standley asked about the new proposed road, Quail Lane, and wanted to confirm it would not be a public access road. Ms. Hotchkiss confirmed Quail Lane is proposed as a 60-foot-wide private easement and reiterated it would not be a publicly platted road. She added, those who live along Quail Lane would in theory be able to access through to Alpine Drive as well.

Commissioner Standley expressed concerns regarding the public versus private access and what if a property owner decided to close the road to not allow entry throughout the private to public road access. Mr. Robert Waldher stated any disputes among neighboring land owners concerning access and keeping roads open is a civil matter. Our department does not get involved in those issues and that those respective parties would need to address those matters amongst themselves.

Commissioner Standley stated his concern really piques on emergency vehicles and if the potential problem might cause issues for fire trucks or ambulance who cannot turn around due to the size of the road or turnaround. He stated he wanted to ensure this was brought to attention of the applicant, so problems can be avoided.

Commissioner Morris asked if the cul-de-sac proposed further up would take away from the buildable space or the two-acre minimum. Commissioner Millar and Commissioner Standley expressed the same concern. Chair Danforth stated she did not feel the easement would reduce the acreage. Mr. Waldher confirmed it is just an easement, it is not a right-of-way that's accepted out, so the boundaries on the parcel/lot would remain the same and acreage would not change.

Conversation continued regarding the use of the further extension of Quail Lane that borders Proposed Lots 4-7 and whether a cul-de-sac or hammerhead-turn-around would be helpful in case the extension of Quail Lane doesn't continue through tax lot 102 and to help mitigate issues with emergency vehicles, school buses, etc.

Commissioner Standley mentioned the fire departments have been a driving force for subdivisions and the size of turn-arounds for emergency vehicles. Ms. Hotchkiss mentioned Umatilla County Fire District #1 was notified and provided no comment regarding the application.

Commission Tucker asked if the Planning Commission added a condition for access could be done, like that of a hammerhead-turn-around. Ms. Hotchkiss stated it would be included within their motion and not necessarily as an amendment to the application. Commissioner Tucker asked if the record would reflect the new application is for seven lots now instead of eight. Ms. Hotchkiss confirmed it would be now for seven lots and not eight.

Commissioner Morris and Ms. Hotchkiss spoke about the concerns regarding agreements between the seller and buyer and clarification was given regarding those agreements surrounding the road improvements and CC & Rs.

Applicant Testimony: Mrs. Maggie Rodriguez, 405 N 1st Street, Unit 101, Hermiston, OR 97838; Mrs. Rodriguez began by stating they took a lot of the suggestions into account when resubmitting this application. She stated they reduced the lot total and moved the easements along the irrigation canal, so they are centered through the middle of the canal. She also mentioned they adjusted Quail Lane and added the use of CC & R's for road improvements.

Chair Danforth asked if she wanted to add anything regarding the comments the Planning Commissioners discussed with Staff regarding the roads. Commissioner Standley additionally asked if Mrs. Rodriguez would be open to develop the road on Quail Lane Extension to be a similar cul-de-sac like the proposed Rocking A Court. Mrs. Rodriguez stated she would be open to doing the cul-de-sac.

Mr. Waldher added a suggestion regarding a hammerhead-turn-around. He demonstrated that on the whiteboard for the room and explained how emergency vehicles could still pull in and turn around. Commissioner Standley stated his suggestion was to not go all the way through Proposed Lot's 5 and 7 so to save money on road construction.

Commissioner Tucker expressed concern on the improvements ending in the center of those properties. He stated, if he was buying property, he would prefer the road to be limited on the very edge of the property rather than right in the center. Mrs. Rodriguez stated not taking the road all the way through would likely reduce the cost for maintenance and less expensive to develop. Commissioner Millar added a similar statement to Commissioner Standley, stating reducing the road would also reduce the amount of people driving through Quail Lane. Mrs. Rodriguez stated she was advised by staff to continue the road through, so that is what they put in their proposal. She added, if they don't necessarily have to continue the road through then that would be more preferred.

Mr. Waldher stated staff highly recommended continuing the road through due to the road network and opportunities for future connectivity. He added further that if the road were to hit the middle of these four lots that would preclude ever being able to connect Quail Lane to the existing infrastructure that is out there. There was additional discussion between Chair Danforth, Ms. Hotchkiss, Commission Morris and Commissioner Standley regarding what future improvement might look like regarding a through street and when or if that roads becomes publicly dedicated.

Chair Danforth asked Mrs. Rodriguez her preference regarding having a cul-de-sac, or even hammerhead turn around instead of a through street off the extension of Quail Lane. Mrs. Rodriguez stated her preference would be a cul-de-sac but is willing to do whatever is needed.

Mr. Waldher asked the commissioners to reference page 15 of the findings, under section Criteria for Approval (f), “The Tentative Plan conforms and fits into the existing development scheme in the area, including the logical extension of existing streets or roads and public facilities through the tentative plan.” Additionally, the findings talk about Quail Lane, a private lane, would be logically extended through the subject property to Alpine Drive via 60-foot public access and utility easement. He added, the other benefit of having the connectivity could benefit emergency response for those that live on the private part of Quail Lane. Mr. Waldher added, in theory if a fire truck needed to access those existing homes they could access it from the West, from Alpine Lane. But if it just dead ends with a cul-de-sac, they wouldn't have that opportunity. Commissioner Millar stated if they were to do the hammerhead-turn-around and extended it to the end of the Proposed Tax Lots 5 and 7 then it could address both problems and Quail Lane could continue on in the future. Commissioner Minton agreed with Commission Millar’s statement.

Chair Danforth reconfirmed with Mrs. Rodriguez that her preference would still stand with the cul-de-sac, and the applicant agreed.

Opponents: None

Public Agencies: None

Rebuttal: None

Chair Danforth called for any requests for the hearing to be continued, or for the record to remain open. There were none.

Chair Danforth closed the hearing for deliberation.

DELIBERATION & DECISION

Commissioner Morris made a motion to approve the application as it was submitted.

No second was received, the motion failed.

Commissioner Tucker made a motion to approve the Rodriguez Estates Subdivision as submitted with the additional condition that the hammerhead-turn-around is placed on the east side of Proposed Lots 5 and 7.

Commissioner Minton seconded the motion. Motion passes with a vote of 6 to 1.

OTHER BUSINESS

No new business for this meeting.

ADJOURNMENT

Chair Danforth adjourned the meeting at 7:36PM.

Respectfully submitted,

Shawna Van Sickle,

Administrative Assistant

DRAFT

DRAFT MINUTES

**APPEAL OF PLANNING DIVISION DECISION
TO DENY TYPE II LAND DIVISION REQUEST
#LD-5N-912-24:**

KALVIN GARTON, APPLICANT/OWNER.

A “Request for Appeal” was filed on August 14, 2024 to appeal the Umatilla County Planning Division’s decision to deny Land Division Request #LD-5N-912-24. The applicant’s proposal is to partition the property located on Assessor’s Map 5N2722, Tax Lot 809. The applicant’s proposed partition would create three (3) lots of at least 2 acres in size. The Land Use standards applicable to the applicant’s request are found in Umatilla County Development Code 152.684, Type II Land Divisions.

**UMATILLA COUNTY
PLANNING COMMISSION HEARING
September 26, 2024**

**DRAFT MINUTES
UMATILLA COUNTY PLANNING COMMISSION
Meeting of Thursday, September 26, 2024, 6:30pm**

COMMISSIONERS

PRESENT: Suni Danforth, Chair, Sam Tucker, Vice Chair, John Standley, Malcolm Millar, Tami Green and Emery Gentry

COMMISSIONER

PRESENT VIA ZOOM: Kim Gillet

COMMISSIONERS

ABSENT: Andrew Morris, and Ann Minton

PLANNING STAFF:

Robert Waldher, Community Development Director, Charlet Hotchkiss, Planner, and Shawna Van Sickle, Administrative Assistant

NOTE: THE FOLLOWING IS A SUMMARY OF THE MEETING. RECORDING IS AVAILABLE AT THE PLANNING OFFICE.

CALL TO ORDER

Chair Danforth called the meeting to order at 6:31PM and read the Opening Statement.

NEW HEARING

APPEAL OF PLANNING DIVISION DECISION TO DENY TYPE II LAND DIVISION REQUEST #LD-5N-912-24: KALVIN GARTON, APPLICANT/OWNER: A “Request for Appeal” was filed on August 14, 2024 to appeal the Umatilla County Planning Division’s decision to deny Land Division Request #LD-5N-912-24. The applicant’s proposal is to partition the property located on Assessor’s Map 5N2722, Tax Lot 809. The applicant’s proposed partition would create three (3) lots of at least 2 acres in size. The Land Use standards applicable to the applicant’s request are found in Umatilla County Development Code 152.684, Type II Land Divisions.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex parte contact or objections to jurisdiction. Commissioner Tucker stated he has known the applicant for many years and has represented him in the past. He has received several letters from the applicant in regard to this application but didn’t read them in detail and feels this should not influence his decision nor cause any conflict. Chair Danforth asked if there were any concerns based on Commissioner Tucker’s statement, no feedback was given. No other reports were made.

Chair Danforth called for the Staff Report.

STAFF REPORT

Mr. Robert Waldher explained today's hearing is a "Request for Appeal" filed by Mr. Calvin Garton (applicant/owner) to challenge the Umatilla County Planning Division's decision to deny Land Use Request #LD-5N-912-24. The applicant's proposal is to partition the property located on Assessor's map Township 5N, Range 27E, Section 22; Tax Lot #809. As shown in the vicinity map (Attachment A), the subject property is located south of Highway 730 and east of Pleasant View Road. He stated the property is located along the Umatilla/Morrow County border, approximately three miles west of the city of Umatilla. The proposed partition would result in the following parcel sizes: Proposed Parcel 1 – 2.06 acres, Proposed Parcel 2 – 2.02 acres, and Proposed Parcel 3 – 4.02 acres.

Mr. Waldher added, the applicant submitted a Type II Land Division request to the Planning Division on March 4, 2024. Planning Division staff conducted a completeness review of the application and identified that the proposed parcel configuration did not appear to provide adequate buildable space required for rural residential properties, and staff noted several omissions in addressing the criteria of approval for the partition request. He described that the map (Attachment B) prepared by planning staff showed the lack of developable space on the subject property when required setbacks are applied. He added, on March 25, 2024, Planning Division staff emailed (Attachment C) the applicant and their surveyor, Mr. Bill Wells (Wells Surveying), requesting they submit the omitted information along with paperwork to assist in addressing the criteria of approval required for the Type II Land Division request. He stated, Mr. Wells responded that he needed to speak with his client and later requested staff delay sending out the Preliminary Findings until the applicant and surveyor had a chance to respond to the concerns. On April 8, 2024, planning staff followed up with a "Completeness Letter" (Attachment D) sent to the applicant and their surveyor that formally clarified what information was still necessary in order to proceed with deeming the application complete. He reiterated that the Completeness Letter stated the applicant had 180 days to respond to the requested information or the application would become void.

Mr. Waldher continued explaining that in April 2024, Planning Staff submitted a wetland land use notification to Oregon Department of State Lands (DSL), which is the agency responsible for administering removal/fill laws in the state. He added that a response (Attachment E) from DSL staff on April 17, 2024 identified the likely presence of additional wetlands and recommended that the applicant hire a wetland consultant to prepare a wetland delineation report for DSL's review and approval prior to any ground disturbing activities. The response from DSL was added to the project record.

Mr. Waldher added, on June 18, 2024, the applicant submitted a letter (Attachment F) to Planning Division staff disagreeing with the concerns highlighted in the county's completeness letter and requested the land division request to be processed immediately. Planning staff continued processing the application as requested by the applicant. He stated, affected agencies and nearby property owners were notified of the land division request and, on July 5, 2024, were sent a copy

of the Preliminary Findings and Conclusions which denied the land division request. The Planning Division received one email comment (Attachment G) from Morrow County Planning Department regarding access permits. He further explained, the applicant also provided a comment letter (Attachment H) during the 21-day comment period which disagreed with Umatilla County's decision to deny the request. No requests for a hearing were received during 21-day comment period.

Mr. Waldher stated a Decision letter (Attachment I) and Final Findings and Conclusions (Attachment J) were mailed on July 31, 2024 to the applicant and commenting parties. On August 14, 2024, before the end of the 15-day appeal period, the applicant filed an appeal (Attachment K) of the Planning Division's decision to deny the Type II Land Division.

Mr. Waldher explained the criteria of approval for Type II Land Divisions (partitions in a non-resource zone) are found in Umatilla County Development Code (UCDC) Sections 152.684. He added that the notice of the public hearing was mailed on September 6, 2024 to the owners of properties located within 250-feet of the perimeter of Tax Lot 809. Additionally, notice was also published in the East Oregonian on September 11, 2024 notifying the public of the applicant's request before the Planning Commission on September 26, 2024.

Mr. Waldher stated the Planning Commission is tasked with deciding whether or not to uphold the decision of the Planning Division to deny the Type II Land Division request. He stated either Approval or Denial must be based on substantive, factual evidence in the record, not conclusory statements. The decision made by the Planning Commission is final unless timely appealed to the County Board of Commissioners.

Mr. Waldher added they received comments from a few agency representatives and wanted to share those with the Planning Commissioners. These would be Exhibits L through O and would need to be added to the record. The first was a follow-up email from Wetland Ecologist, Jessica Salgado, from Department of State Lands, marked as Exhibit L. He read this in its' entirety. Mr. Waldher also stated that Ms. Salgado also included a list of qualified wetland consultants and provided a link as well.

Mr. Waldher further read an emailed comment from a neighbor, Mr. Justin Berry, marked as Exhibit M. He also read an excerpt from Exhibit N, Final Findings and Conclusions Garton Type II Land Division #LD-5N-881-20, approved in 2021. He stated the subject property of the current application is Parcel 3 from the 2021 partition that was previously approved. He added, previous criteria required the applicant to adequately address any known development limitations within the proposed land division, outlining appropriate mitigation measures. Planning Staff made the following finding, "Parcel 3 appears to be the only parcel impacted by the presence of wetlands. Furthermore, it will also be the only parcel that could be further partitioned in the future. Therefore, the applicant should develop a wetland mitigation plan when considering future partition configuration, as there is a limited amount of remaining land that would be developable. This

criterion is not applicable at that at this time.” Mr. Waldher stated he wanted to highlight these Findings were binding as of 2021, therefor the applicant has been aware of the wetland issue for some time. The Findings from this previous partition demonstrate that a wetland mitigation was formally suggested during previous permitting actions.

Mr. Waldher concluded with reading an email from Umatilla County Environmental Health Specialist Byron Morris, and in that email, he attached site evaluation reports that were done with the previous 2021 partition application. The site evaluations were only applicable to that project but some of the test sites were located on this applications’ proposed partition. Mr. Waldher quoted the email in its’ entirety, and he added this was done under the previous configuration, including a denial of one of the site evaluation reports. There were approvals for a capping and fill system in order to stay away from the water table. However, there were only a few sites where approval of a standard system was acceptable due to water not being observed in those areas. Mr. Waldher stated it was important to reference that in the report samples collected include notes where soils displayed hydrate conditions, such as modeling, saturated and red-colored soils indicated anaerobic conditions. He added these factors are traditional indicators of hydric soils or wetland-type conditions.

Commissioner Standley referenced Exhibit N and the map associated with the previous Partition application under #LD-5N-881-20. He stated on the map shows Pleasant View Road on the west side of the property, and an Umatilla Electric Cooperative easement extends east approximately 154 foot into the property. He asked if this easement is still in effect and if it serves the substation nearby. Mr. Waldher stated he still believed this substation exists in the northwest. Commissioner Standley asked Mr. Waldher if this area would not be buildable due to the easement. Mr. Waldher confirmed the applicant would need to follow the applicable regulations for this easement which means it could not be built within.

Commissioner Standley asked if there was any research regarding nearby wells. Mr. Waldher said that he was not certain of the depth of surrounding wells. Commissioner Gentry requested clarification on which part of the property the septic denial was from and where it is located on the map. Mr. Waldher stated it would have been associated with Parcel 6 of the previous partition done by Mr. Garton. He added, upon looking at the site evaluation on page 7, Exhibit O, Riley Lane runs east to west, the test pits are located north but quality of the image isn’t great. They can be identified as TP 1 and TP 2. Mr. Waldher also added, upon checking the Public Notice Map, there was a staff error with regard to naming the proposed partition, these should be listed as Proposed Parcel 1-3 and not Proposed Lot 1-3. Mr. Kalvin Garton interjected and was trying to show where the subject test area was located but was asked by Chair Danforth to wait for his opportunity to provide testimony until questions with staff have concluded.

Mr. Waldher stated the applicant might be able to clear some of the questions up, but that this information was provided by the County Environmental Health department. He added that there have been site suitability test pits dug in the vicinity of this project but nothing specific to this

partition, because these are typically completed after a tentative approval has been provided. He stated it would have been a condition of approval if the parcel is less than four acres to submit a site suitability test.

Commissioner Tucker asked about a policy question regarding Exhibit L, received September 13, 2024. He asked when a comment or exhibit comes in ahead of the hearing does a policy exist that instructs to provide a copy of those documents to the applicant. Mr. Waldher stated, there was no requirement in our policies that require that. The comment he received from Department of State Lands initially was addressed in the preliminary findings before a decision was made, but the most recent comment was received after the packet was sent out and a copy of that comment was not sent to the applicant. Commissioner Tucker asked if this is something we could do to help benefit the applicant to receive it ahead of time.

Chair Danforth asked if Staff had knowledge if Mr. Garton hired a wetland specialist at all. Mr. Waldher stated he was not aware if the applicant had hired anyone and had not included information pertaining to that in the application. Chair Danforth referenced Commissioner Standley's earlier comment regarding the transmission line and 154-foot easement and asked for some further clarification on the maps. Mr. Waldher stated he was unsure if it was either a distribution or transmission line, but on page 44 of the packet, it is listed as a blanket easement across this property. He stated page 45 shows a picture of the line, and also referenced Exhibit N, page 2, where it states, "Easement granted is to place, construct, operate, repair, maintain, relocate and replace electrical transmission or distribution line or system, including the right to turn trees, endangering overhead lines. Surveyors note the only visible UEC line in the easement area is the overhead service line near the north side of the easement area."

Commissioner Standley asked if the map on page 11, Wetlands Map/Buildable Space -Attachment B, indicates there is .34-acres of buildable space along Proposed Parcel 1. If this easement still exists, then this would encroach on that space and would no longer be buildable at that point.

Chair Danforth asked about Exhibit M, where Mr. Berry says an ad is running on this property being sold and stated a preapproval for a standard septic was received. Mr. Waldher stated the only information provided was from Mr. Morris, received that day as Exhibit O. He added, Mr. Morris did not indicate any new site evaluations had been completed. Mr. Waldher stated, the applicant would need to provide more information regarding if new approvals have been granted with the new configuration of this current application. Commissioner Tucker added that if they did approve any further site evaluations they had not provided the subsequent approval to the Planning Department. Mr. Waldher agreed that nothing further has been reported at this time.

Commissioner Standley asked the source of the water in the area is, and if this raises or lowers at different times of the year. Mr. Waldher stated he wasn't certain the source but suspected it could vary due to being closer to the Columbia River. He added, notes within the site evaluations from Environmental Health state saturation levels hitting at a depth of 20 inches. Obviously varies

depending on where samples might be taken from the land. Commissioner Standley asked if pressurization of the irrigation canals have anything to do with it. Mr. Waldher stated it could be the case, coming from the West Extension, but couldn't confirm for certain. Commissioner Tucker asked if a timeframe could be established as to how long it has been pressurized. Mr. Waldher stated he could not provide those details, but perhaps the applicant could advise further.

Applicant Testimony: Mr. Calvin Garton, 1328 NW King Street, Pendleton, OR 97801; Mr. Garton began by handing out some brochures of his ad copy. He stated, he's trying to sell the piece as one piece as a whole. He added there are two standard septic approvals. He then referred to the map and started explaining his intention of the road and new electric easement along the road and intend to request to bury the electric line. He stated, there is one line to one house and visited with the Umatilla Electric and reassured Planning Commissioners that is something Umatilla Electric said they could do with ease.

Mr. Garton explained he dug the test holes from north to south and stated he did a wetland study. He stated he hired someone to dig all the test site holes and they are actually deeper than a wetland study goes. He added that wetland studies only go 2-feet-deep and don't reach the water table.

Mr. Garton referred to the map on-screen, he stated the West End Extension Canal came through the area, and when the canal was removed and pressurized, the irrigation district put a drainage system to the pond and then water runs through a culvert and the water line goes under the road and it drains into this neighbor's pond to the east.

Mr. Garton stated a wetlands study has been done for years. He added that the Planning Department states there's not enough buildable area, but he didn't apply for three lots. He explained he applied for two lots. He further explained that he's developed all of the lots in this lower area and they don't sell very fast. He stated, they actually take maybe one to two years to sell one lot.

Mr. Garton stated when he developed these previous lots, every one of them had an impact of some kind to the wetland. He stated, his current application involves a little bit more. Mr. Garton spoke about potential other proposals but stated he had to change the configuration due to not receiving septic approval on some of the lots. He added he has standard septic approvals for three (3) different areas and a cap and fill approval as well. He stated he changed the configuration on the plat, so the septic would go along the north side of the proposed parcels due to sand with a depth of 10 feet.

Chair Danforth asked the applicant if he had a wetland study and why he didn't submit it. Mr. Garton stated he did the study himself, and that he is more knowledgeable than any wetland study will show. Chair Danforth stated he didn't hire anyone. Mr. Garton stated he did contact someone from La Grande, Oregon, but did not name the source, the quote provided was overly priced and it would be six months wait to get one completed. There were some round circle questions asked by Chair Danforth, Commissioner Tucker and the applicant referring to the wetland study. The applicant confirmed no new wetland study was completed by a professional but insisted Umatilla

County has a wetland study that has been mapped for years. Commissioner Tucker stated when a wetland study is completed a document is given to the requestor and asked if Mr. Garton has this document and Mr. Garton continued to state that the Planning Department has this documentation. Mr. Garton stated a wetland study is just a reason to say no, and that he was not trying to develop the part where the wetland is. Chair Danforth stated she asked the questions because the Planning Department recommended that a wetland study be completed and that was not done. Mr. Garton stated he could provide a better study because he dug the tests holes deeper than any wetland study would and it was a waste of money.

Commissioner Standley asked the applicant about the 154-foot UEC easement to the east and asked how he intends to build under that easement. Mr. Garton stated he was going to have the easement moved down the road and that the only line goes down to a house south of the property. Commissioner Standley stated he was referring to the transmission line and under this easement he would not be able to build underneath it. Mr. Garton stated he intends to move it and that he believes UEC would be easy to work with to get this changed.

Chair Danforth stated the applicant wanted to do three parcels in this partition. Much disagreement came from the applicant and continued for a bit between himself and continued controversy over the applicants' want to do a minor two lot partition between himself, Chair Danforth and Commissioner Tucker.

Commissioner Standley asked about the easement for the proposed cul-de-sac that goes through the middle of Proposed Parcel 2. He stated as a homebuyer he wouldn't want an easement to bisect his property to serve the purpose of others. Mr. Garton stated he understood with what Commissioner Standley meant, but stated the proposal offered by Mrs. Megan Davchevski, Planning Department Manager, along the north side and submitting a Traffic Impact Analysis (TIA) wasn't conducive with getting septic approval due to the wetlands. He then went into detail regarding the Planning Departments hindrance on saying no to his projects and that they do not have any vision for the future of Umatilla County. Commissioner Millar stated the Planning Department has said yes to many of the other lots he has developed. Commissioner Tucker stated the applicant's statements show many inconsistencies. Additional controversy from the applicant persisted and Commissioner Tucker stated again that the statements Mr. Garton has mentioned are inconsistent. Commissioner Tucker stated the Planning Department has said yes on many projects, but because they have said no on this project that makes him upset.

Commissioner Tucker and Mr. Garton went back and forth on the same subject regarding the previous approvals and controversy over their approvals for some time. Chair Danforth asked Mr. Garton to take a seat and stated the applicant hasn't provided any factual information to support his claims that would help rule in his favor.

Mr. Waldher wanted to clarify any discrepancies before moving forward because Mr. Garton made the point in which he only applied for two parcels in the partition. He passed around the surveyor's

partition plat submitted by Mr. Wells, that shows three parcels. He added, the current application was for two partitions so thus making three parcels. Mr. Garton added that he has done the same thing the past three times, and now the Planning Department wants to say no. He stated he would do the wetland study for the next minor partition, if someone doesn't purchase this entire parcel he'll split it again. He concluded that he has always created two new tax lots and the third remaining lot was always there.

Opponents: None

Public Agencies: None

Rebuttal Testimony: Mr. Kalvin Garton, 1328 NW King Street, Pendleton, OR 97801; Mr. Garton stated the wetlands are mapped and have always been mapped. He explained the irrigation company put in a pond and set the drainage to go there. He stated, the water table is from the West End Extension district and it's from their uncontrolled use of water, especially when they removed the irrigation canal and pressurized it.

Commissioner Millar asked if when he said pressurizing it, he meant they piped it underground. Mr. Garton agreed and said it was gravity pressure. Commissioner Millar asked if Mr. Garton knew how far from this location the irrigation lines were piped. Mr. Garton stated it extends past his property and up the hill above him. He added the water table is stable in this area. He also added, the Planning Department has made the setbacks further away from the wetlands to make it more difficult. He expressed the property has sand and that filters great. He is confident that he can do two more building sites in this same location next year and not just get three now.

Chair Danforth asked the applicant to demonstrate on the map where the irrigation canal was located. It was determined the piped irrigation runs east of Mr. Garton's property pertaining to this application. Commissioner Tucker asked where the open irrigation ditches are, and Mr. Garton indicated on the map. There was continued conversation over the ponds that have water, and which do not, and each Mr. Garton indicated on the map which were dry and those still holding water. Commissioner Tucker stated other than his word Mr. Garton had not supplied any information regarding proof to substantiate his claims.

Chair Danforth stated Commissioner Tucker brought up a good point, because if the ponds are dry and a new wetland study was completed then it would be applicable to his application. Commissioner Tucker stated the applicant appears to not want to spend the \$8,000 to get it completed. Mr. Garton added he didn't want to wait the six months wait to build two homes on-site. Chair Danforth asked how long he has been working on this project and what another six months would be. Mr. Garton answered he started these projects ten years ago, and expressed the cost was substantial.

Commissioner Standley stated, until the applicant can correct this easement and establish the ability to create a buildable lot, he doesn't feel comfortable making a motion to allow ground to

be built upon when this easement has been established since 1938. There was continued conversation about identifying the transmission line that was given as a large blanket easement and spans the distance of the Proposed Parcel 1. It was determined that space would not be buildable until the easement was removed and the applicant would need to do that before members of the Planning Commission would approve the applicant to build there.

Chair Danforth reiterated the application before the Planning Commissioner that evening. She stated the proposal includes three parcels. She restated the Proposed Parcel 2 shows two areas with possible buildable space bisected by a turn-around going through the middle of the parcel. She asked why someone would want to deal with having their property essentially split in two. Mr. Garton stated, so they can live in the country, there is no place else to live and not many places for sale. He added, he doesn't develop properties that aren't going to sell. Commissioner Tucker questioned Mr. Garton on his statement regarding there not being many places to sell and earlier stated that these parcels he's done prior are really not selling quickly. Mr. Garton interjected and stated it was because he requires stick-built homes and doesn't allow manufactured homes. Commissioner Tucker stated that there were lots of inconsistencies with his statements and reiterated his previous statement.

Mr. Garton explained, again, his requirement for development was stick-built homes. He added if he allowed manufactured homes, these lots would fill up quickly. He stated there was no exception to the Planning Departments approval and this was an admission of them stating no. Commissioner Tucker asked if Mr. Garton's major objection is the Planning policies and rules that apply. He stated, it seemed like the applicant had strong feels about those policies and perhaps he is justified, but other people might disagree. He stated until he is able to become governor and change the laws that the Planning Commissioner is going to be bound by the rules that apply to this situation. Mr. Garton stated he has not seen anything change regarding his ability to do a two-parcel partition each year. Commissioner Tucker agreed that he can still do two per year, so long as it complies with the rules the applicant does not like. Mr. Garton stated all he wants to do is a minor partition with creating two new lots, not three. He added, he will do the wetland study if he has to and believes his 5-foot-deep test holes, dug by Jim Hatley, are more accurate than any \$10,000 wetland study, when it has already been mapped. He added he has the ability to remove 50-cubic-yards of wetland legally and yet the Planning Department wants him to move another fifty feet away from the wetlands.

At that point Chair Danforth asked if any other Commissioners had questions for the applicant. Mr. Garton left the meeting without hearing any deliberation or decision from the Planning Commission.

Chair Danforth called for any requests for the hearing to be continued, or for the record to remain open. There were none.

Chair Danforth closed the hearing for deliberation.

Chair Danforth adopted the following exhibits into the record:

Exhibit L; September 13, 2024, Agency comment from Oregon Department of State Lands submitted by Jessica Salgado, Wetland Ecologist for Central & Eastern Oregon.

Exhibit M; September 24, 2024, Local Landowner comment by Mr. Justin Berry, 27298 Highway 730, Umatilla OR.

Exhibit N; Dated November 20, 2020, Pages 7 & 8 from Final Findings and Conclusions Garton, Type II Land Division #LD-5N-881-20, submitted by Mr. Robert Waldher, Community Development Director.

Exhibit O; September 26, 2024, Agency comment from Umatilla County Environmental Health Division submitted by Byron Morris, Environmental Health Supervisor

DELIBERATION & DECISION

Commissioner Millar asked if a new wetlands study was done, could this have changed the information for the applicant in their favor. Mr. Waldher stated that potentially the wetlands could have changed, that is why a new wetland delineation was requested. The areas shown on Attachment B, which shows the wetlands in blue, are from the National Wetlands Inventory (NWI), which is what the US Fish and Wildlife Service compiled in the 1970s based off aerial imagery and digitized at that time. He added, if you read the information from Ms. Salgado's response she speaks to the NWI document. Chair Danforth and Commissioner agreed that if Mr. Garton states it was completed, per his own admission, it could have affected his ability to make this application successful.

Mr. Waldher stated the NWI is a great desktop resource and that is how the Planning Department uses it. He stated, it looked like wetlands exist in the area and it likely needed further review and that is why we contacted DSL to let them know. Mr. Waldher added, that prior to his career with Planning he was a Wetland Specialist. He had personally performed a site visit at this location and based on his observations it did appear that there was hydrophytic vegetation outside of the area of what is shown on the NWI.

Commissioner Millar asked how recent the applicant's prior land divisions were and if no problems were observed with those applications. Mr. Waldher stated the previous partition was completed in 2021 and it was approved.

Commissioner Standley asked what obligation the Planning Commissioner has to hold the applicant to complete before they may develop it. Mr. Waldher stated, the applicant's submission was appealing the Planning Departments' denial, so this has already been denied by our department. He explained it is the Planning Commission's decision to either agree with the appeal

and find a way to approve the application or to uphold the decision by the Planning Department to deny the application. He added, if the applicant decides he wants to do a wetland delineation or figure out a fix for the UEC easement situation, then he could submit a new application to the Planning Department.

Mr. Waldher stated the reason the original Planner, Mrs. Megan Davchevski, who processed this application sent a letter to Mr. Garton and his surveyor, Mr. Wells, notified them of some of the potential issues with the application. He explained, we wanted to give the applicant the opportunity to correct those before we deemed the application complete and he chose not to.

Commissioner Green made a motion to uphold the decision by the Umatilla County Planning Department and deny the Garton Type II Land Division, based on foregoing Findings of Fact and Conclusions of Law.

Commissioner Gentry seconded the motion. Motion carried with a vote of 7:0.

MINUTES

Chair Danforth called for any corrections or additions to the April 11, 2024 meeting minutes. No additions nor corrections were noted.

Commissioner Tucker moved to approve the draft minutes from the April 11, 2024 meeting minutes, as presented. Commissioner Gentry seconded the motion. Motion carried by consensus.

Chair Danforth called for any corrections or additions to the May 2, 2024 meeting minutes. Commissioner Millar asked if a correction could be made to his statement that was meant as hypothetical regarding the number of roosters someone could have owned on their property and compliance under the current code. No other additions nor corrections were noted.

Commissioner Tucker moved to approve the draft minutes from the May 2, 2024 meeting minutes, as presented. Commissioner Gentry seconded the motion. Motion carried by consensus.

Chair Danforth called for any corrections or additions to the May 23, 2024 meeting minutes. No additions nor corrections were noted.

Commissioner Tucker moved to approve the draft minutes from the May 23, 2024 meeting minutes, as presented. Commissioner Gentry seconded the motion. Motion carried by consensus.

Chair Danforth called for any corrections or additions to the June 27, 2024 meeting minutes. No additions nor corrections were noted.

Commissioner Gentry moved to approve the draft minutes from the June 27, 2024 meeting minutes, as presented. Commissioner Standley seconded the motion. Motion carried by consensus.

OTHER BUSINESS

Mr. Robert Waldher stated we have a hearing in October for a rezone of a property along Highway 11 outside Milton Freewater. The property is owned by Click-it RV and the required 35-day notice was sent to the State since this is a legislative matter. During this hearing the Planning Commission will be making a recommendation to the Board of County Commissioners.

ADJOURNMENT

Chair Danforth adjourned the meeting at 7:50PM.

Respectfully submitted,

Shawna Van Sickle,

Administrative Assistant

DRAFT