

TRANSPORTATION PLANNING RULE COMPLIANCE

This section addresses the Oregon Administrative Rule Section 660-12-0060 of the Oregon Transportation Planning Rule (TPR) requirements for the proposed zone change.

TRANSPORTATION PLANNING RULE

OAR Section 660-12-0060 Plan and Land Use Regulation Amendments of the TPR sets forth the criteria for evaluating plan and land use regulation amendments. The criteria establish the determination of significant effect on a transportation system resulting from a land use action; where a significant effect is identified, the criteria establish the means for achieving compliance. The relevant portion of this section of the TPR is reproduced below in italics followed by the response for this project in standard text.

660-12-0060 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);

Response: The proposed General Industrial zone will not require or result in any changes to the functional classification of any transportation facility in the vicinity of the site.

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

Response: The proposed General Industrial zone will not require changes to the standards that implement the functional classification system.

(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;

Response: The proposed General Industrial zone would result in future traffic volumes that remain consistent with the functional classifications of the roadways in the study area.

(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

Response: The proposed General Industrial zone would not degrade operations of the study intersections below adopted performance targets.

MCZO 3.070(E) TRAFFIC IMPACT ANALYSIS

As noted herein, the transportation system/study intersections can accommodate the peak-hour transportation-related impacts of the proposed data center complex and its assumed site access connection to Tower Road. Although the analysis is a long-term 20-year assessment completed primarily to address the impacts of the zone change, it can be deduced that all of the study intersections will operate acceptably during both the weekday AM and PM peak hours upon a near-term buildout of the data center complex. As such, no additional operations analysis is required to address MCZO 3.070(E).

To support a follow up land use application for the data center complex, the following section includes an assessment of preliminary sight distance at the site access connection of Tower Road.

PRELIMINARY INTERSECTION SIGHT DISTANCE

Intersection sight distance (ISD) was evaluated at the proposed site access roadway connection along Tower Road. For this assessment, preliminary intersection sight distance measurements were evaluated using the recommended observation reference points¹ outlined in *A Policy on Geometric Design of Highways and Streets*. While there is no posted speed along this section of Tower Road, 55 mph was used. As noted in *A Policy on Geometric Design of Highways and Streets*, the minimum passenger car intersection sight distance requirement for a 55-mph design speed is 610 feet (left-turn from stop) and 530 feet (right-turn from stop).

From the approximate location of the proposed site access driveway approach to Tower Road, there is adequate sight distance (>850 feet) looking to the north and adequate sight distance (>930 feet) looking to the south.

To provide and maintain adequate intersection sight distance post development, it is recommended that any proposed signage or landscaping be appropriately located such that the minimum intersection sight distance can be maintained. To confirm adequate sight lines, it is further recommended that a final sight distance evaluation be performed post access road construction and prior to site beginning formal operations.

SITE ACCESS TRAFFIC CONTROL

To accommodate future traffic movements on the site access road, a STOP (R1-1) sign should be installed on the westbound access driveway approach to Tower Road in accordance with County standards and the *Manual on Uniform Traffic Control Devices (MUTCD)* in conjunction with site development.

¹ For passenger cars, an eye height of 3.5 feet, an object height of 3.5 feet, and an observation point located 14.5 feet from the edge of the cross-street travel lane.

CONCLUSIONS

Based on the results of the transportation analysis outlined in this report, the proposed General Industrial zone and the assumed data center complex is not anticipated to result in a significant effect on the surrounding transportation network or require offsite mitigation under long-term planning conditions or near-term buildout conditions. To support the land use application for a data center complex, the following is recommended:

- Construct a new site access driveway along the Tower Road site frontage. A STOP (R1-1) sign should be installed on the westbound approach to Tower Road in accordance with Morrow County standards and the *Manual on Uniform Traffic Control Devices (MUTCD)* in conjunction with site development.
- To provide and maintain adequate intersection sight distance at the site access road connection to Tower Road, locate any proposed signage or landscaping appropriately such that the minimum intersection sight distance can be maintained. To confirm adequate sight lines, it is further recommended that a final sight distance evaluation be performed post site access driveway construction and prior to site occupancy.

We trust this traffic impact analysis adequately addresses impacts associated with the proposed General Industrial zone and proposed data center complex. Please contact us if you have any questions or comments regarding the contents of this report or the analyses performed.

Sincerely,
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