

Filed 3-13-02
Barbara Bloodworth
Morrow County Clerk

BEFORE THE MORROW COUNTY COURT
OF MORROW COUNTY

AN ORDINANCE ADOPTING SITE DEVELOPMENT REVIEW)
PROVISIONS AND AMENDING ARTICLE 4 SUPPLEMENTARY)
PROVISIONS OF THE MORROW COUNTY ZONING ORDINANCE)

ORDINANCE NUMBER MC-0-1-02

The County of Morrow does ordain as follows;

WHEREAS, it was recognized that the Zoning Ordinance does not have provisions for site plan review and;

WHEREAS, site planning review is needed for review of large projects in the County and;

WHEREAS, the Morrow County Planning Commission held public hearings to review Site Development Review provisions for Article 4, Section 4.160 at their meetings on December 20, 2001 at Lexington, Oregon and January 31, 2002 at Lexington, Oregon;

WHEREAS, there was significant involvement by the Port of Morrow and the Oregon Department of Transportation in commenting on the draft provisions and;

WHEREAS, the Morrow County Planning Commission voted unanimously to adopt the January 28, 2002 draft, with minor editing changes made at the January 31, 2002 hearing and;

WHEREAS, the Morrow County Court considered the Site Development Review Provisions for amendment to Section 4.160 of the Zoning Ordinance and;

WHEREAS, the Morrow County Court held a public hearing on February 27, 2002 at Heppner, Oregon.

NOW THEREFORE, THE COUNTY COURT OF MORROW COUNTY ORDAINS AS FOLLOWS:

SECTION 1. TITLE OF ORDINANCE.

This ordinance shall be known, and may be cited as, "Site Development Review Ordinance"

SECTION 2. TEXT AMENDMENT.

Section 4.160 of the Morrow County Zoning Ordinance is hereby amended to include a Site Development Review procedure as set forth in attached Exhibit A.

Reference the Following:
Exhibit B - Findings of Fact - Site Development Review Ordinance

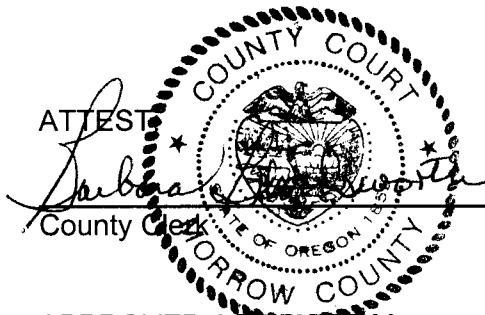
SECTION 3. EFFECTIVE DATE.

Based on findings made by the Court, an emergency is declared to exist, and this ordinance shall be effective immediately upon execution.

DATE OF FIRST READING: February 27, 2002

DATE OF SECOND READING: March 13, 2002

DONE AND ADOPTED BY THE MORROW COUNTY COURT THIS 13th DAY OF March, 2002.



Terry K. Tallman
Terry K. Tallman, Judge

John E. Wenzel
John E. Wenzel, Commissioner

Dan Brosnan
Dan Brosnan, Commissioner

APPROVED AS TO FORM:

Walt Hale
County Counsel

Unofficial Copy

Exhibit A

Site Development Review Article 4 Supplementary Provisions Section 4.160

- I. Purpose. The purposes of site development review are to encourage site planning in advance of development that is permitted under Morrow County's Comprehensive Plan and land use regulations; assure that development is supported with appropriate types and levels of transportation improvements and public facilities and services; and implement the Morrow County Comprehensive Plan and land use regulations with respect to development standards and policies.
- II. Preapplication review. Prior to filing its application for site development review, the applicant shall confer with the Planning Director, who shall identify and explain the relevant review procedures and standards.
- III. When required.
 - A. Site development review shall be required for all major developments in industrial zones. As used in this Section, a "major development" is one utilizing 100 or more acres of real property. When development is proposed in phases, site development review shall apply to each phase of the development, whether or not the phase contains 100 acres.
 - B. Site development review also shall apply when required by the Planning Commission as a condition of approval of a land use decision not otherwise subject to site development review; provided that, in a condition imposing such a requirement, the Planning Commission may waive one or more site development review information requirements and/or approval standards that the Planning Commission finds the application already has fulfilled or are not relevant or otherwise are not warranted.
 - C. No building permit shall be issued prior to site development review approval whenever site development review is required by this section. Site development review shall not alter the type and category of uses permitted in affected zoning districts.
 - D. As used in this Section, "development" means any man-made change to improved or unimproved real property in the County, including but not limited to construction or installation of a building or other structure; major site alterations such as those due to grading; paving; and improvements for use as parking. However, site development review shall not apply to any interior remodeling of any existing building or structure or any modification to an existing building or structure that does not substantially change its exterior appearance.

IV. Plans required. A complete application for site development review shall be submitted. The application shall include the following plans and information:

A. A site plan or plans, drawn to scale, containing the following information:

1. A vicinity map covering an area 250 feet from the boundary of the development site and showing general information about the location, dimensions and names of all existing and proposed streets, County roadways and state highways, access points on both sides of the road when applicable, sidewalks, bicycle routes, and easements and utility locations. The map also shall indicate distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on all sides of the property.
2. The site size, dimensions, and zoning, including dimensions and gross area of the lot(s) or parcel(s) and tax map and tax lot number(s) for the development site.
3. Contour lines at two foot contour intervals for grades 0 to 10 percent, and five-foot intervals for grades over 10 percent.
4. The location of the following hazard areas on and within 100 feet of the boundaries of the site:
 - a. Areas indicated on National Flood Insurance Rate maps as being within the 100-year floodplain;
 - b. Areas subject to erosion as identified in the Morrow County Comprehensive Plan.
 - c. Other hazard areas identified in the Morrow County Comprehensive Plan.
5. The location of inventoried significant natural resource areas on and within 100 feet of the boundaries of the site, including big game habitat areas, fish and riparian habitat areas, mineral and aggregate resource areas, significant natural areas, wetlands, water resources, and historic resources. As used in this Section, "significant inventoried" means a resource area identified as significant in Morrow County's acknowledged inventory of Goal 5 resource sites.
6. The location, dimensions, and setback distances of all existing permanent structures, improvements and utilities on or within 25 feet of the site, and the current and proposed uses of the structures.

7. The location, dimensions, square footage and setback distances of proposed structures, improvements, and utilities, and the proposed uses of the structures by square footage.
 8. The location, dimension and names, as appropriate, of all existing and proposed streets, other public ways, sidewalks and easements on and within the development site.
 9. All motor vehicle parking, circulation, loading and servicing areas.
 10. Site access points for automobiles and pedestrians.
 11. On-site pedestrian circulation.
 12. Outdoor areas proposed as open space.
- B. A landscaping plan, drawn to scale, showing the location and types of existing trees (eight inches or greater in caliper measured four feet above ground level) and vegetation proposed to be removed and to be retained on the site, the location and design of landscaped areas, the varieties, sizes and spacings of trees and plant materials to be planted on the site, the proposed types and locations of irrigation systems to maintain plant materials, and other pertinent landscape features.
- C. Architectural elevations and floor plans for all proposed structures, drawn to scale, with elevations accurately reflected to grade.
- D. A description of materials, referenced to UBC class codes, to be used on proposed structures.
- E. An erosion control and grading plan.
- F. A drainage plan, developed in accordance with County standards or with Oregon Department of Environmental Quality standards if no County standards have been adopted. The drainage plan shall identify the location of drainage patterns and drainage courses on and within 100 feet of the boundaries of the site.
- G. An exterior lighting plan, drawn to scale, showing type, height, and lighting levels on and at the edge of the site.
- H. A written statement identifying:
1. The nature of the proposed use(s).

2. Plans for the treatment and disposal of sewage and industrial wastes and any on-site disposal of wastes.
3. Plans for handling traffic, noise, glare, air pollution, fire, or safety hazard.

I. The following technical reports:

1. For developments expected to generate 400 or more vehicle trips on a single day, a traffic report, prepared by a licensed traffic engineer, demonstrating the ability of affected transportation facilities including highways, roads and intersections to accommodate the anticipated amount of traffic that would be generated by the proposed development over 20 years. The report shall identify existing traffic conditions and the safety and capacity improvements that are needed to accommodate the anticipated traffic, including facility reconstructions, modifications or widenings, additional travel or passing lanes, intersection or interchange improvements, realignments, channelization improvements, or other needed facility improvements, including possible new transportation facilities. The analysis shall demonstrate consistency with the applicable performance standards of the affected facilities. The Morrow County Transportation System Plan provides the applicable standards for county transportation facilities. The Oregon Highway Plan provides the applicable standards for state transportation facilities.

When a traffic management plan is required by the Morrow County Transportation System Plan, the application shall not be deemed complete until the applicant has filed with the Planning Director a traffic management plan (TMP) including transportation system management (TSM) and transportation demand management (TDM) measures that have been coordinated with and address the reasonable concerns of affected transportation providers (e.g., Morrow County, affected cities, Oregon Department of Transportation, Federal Highway Administration) and traffic safety and emergency service providers (e.g. County sheriff, State Police, fire district, ambulance). The TMP shall be prepared by a licensed traffic engineer with established experience in the type of event for which the TMP is being developed. Unless otherwise agreed to by affected local governments or agencies, the costs of paying for necessary transportation improvements and implementation of the TMP shall be borne by the developer or its successors.

The TMP shall include, but not be limited to: ingress and egress from parking areas; deployment of personnel at ramps, intersections and highway locations; plans for rerouting of traffic in the event of

accident or other cause of traffic delay; coordination with state police, County sheriff and emergency service providers; use of temporary signage, reader boards and similar visual aids; estimates of numbers and types of personnel to be employed; and other appropriate information.

2. If located within 5000 feet of a runway or approach surface of a public use airport, a technical report explaining how the development is compatible with customary aviation-related activities, including airport takeoffs and landings. The report shall explain how the proposed uses, including measures to minimize conflicts, do not: cause emissions of smoke, dust or steam that would obscure visibility within airport approach surfaces; project light directly onto existing airport runways or taxiways; or interfere with airport radio, radiotelephone, television and electrical transmissions.

J. Within 14 working days following receipt of a site development review application, the Planning Director may waive the submission of information for specific provisions of this Section or may require information in addition to that required by a specific provision of this Section, as follows:

1. The Planning Director may waive the submission of information for a specific requirement upon determination either that specific information is not necessary to evaluate the application properly, or that a specific approval standard is not applicable to the application. If submission of information is waived, the Planning Director shall, in the staff recommendation, identify the waived requirement and briefly explain the reasons for the waiver.
2. The Planning Director may require information in addition to that required by a specific provision of this Section upon determination that the information is needed to evaluate the application properly and that the need can be justified on the basis of a special or unforeseen circumstance. If additional information is required, the Planning Director shall, in the decision, briefly explain the reasons for requiring the additional information.

V. Standards.

A. All development shall comply with the following standards:

1. Retaining walls shall be provided and designed consistent with Uniform Building Code requirements. Grading and contouring shall take place with particular attention to minimizing the possible adverse effects of grading and contouring on the natural vegetation and physical appearance of the site.

2. Development in flood plains shall not increase the flood plain elevation unless the area in which the rise will occur contains no structures and the owner of such property signs a written acceptance of any increase in the flood plain elevation. Development in hazard areas identified in the Morrow County Comprehensive Plan shall safely accommodate and not exacerbate the hazard and shall not create new hazards.
3. Drainage shall be provided in accordance with Oregon Department of Environmental Quality standards. The Planning Commission may impose conditions to ensure that waters are drained from the development so as to limit degradation of water quality.
4. Off-street parking and loading-unloading facilities shall be provided as required in Article IV of the Morrow County Zoning Ordinance. Safe and convenient pedestrian access to off-street parking areas also shall be provided.
5. County transportation facilities shall be located, designed and constructed in accordance with the design and access standards in the Morrow County Transportation System Plan.
6. Circulation provided by public streets and by private streets, accessways and maneuvering areas within the boundary of the site shall facilitate safe and convenient motor vehicle and pedestrian access. Access for emergency services (fire, ambulance and police) shall be provided consistent with the requirements of the fire marshall and emergency service providers.
7. Illumination resulting from outdoor lighting shall not exceed one foot-candle at the property line.
8. Site planning, including the siting of structures, roadways and utility easements, shall provide, wherever practicable, for the protection of trees eight inch caliper or greater measured four feet from ground level.
9. Development shall comply with applicable County regulations protecting inventoried significant natural and historic resources.
10. Development shall maintain continuous compliance with applicable federal, state and County air and water quality standards. Prior to issuance of a building permit, the Building Official may require submission of evidence of compliance with such standards from the

applicable federal or state agencies or the receipt of the necessary permits for the development from these agencies.

11. Development shall be designed to comply with applicable Oregon Department of Environmental Quality noise standards.
12. Sewer, water and storm drainage facilities shall be adequate to serve the proposed or permitted level of development. For uses like a speedway that engage in activities that on occasion attract unusually large numbers of people to the site, the development may rely on temporary sewer (e.g., portapotties, lagoon storage) and water facilities to accommodate the excess demand. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. All facilities shall be designed to comply with applicable state and local standards.
13. Law enforcement, public safety and security measures shall be adequate to serve the proposed or permitted level of development. For land uses involving activities that may attract many thousands of visitors to a site at one time on an occasional or episodic basis, adequate safety, law enforcement and security measures may include, but are not limited to, the use of on-site security service personnel and availability of police, fire and emergency medical services. For such uses, the Planning Commission may require the applicant to develop a public safety and security plan, which shall be coordinated with appropriate local and state public safety providers.
14. The transportation system shall be adequate to accommodate the proposed or permitted level of development.
 - a. Rights-of-way and roadway and sidewalk improvements shall be provided consistent with applicable County or State design, access management and highway performance standards, including applicable Oregon Highway Plan standards. Access points to County roadways and state highways shall be properly placed in relation to sight distance, driveway spacing and other related considerations including opportunities for joint and cross access. Any application that involves access to or significantly impacts the state highway system shall be reviewed by the Oregon Department of Transportation. Such applications shall demonstrate compliance with the Oregon Highway Plan and shall be conditioned on state issuance of access permits where required.

- b. In determining the adequacy of the transportation system to accommodate the proposed development, consideration shall be given to the need for roadway reconstructions, modifications or widenings, additional travel or passing lanes, intersection or interchange improvements, road realignments, channelization improvements, or other needed roadway improvements, including possible new roads. Consideration also shall be given to the need for right-of-way improvements such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. For uses necessitating preparation of a transportation management plan, a decision approving a site development review application shall include a condition requiring implementation of the transportation system management measures and transportation demand management measures that are determined to be needed to accommodate the traffic generated by the development and to comply with the Oregon Highway Plan. Unless otherwise agreed to by affected local governments or agencies or limited by constitutional constraints, the costs of paying for necessary transportation improvements and implementation of the traffic management plan shall be borne by the developer or its successors.
- c. Nothing in this or any other provision of this Chapter shall be construed to replace, alter or otherwise affect the applicability of the Transportation Planning Rule, OAR 660, Division 12, to any development or action that would otherwise be subject to that Rule.
15. Access and facilities for physically handicapped people shall be incorporated into the site and building design, consistent with applicable federal and state requirements.
16. Development located within 5000 feet of a runway or approach surface of a public use airport shall not cause emissions of smoke, dust or steam that would obscure visibility within airport approach surfaces; project light directly onto existing airport runways or taxiways; or interfere with airport radio, radiotelephone, television or electrical transmissions.
17. Uses and improvements, including all land uses and improvements, including but not limited to traffic management plans, proposed on

exception lands shall be consistent with the acknowledged goal exceptions taken for those lands.

B. The Planning Commission may impose such conditions as deemed necessary to ensure compliance with these standards.

1. When a transportation management plan is required, the Planning Commission may impose conditions providing for monitoring and reporting on the effectiveness of the traffic management measures and providing opportunity for a hearing to consider modifications to the TMP if deemed appropriate by the Planning Commission following its implementation. Any hearing that is held to consider TMP modifications shall be noticed and processed in the manner set out in Section VI.A of this Chapter and shall include notice to the Oregon Department of Transportation and Federal Highway Administration.
2. Required road dedications and other exactions shall comply with constitutional limitations.
3. To ensure compliance with this Section, the Planning Commission may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the County's legal counsel.

VI. Review and Enforcement.

A. Applications for site development review shall be reviewed by the Planning Commission in the manner provided by ORS Chapter 197 for land use decisions following review and recommendation by the Planning Director. Public notice and an opportunity for hearing shall be provided in the manner provided by ORS Chapter 197 for land use decisions.

1. In addition to the public noticed described above, timely notice of public hearing also shall be mailed to ODOT and the Federal Highway Administration if the Planning Director determines that the use may impact state or federal transportation facilities, and to the Oregon Department of Aviation and Federal Aviation Administration if the use is located within 5000 feet of a runway or approach surface of a public use airport.
2. The decision of the Planning Commission may be appealed to the County Court in the manner provided in Article 9, Section 9.030 of the Morrow County Zoning Ordinance.

- B. The County building official may issue a certificate of occupancy only after the Planning Director has determined that the improvements required by site development review approval have been completed, or a schedule for completion and a bond or other financial guarantee have been accepted by the County and by ODOT for required improvements to the state highway system.
1. Implementation of traffic management, public safety and/or security plans, when required, shall be made ongoing conditions of approval of the use, and failure to substantially comply with those plans may be a basis for the Planning Director or Building Official to suspend or revoke the occupancy permit and for the County, DLCDC or ODOT (when a state Transportation FacilityLast printed 2/14/02 4:38 PM is affected) to petition a court of competent jurisdiction to issue a temporary restraining order and permanent injunction against further use of the property for the purposes approved in the site development review.
 2. Prior to or concurrent with the suspension of any site development review permit, the County shall provide the permittee with notice and an opportunity to be heard in accordance with the process set out in Morrow County Ordinance No. MC-C-7-92.

VII. Expiration and Extension of Permit.

- A. A site development review permit shall expire automatically two (2) years from the date of issuance unless one of the following occurs first:
1. The development has commenced; or
 2. An application for an extension is filed as provided in this section; or
 3. The permit is appealed to a body of competent jurisdiction following final approval by the County, in which case the two-year period shall be tolled until a final, unappealed or unappealable decision is made by a court or other body of competent jurisdiction.
- B. As used in subsection A of this Section, a development has "commenced" when:
1. The permit holder has physically altered the land or structure or changed the use thereof through actions such as preliminary grading for roads, driveways or building sites, installation of utilities, construction of required off-site improvements or construction of buildings, and
 2. The alteration or change is directed toward completion of the development; and

3. The permit holder has spent at least \$50,000 in expenditures related to completion of the development. Expenditures that could apply to various other uses of the land or structure shall be excluded including the cost of purchasing land.
 4. The provisions of subsection A of this Section shall apply independently to each discrete phase of a phased development. The commencement requirement for a subsequent phase cannot be satisfied by commencement activities conducted under an approval for an earlier phase of the development.
- C. If an extension is desired, the holder of the site development review permit must file an application for an extension prior to the expiration of the permit. The application shall be filed in writing with the Planning Director. A maximum of two extensions are permitted. Unless approved, the extension does not extend the expiration date. The Planning Director shall grant an initial two year extension upon the timely filing of the extension application. Following notice and hearing, the Planning Commission shall grant a second two year extension only upon demonstration by the permit holder that:
1. In terms of time, labor or money the permit holder has been making a good faith effort to commence the development or has been precluded from doing so for reasons beyond the permit holder's reasonable control;
 2. Commencement of the development is likely during the second two year extension; and
 3. There has been no change in circumstance or the law likely to necessitate significant modification of the development approval or conditions of approval.

Exhibit B

FINDINGS OF FACT SITE DEVELOPMENT REVIEW ORDINANCE Article 4 Supplementary Provisions Section 4.160

REQUEST: To adopt an addition to the Zoning Ordinance — Article 4 Supplementary Provisions, Section 4.160 Site Development Review. This section would apply as an overlay zone to all land zoned General Industrial, Port Industrial, Air Industrial, and Space Age Industrial. The overlay zone would allow developers to defer certain specific design and it would encourage site planning in advance of physical development.

APPLICANT: Morrow County

AFFECTED PROPERTY OWNERS:

All property zoned Industrial, Port Industrial, Air Industrial and Space Age Industrial.

FINDINGS OF FACT:

I. BACKGROUND INFORMATION: The proposed Site Development Review Overlay Zone is similar to a site plan review process required in other county and city jurisdictions. The intent of site plan review is to make a determination as to compliance with specific development requirements, typically after the initial land use permit has been approved. For example, many cities have specific building design and orientation requirements that must be evaluated before issuance of a building or construction permit may be issued. Some municipalities have formal design review committees; in other jurisdictions the Planning Commission serves as the site design review committee. In the State of Washington, site planning and development review is part of concurrency review, whereby cities and counties are required by state law to make findings that adequate infrastructure is in place prior to approving a development project.

Although site planning and site plan review is common in other cities and counties it has not formally been in place in Morrow County. In Morrow County, site planning is only occasionally included as a condition of approval for say Conditional Use Permits. Site Planning is not required for any use that is permitted outright (zoning permit only is required). In the county's four industrial zones, the only land use permit or review requirement for most development is a Zoning Permit, which is issued ministerially (at the counter). That leaves all discretion with planning staff and decisions are made without public notice, public involvement or Planning Commission approval. One exception is for developments that generate 400 vehicle trips per day (or vehicle trip equivalents), then a traffic impact study is required (Transportation System Plan Chapter 6). A second exception to this absence of site planning and site development review is implied in Section 3.073 (Port Industrial Zone). Section 3.073(6) states that "the Port will establish a master plan for the area that assures compatibility of uses with adjacent land uses. The master plan should include provisions for buffering, traffic circulation, lighting, and landscaping, as necessary, to ensure compatibility. The plan shall be subject to review by the Morrow County Planning Commission." This described master plan includes most of the items required in the proposed Site Development Review Overlay Zone. To date, a master has not been presented to the Planning Commission. However, if the master plan were developed and approved by the Planning Commission, it would serve the same or similar purpose as the proposed Site Development Review Overlay Zone.

While the current program works well in most cases, there are circumstances and certain types of development that may warrant a formal site plan review process. For example, very large projects such as a national motor speedway or sports stadium, a refinery or hazardous waste incinerator, or a large distribution center, create significant impacts to the transportation system, as well as impacts such as noise, air pollution and to the water system. Those large developments also tend to have a greater impact on other public services such as emergency response, police and fire services. Where many of those uses would be allowed outright, with only a zoning permit, there is no process in place to determine if the public infrastructure is adequate to accommodate the new development along with existing land uses.

In sum, by permitting major developments outright, without any formal review process by a non-partial tribunal such as a Planning Commission, there is the potential for permitting developments that have serious negative impacts to the public infrastructure and private investments. That is, without a determination that adequate public and private systems are in place to accommodate a large development project, the community is at risk of compromising services to existing land uses. Further, the public may be at risk of underwriting the infrastructure costs to accommodate the new development.

Another consideration for implementing a site development review process is to enable large development projects to phase in their planning and design. For example, the motor speedway currently being considered at the Boardman Airport has a list of general development components such as a racetrack, drag strip, fueling island, 15,000 square feet of office space, etc. The developers have not yet developed a specific site plan for building placement or a design plan for buildings, landscaping, restroom facilities, etc. In this case, the developers hope to complete specific design and site planning after the initial land use approval has been granted. Proposing very detailed designs or specific traffic mitigation prior to initial land use approval would be premature and costly, particularly if the general land use permit is not approved. Therefore, in that instance it would be prudent to defer specific design review to a later date, once the developer has an initial guarantee or approval of the general land use.

Planning Commission discussed the threshold for applicability and decided to retain the original language so that the Site Development Review will apply in two circumstances: for "major developments" that utilize 100 or more acres, and, if required as a condition of approval of a Conditional Use Permit. Planning Commission considered whether those thresholds were appropriate or whether it would be worthwhile to require Site Development Review for smaller projects, say for developments that utilize 50 acres or less. In other counties, the site plan process is more commonly required for all developments in a particular zone for example, rather than for projects of a certain size. In considering an appropriate threshold, Planning Commission may want to review the list of outright permitted uses in each of the industrial zones. For ease of reference, those industrial zones are attached to this staff report. Consideration was given to limited staffing capacity and the potential for onerous review for small projects.

II. DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT NOTICE:

"Notice of Proposed Amendment" was sent to DLCD on October 25, 2001.

III. PROPERTY OWNERS NOTIFIED AS PER MEASURE 56:

Notice to property owners was mailed November 28, 2001

IV. LEGAL NOTICE:

Notice of the hearing was published in the Heppner Gazette-Times on December 5, 2001 and in the East Oregonian on December 10, 2001.

V. AGENCIES NOTIFIED: The following agencies were mailed notice on December 7, 2001.

Brett Cook, Building Official; Joni Hammond, Department of Environmental Quality; Jon Jinings, DLCD; Salem, DLCD; Bob Krein, Heppner and Patty Snow, Portland, Oregon Department of Fish & Wildlife; Jim Johnson, Oregon Department of Agriculture; Mary Martini, Oregon Department of Transportation; George Ruby, Oregon Department of Transportation; Don Larson, FAA-Seattle; Bev Bridgewater, West Extension Irrigation District; Mark Rogelstad, Boardman Rural Fire District; Burrel Cooley, Irrigon Fire District; Rex Mather, City of Boardman; Jerry Brezeale, City of Heppner; Pat Reay, City of Irrigon; Morrow County Court; Burke O'Brien, Public Works Director; Bill Hanlon, County Counsel; Ron McKinnis, Port of Morrow; Kate Dreyfus, Oregon Department of Justice.

VI. HEARING DATES:

Morrow County Planning Commission
December 20, 2001
Morrow County School District Building
Lexington, OR 97839

Morrow County Planning Commission
January 31, 2002
Morrow County School District Building
Lexington, OR 97839

Morrow County Court
February 27, 2002
County Courthouse
Heppner, Oregon 97836

Morrow County Court
March 13, 2002
Community Assistance Center
Irrigon, OR 97844

VIII. RECOMMENDATION OF PLANNING COMMISSION:

Approval of the January 29, 2002 draft of the Ordinance with minor changes as noted at the January 31, 2002 hearing.