

BEFORE THE MORROW COUNTY COURT  
OF MORROW COUNTY

AN ORDINANCE AMENDING THE COMPREHENSIVE )  
LAND USE PLANS TO INCLUDE CHANGES REQUIRED )  
BY THE L.C.D.C. CONSISTING OF THE EXCEPTIONS )  
STATEMENTS AND FINDINGS FOR THE EAST )  
BOARDMAN FR-2 ZONE AND DECLARING AN EMERGENCY )

ORDINANCE NO. MC-C-7-85

The County of Morrow does ordain as follows:

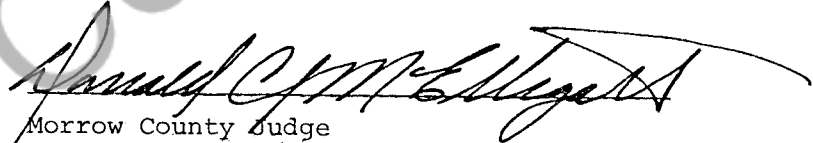
WHEREAS, Morrow County adopted a Comprehensive Land Use Plan on September 4, 1985;  
and

WHEREAS, Morrow County adopted Ordinance No. ~~MC-47-85~~ authorized and directed the  
Planning Director to prepare for the County Court any final amendments to the  
Comprehensive Plan it required;

NOW THEREFORE, be it ordered by the Morrow County Court that the attached Exception  
Statement and findings (Exhibit "A") for the East Boardman Area be and is hereby  
made a part of the Morrow County Comprehensive Plan.

As it is necessary for the health, welfare, safety and convenience of the citizens  
of Morrow County, an emergency exists and this Ordinance shall take effect immediately  
upon the unanimous vote of the County Court and attestation by the County Clerk.

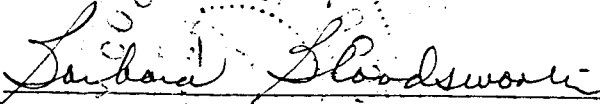
Dated this 23rd day of October, 1985.

  
Morrow County Judge


  
Morrow County Commissioner

  
Morrow County Commissioner

ATTEST:

  
Morrow County Clerk

APPROVED AS TO FORM:

  
MORROW COUNTY COUNSEL

EXCEPTIONS STATEMENT AND FINDINGS  
FOR THE EAST BOARDMAN AREA  
ZONE FR-2

Total Acres - 1668  
Number of Parcels - 104  
Average Parcel Size - 17.04  
Number of Dwellings - 72  
Largest Parcel - 74.60 Acres  
Smallest Parcel - 0.19 Acres

FINDINGS AND CONCLUSION

1. The area under consideration is shown on the attached map as Exhibit "A".
2. The area contains numerous partitions, two platted subdivisions developed during the 1970's, significant numbers of existing rural residential dwellings. In addition early (1970) transportation planning calling for additional interchanges and roads is just now being completed to serve the area at costs exceeding two million dollars of state, federal and local funds, qualifying the area as developed and committed non-resource lands.
3. Since 1915-1918 with the construction of the West Extension Irrigation Canal (serving only those lands to the north) the area has been traditionally small hobby or part-time farms. Some horses and cattle have been pastured in the area, including a commercial horse boarding operation. A small vineyard has been planted in the northern part of this area and a winery built. The majority of the parcels are not under farm deferral and have separate ownerships.
4. The largest parcel contained, until July of 1985, circle irrigation systems. The well serving this operation has gone dry and the costs to drill an additional 200' to 300' to a depth of 500' is not economically feasible based on the size of the land and its location bordering the Boardman Urban Growth Boundary on the west and the Port of Morrow industrial area to the north. The equipment has reached the end of its useful life and will not be replaced. Encroachments on neighboring rural residential areas prohibits large scale farming practices, now and in the future.
5. The area has had two acre zoning for eight years. Boardman residents have viewed the area as rural residential for several years due to the city's urban growth boundary on the west side, the Port of Morrow industrial area on the north, access to three interchanges and the West Extension canal and the Navy Bombing Range to the south. These geographical, political and transportation systems make this area unsuitable for commercial farming.
6. Soil capabilities are class VIIe dryland, IVe irrigated, which is minimal for crop production. An area of approximately 160 acres in the center of the area is swampy with shallow soils and dense Russian olive trees, this area has never been farmed and early master plans indicated the area for park purposes (approximately 90 acres). Approximately 80 acres is devoted to B.P.A. transmission right-of-ways. Small parcel sizes and an old, poorly

developed flood irrigation system makes it difficult for commercial farming. Row crops are difficult because of problems with blowing sand when the cover is removed. The area directly south of I-84 between the Boardman and Port of Morrow Interchange is located on an ancient sand hill with depths in excess of 80 feet.

7. City of Boardman, Port of Morrow and County long range planning were the primary factors in requiring the provisions for water and sewer lines within the new Port Interchange at I-84 to permit a loop system between the Port and the City of Boardman. In addition, frontage road right-of-way easements have been developed by property owners and the Port to bi-sect on an east-west alignment the area under question as well as south to Wilson Road as requested by the State of Oregon.

8. As mentioned above, the new roads, new and rebuilt interchanges were developed to re-route industrial and agricultural traffic from the area and to facilitate urban-rural traffic movements in the area in a safe manner and designed for future expansion.

9. Adjacent E.F.U. lands to the south of the area and south of the West Extension irrigation canal are not fully developed due to soil conditions, water distribution costs and winds. The balance of the area to the south is the Navy Bombing Range. Directly to the east is existing committed FR-2 zoned land, to the west is the Boardman U.G.B. and to the north is I-84 and the Port of Morrow.

10. No significant interference with accepted farming or forest practices adjacent to the area could be determined. Further, the area under question has historically never been in intensive farming use.

STATE OF OREGON } ss. 133597  
County of Morrow

I hereby certify that the within instrument was received for record.

ON 10-25-85 at 11:04 AM

and assigned No. 25707

in the Microfilm Records of said county

Witness My Hand and Seal of County Affixed

Barbara Bloodsworth  
County Clerk

By Donna K. Rietmann  
Deputy