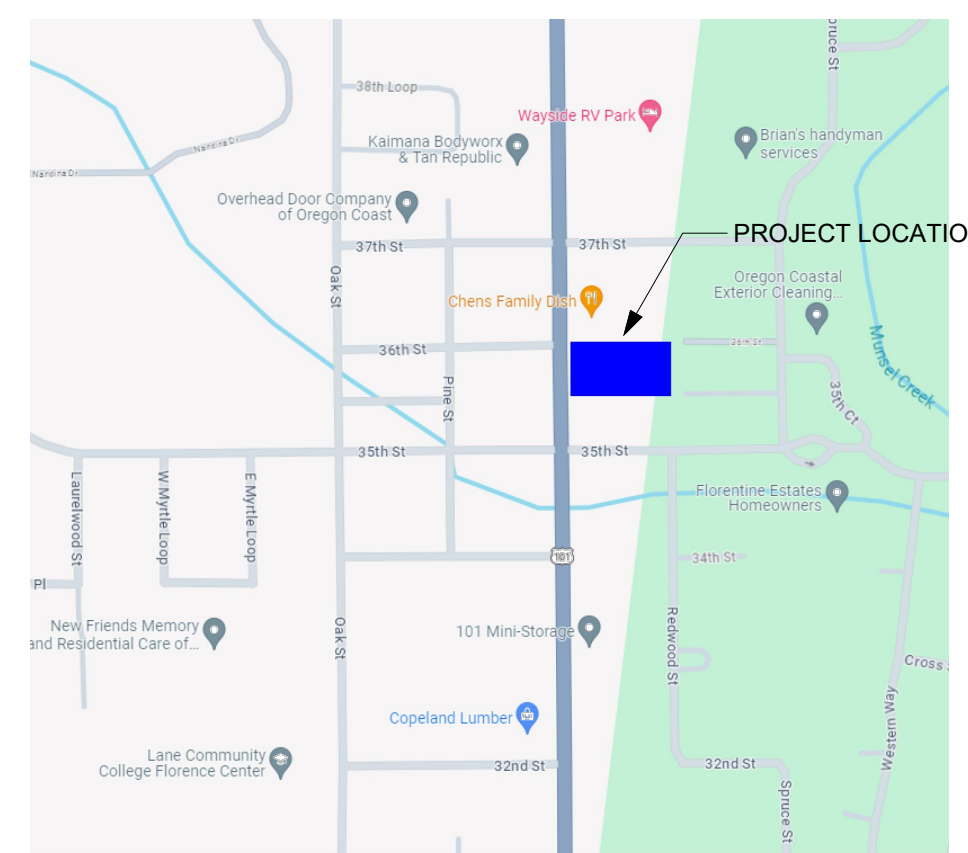
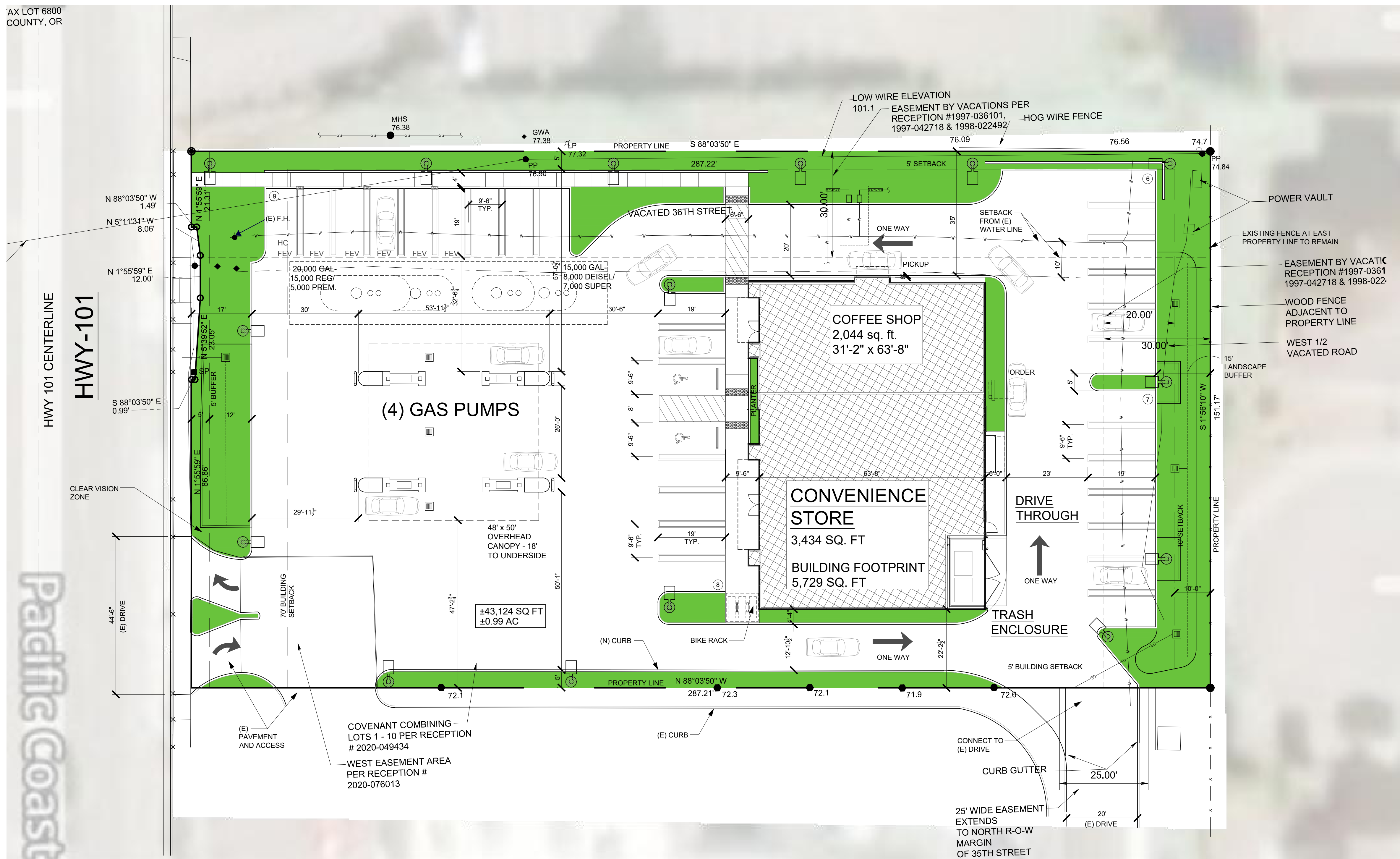


AX LOT 6800
COUNTY, OR



VICINITY MAP
SCALE: NONE

Site and Project Information

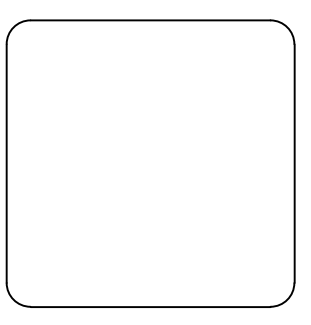
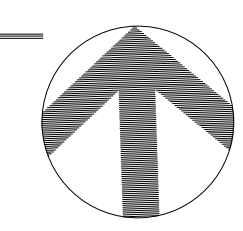
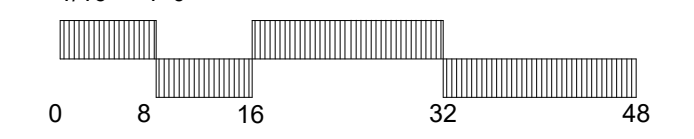
Site Location:	35th STREET, FLORENCE, Oregon 97439
Parcel Number:	181232206800
Parcel Size:	±0.099 AC
Zoning:	H (Highway)
Overlay:	-
Subdivision:	-
Existing Use:	Vacant Lot
Proposed Use:	Gas Station and Convenience Store with Drive-Thru

C-1 Zone & Downtown Overlay District

Code Section:	Required	Proposed
10-16-7	Minimum Lot Size: 50' width / 6000SF	±0.99 acres (43,124 SF)
10-16-7	Minimum Front Setbacks: 70' from C.L. Highway	70'
10-16-7	Minimum Side/Rear	5' abutting property
10-16-7	Lot Coverage:	85% Max. Building Area: 5,729 sq. ft. = 13.3%
10-16-7	Min Landscaping:	15% 8,241 sq. ft. = 19.1%
10-34-3-6	Landscape Buffers	5' parking islands 5' buffer at building 3'-4' tall Screening between parking and street 30" Tall Visual Barrier Along Hwy Frontage 15' Rear at Residential
10-16-7	Height:	Max: 35' 1 story = 35'-0" max.
10-3-1	Vehicular Parking: 9' x 19'	Service Station: Min. 2 Restaurant: Min. 1 space per 125 SF (17.6 stalls req'd)
10-3-3	EV parking	Commercial: Min: 1 space per 333 SF (10.4 stalls req'd) NO COMPACT PARKING ALLOWED (6 future ev spaces)
10-3-10	Bicycle	1 stall (2x6') per 10 vehicle parking (3 req'd) 3 with Bike Rack
16-30-180.C	Loading Zone:	Min: 1 loading zone (20,000 SF+) < 20,000 sq. ft.

SITE PLAN

DATE: 09/16/2024
1/16" = 1'-0"



Lentily
architecture, inc.
3150 Kettle Court SE, Salem, Oregon 97301
503.399.1090 | 503.399.0665
www.lentilyarchitecture.com



US MARKET
35th st. and 101 HWY
Florence, OR 97439

**ARCHITECTURAL
SITE PLAN**

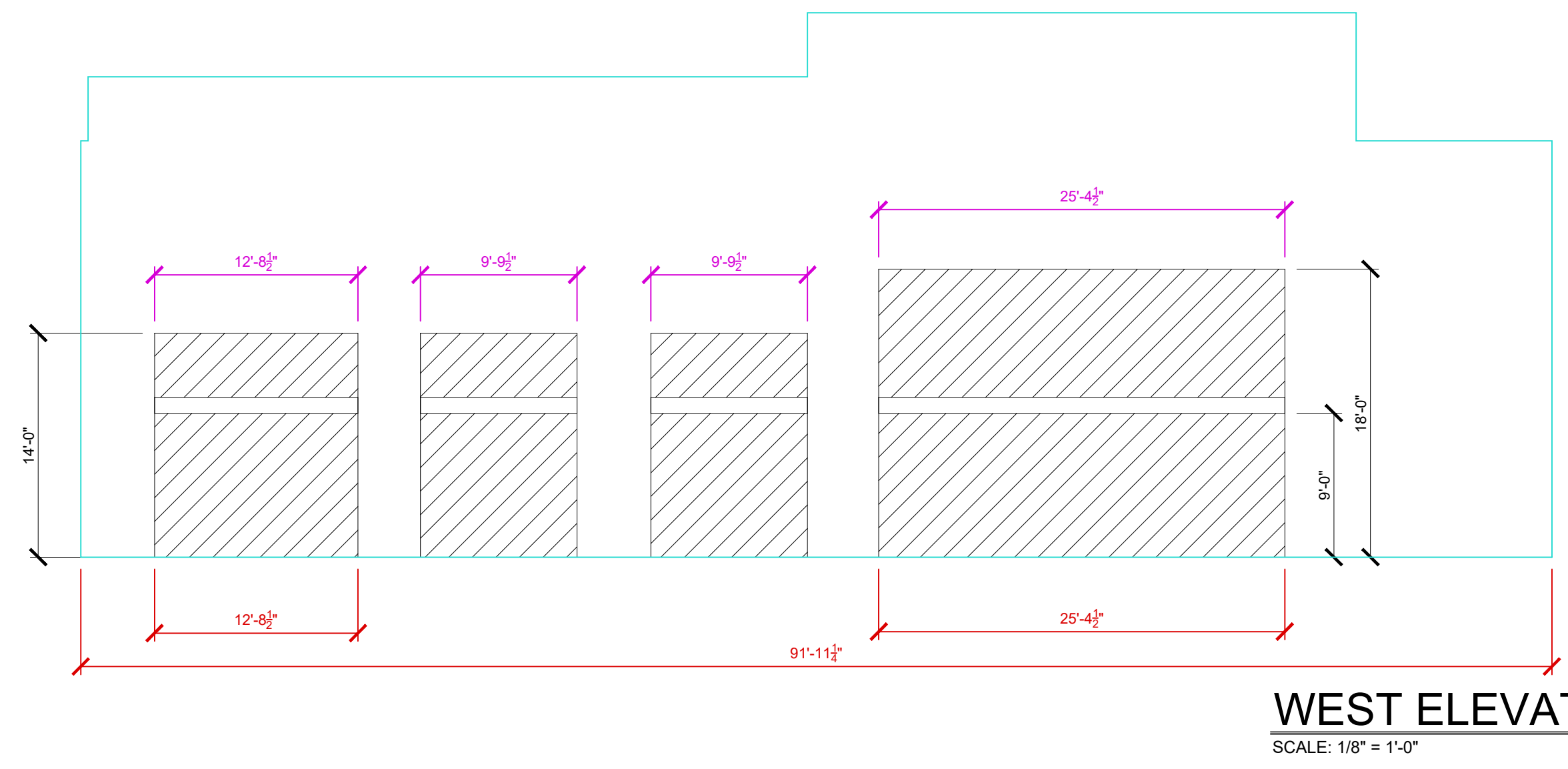
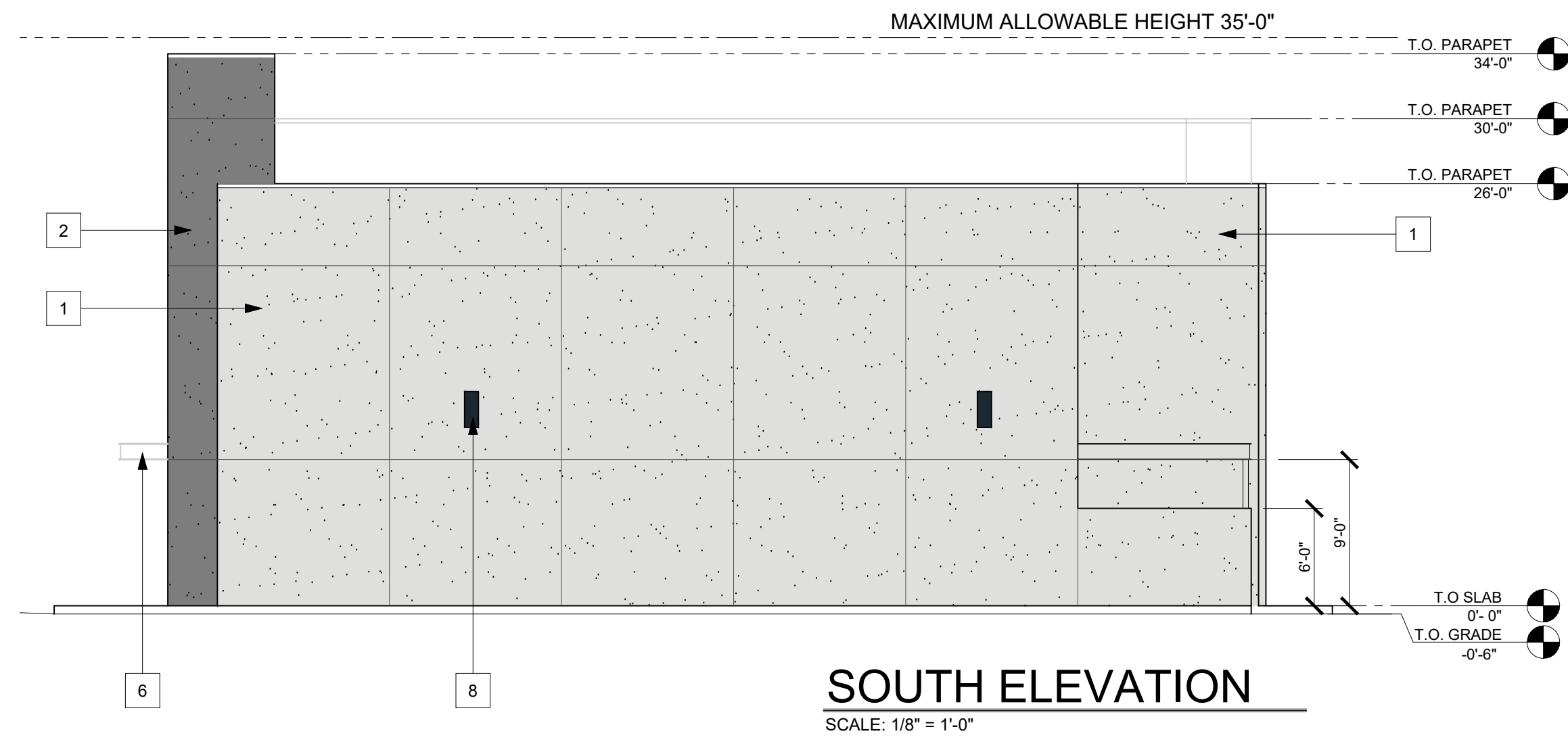
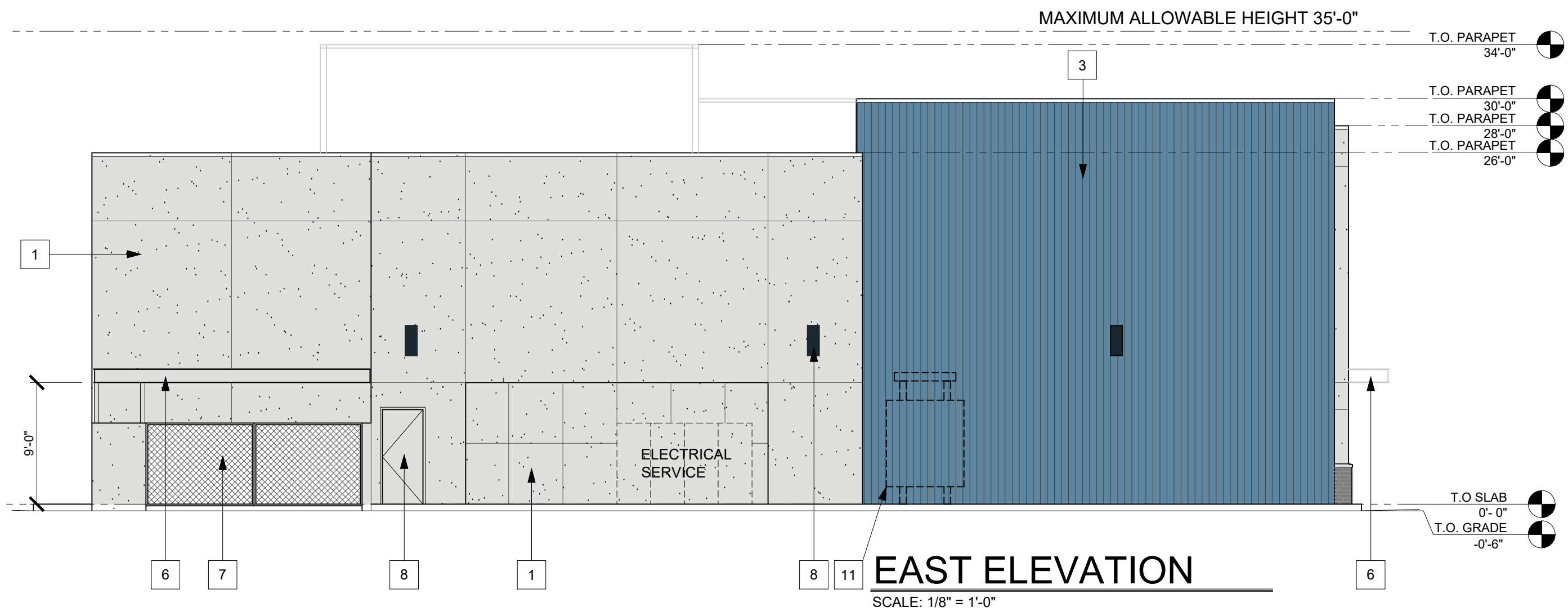
DATE
xx/xx/xxxx

REVISED DATE

SHEET

A1.1

KEY NOTES/COLORS	
1	= STUCCO COLOR: SW 7064, "PASSIVE"
2	= STUCCO COLOR: SW 7067, "CITYSCAPE"
3	= METAL SIDING COLOR: SW 6508, "SECURE BLUE"
4	= BRICK VENEER - BELDEN 2 1/4" x 11 1/2" COLOR: "TITANIUM VELOUR"
5	= STOREFRONT WINDOWS FRAME COLOR: DARK BRONZE
6	= METAL AWNING COLOR: SW 7069, "IRON ORE"
7	= TRASH ENCLOSURE GATE OPAQUE
8	= EXTERIOR METAL DOOR AND FRAME COLOR: DARK BRONZE
9	= WALL LIGHTING COLOR: BLACK
10	= TENANT SIGNAGE (EXAMPLE ONLY)
11	= DRIVE-UP TENANT SIGNAGE

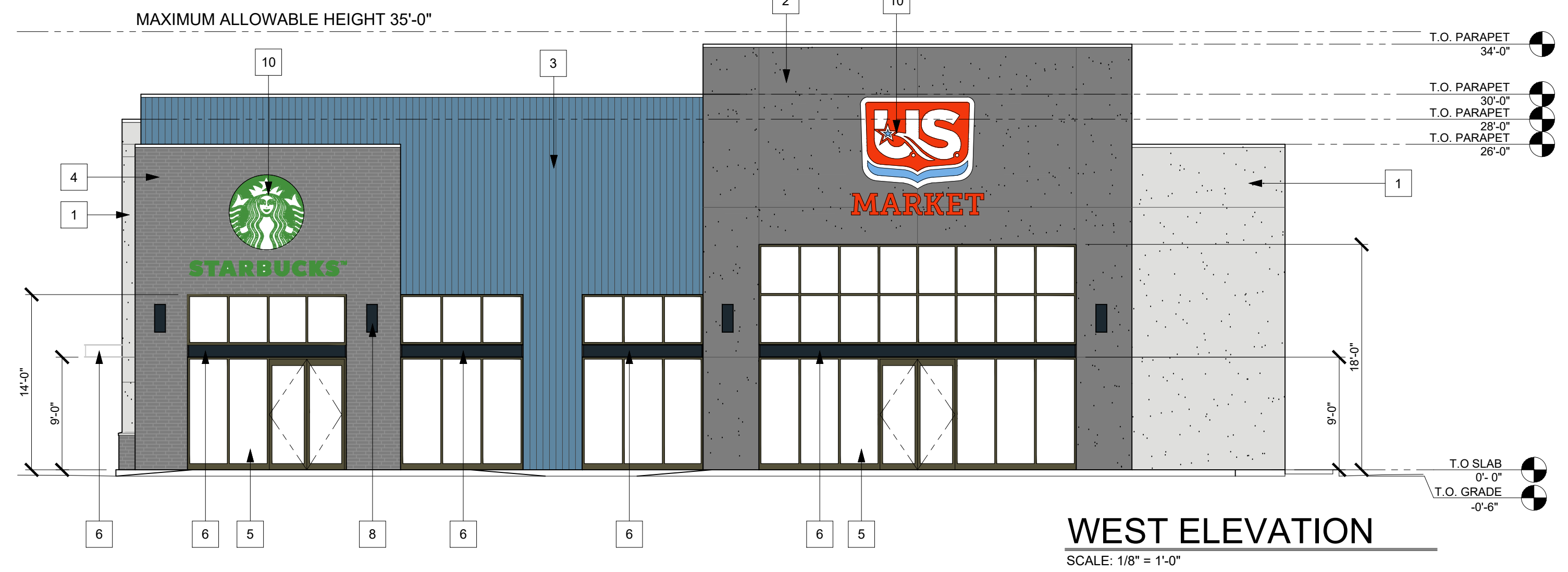
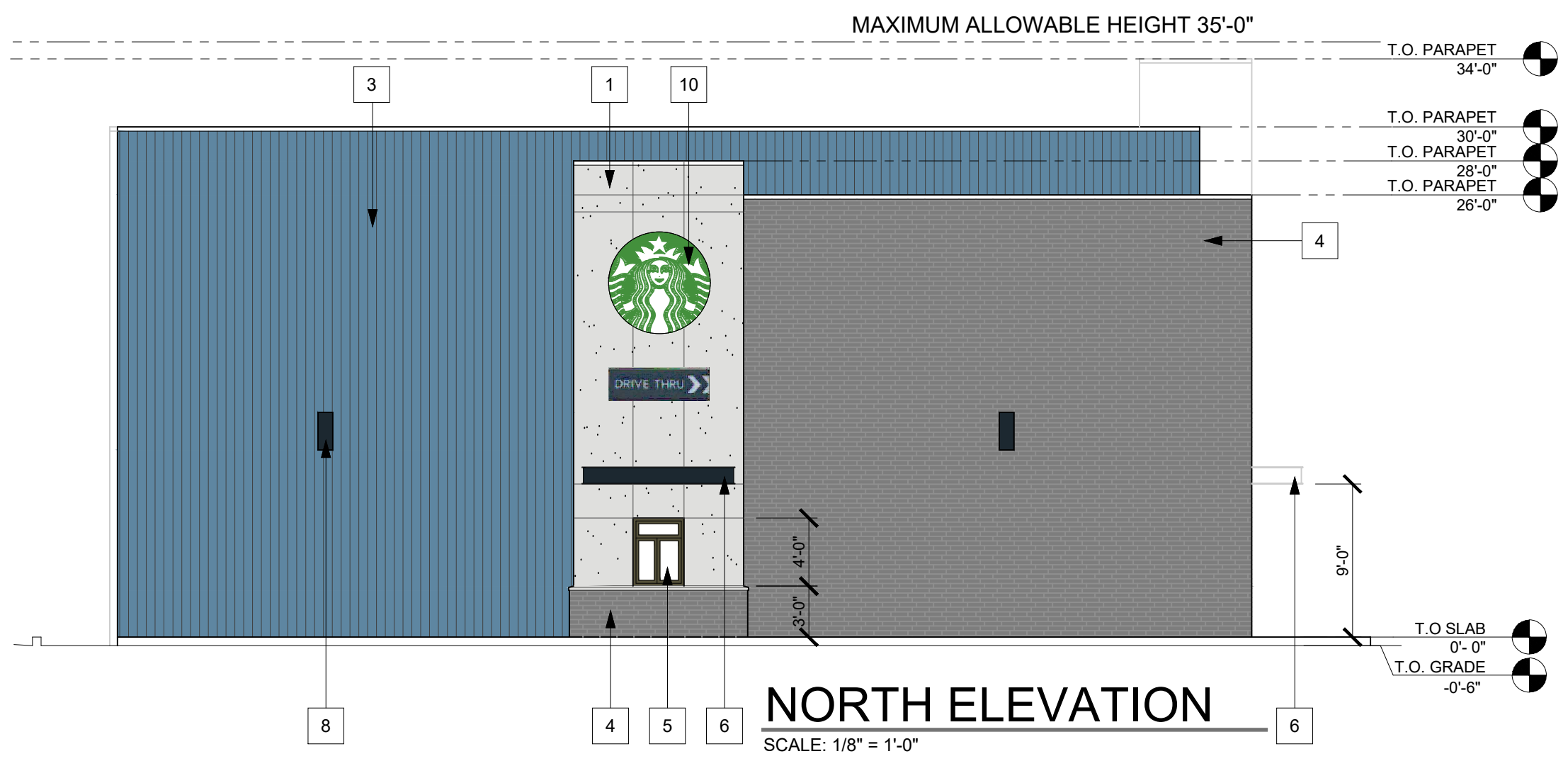


WEST ELEVATION AREA:
TOTAL AREA = 2858 sf
(Street Frontage)

WINDOW AREA:
TOTAL AREA = 851 sf
30% (Face of Elevation)

AWNINGS:
TOTAL LENGTH = 47'-9"
51.9% (Face of Elevation)

COVERED ENTRY:
TOTAL LENGTH = 38'-0"
42% (Face of Elevation)

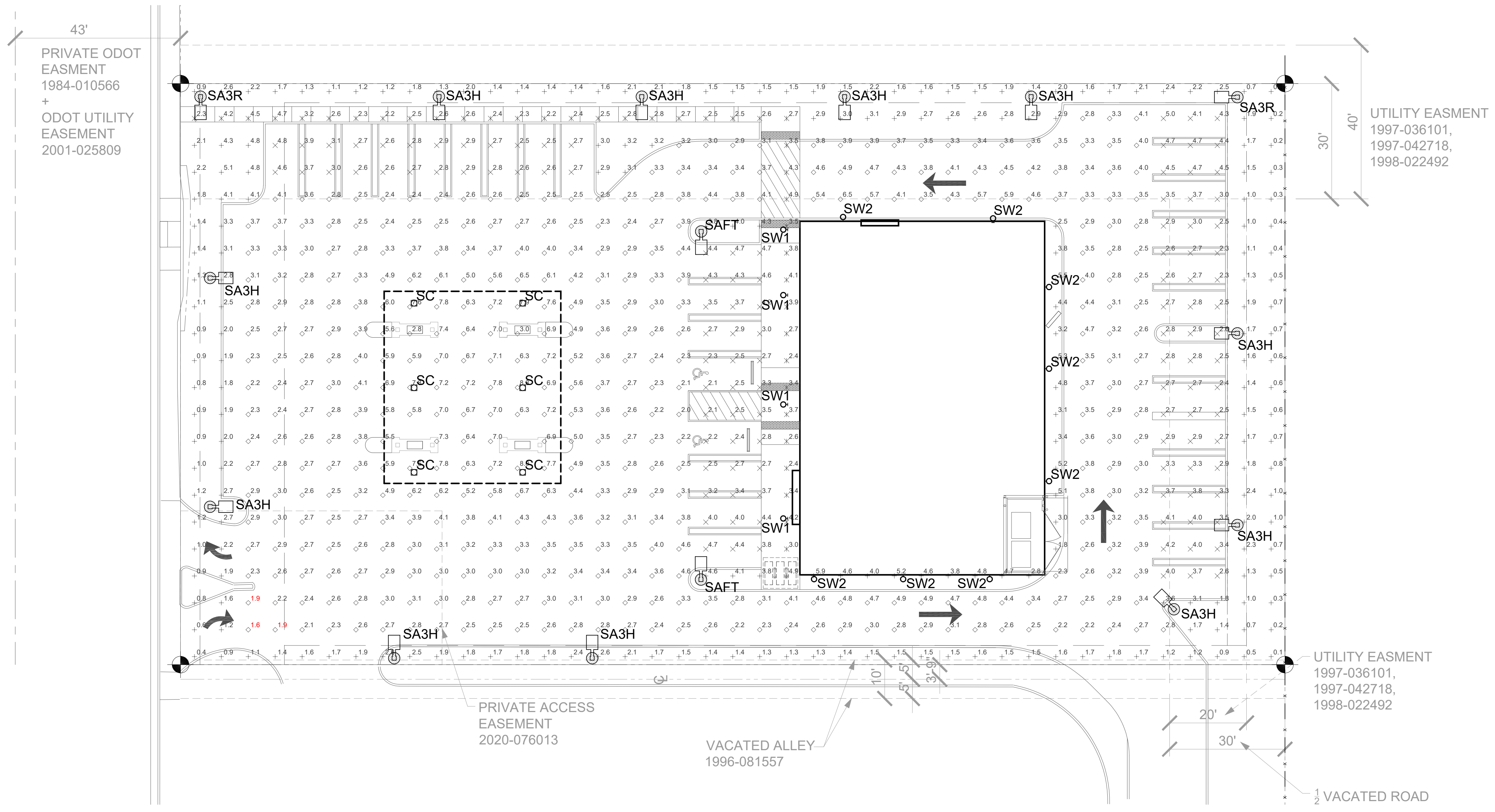


**EXHIBIT
F**

PERFORMANCE LUMINAIRE SCHEDULE									
TYPE	DESCRIPTION	MANUF.	PART #	WATTAGE	LUMENS	CCT	VOLTAGE	NOTES	
SA3H	POLE MOUNTED SITE AREA LUMINAIRE, W/ SHIELD	LITHONIA	DSX0-LED-P2-40K-T3M-MVOLT-HS-DBDX	45	6,180	4,000	120-277	1	
SA3R	POLE MOUNTED SITE AREA LUMINAIRE, RIGHT CORNER CUTOFF	LITHONIA	DSX0-LED-P2-40K-RCCO-MVOLT-EGSR-DBDX	45	4,536	4,000	120-277	1, 3	
SAFT	POLE MOUNTED SITE AREA LUMINAIRE, FWD THROW, W/ SHIELD	LITHONIA	DSX0-LED-P2-40K-TFTM-MVOLT-HS-DBDX	45	6,316	4,000	120-227	1	
SC	CANOPY SURFACE MOUNT	LITHONIA	CNY-LED-P2-40K-MVOLT-DBD	52	6,600	4,000	120-277		
SW1	WALL MOUNTED SCONCE	LITHONIA	WPX0-LED-ALO-SWW2-MVOLT-PE-DBDX	8	994	4,000	120-277	2	
SW2	WALL MOUNTED SCONCE	LITHONIA	WPX1-LED-P2-40K-MVOLT-DBDX	24	2,912	4,000	120-277	2	

NOTES:
 1. MOUNTING HEIGHT 16'-0" ABOVE GRADE
 2. MOUNTING HEIGHT 12'-0" ABOVE GRADE
 3. WITH EXTERNAL GLARE SHIELD (EGSR)

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
ENTIRE SITE	+	3.2 fc	8.3 fc	0.1 fc	83.0:1	32.0:1
PARKING SPACES - EAST	x	3.3 fc	5.0 fc	2.3 fc	2.2:1	1.4:1
PARKING SPACES - NORTH	x	3.0 fc	4.8 fc	2.5 fc	1.9:1	1.2:1
PARKING SPACES - STORE ENTRY	x	3.4 fc	4.7 fc	2.1 fc	2.2:1	1.6:1
VEHICLE ACCESS	o	3.6 fc	8.3 fc	1.6 fc	5.2:1	2.3:1
WALKWAY	x	3.1 fc	4.9 fc	2.2 fc	2.2:1	1.4:1

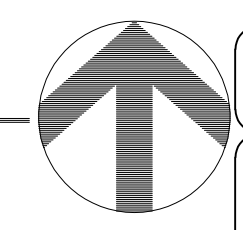


US MARKET
 35th st. and 101 HWY
 Florence, OR 97439

SITE PLAN
 PHOTOMETRICS

**SITE PLAN
PHOTOMETRICS**

DATE: 05/16/2024
 1/16" = 1'-0"



DATE	xx/xx/xxxx
REVISED DATE	
SHEET	
E8.1	

May 28, 2024

Lenity Architecture
3150 Kettle Court SE
Salem, OR 97301



Attn: David Hulbert, Architect, Project Manager

Subject: **MEMO: Geotechnical Report Update**
Proposed Gas Station & Convenience Store
Tax Lot 6800 of Tax Map 18122322
SE Corner of US Highway 101 & 36th Street
Florence, Lane County, Oregon

GNN Project No.: 223-1642-1

Reference: GN Northern, Inc., *Geotechnical Site Investigation Report, New Dollar General Store, Southeast Corner of 36th Street and Highway 101, Florence, Lane County, Oregon*, GNN Project No. 223-1642, dated May 18, 2023.

Dear Mr. Hulbert,

As requested, GN Northern, Inc. [GNN] has prepared this memorandum letter for the purpose of updating the referenced *Geotechnical Site Investigation Report* and to validate the recommendations and soil design parameters contained therein. You provided notice to proceed in the form of a signed document (Authorization to Proceed for US Market – 35th/US101 Florence, OR) dated 5/6/2024.

Except the additional recommendations presented in this memo, the findings and recommendations within the above referenced Geotechnical Site Investigation Report remain valid for design and construction of the planned gas station and convenience store.

The original geotechnical investigation at the subject site was completed for development of a new Dollar General store. Based on the *Architectural Site Plan* you provided via email on March 18, 2024, we understand that proposed development at the subject site will now consist of a gas station including four gas pumps with a 46'x50' overhead canopy in the western portion and a 5,856 SF convenience store & coffee shop building in the eastern portion. Site improvements will include associated drive-lanes and

parking spaces, along with the installation of two new underground storage tanks (USTs) for gas/diesel north of the fuel islands. Based on our experience with similar projects, we anticipate maximum wall loads and column loads to be less than or similar to those previously assumed.

As part of the previously performed subsurface investigation, GNN completed seven (7) exploratory borings and two (2) infiltration tests. The attached updated *Site Exploration Plan* (Figure 2A) shows these points of exploration/testing superimposed on the new site plan.

The following additional recommendations and design parameters apply to the planned development:

Canopy Foundations Uplift Resistance: Uplift forces on spread footings can be resisted by the weight of the footings and the backfill soil material that is placed over the footings. It is recommended that the backfill soil weight considered to resist uplift loads be limited to that immediately above the footings. A total soil unit weight of 115 pcf may be used for the onsite sandy soil placed as compacted engineered backfill atop the footings in accordance with the recommendations of the referenced report. An appropriate factor of safety shall be used for calculation of uplift resistance.

The footings should be founded below an imaginary line projecting at a 1-horizontal to 1-vertical (1H:1V) slope from the base of any adjacent parallel utility trenches.

UST Excavation Dewatering: Due to groundwater encountered at depths ranging from approximately 6.25 to 8 feet BGS within the borings, dewatering of the UST excavations will be necessary. The dewatering system should consist of sloping the excavated subgrade to one side of the excavation, and digging of a shallow sump at that corner. A perforated drum should then be placed in the sump excavation. Pea gravel, washed rock or crushed rock should then be packed around the perforated drum and the sump excavation. It shall be noted that groundwater is expected to recharge at a rapid rate, therefore, based on the soil type and hydrogeologic conditions, a high-capacity pump should be employed. The high-capacity pump should be placed in this sump and the water should be pumped out of the excavation to a suitable outlet. The pumped water should be filtered through hay bales or filter fabric before it is introduced into the drainage outlet.

UST Anchoring: Installation of USTs shall be in strict conformance with the tank manufacturer's requirements and specifications. All USTs should be adequately anchored to counteract buoyant forces acting upon the tanks due to the groundwater. The USTs should be fastened with straps anchored in

concrete deadman beams on both sides of the proposed tanks. The deadman anchors should be designed by a qualified structural engineer to counteract the buoyant forces acting upon the USTs empty tank conditions. Seismic design shall be completed in accordance with ASCE 7-22 (American Society of Civil Engineers, 2022). Adequate containment should be provided around the new USTs and UST intake valves to mitigate spills contributing to the contamination of the groundwater.

Trench Backfill: Trench backfill placed beneath, adjacent to, and for at least 2 feet above utility lines (e.g., the pipe zone) should consist of well-graded, granular material with a maximum particle size of 1.5 inches, have less than 10% by weight passing the U.S. Standard No. 200 Sieve, and meet Oregon Department of Transportation Standard Construction Specifications, 2021 version (ODOT SS) 405.12 - Pipe Zone Bedding. The pipe zone backfill should be compacted to at least 90% of the maximum dry density, as determined by ASTM D 1557 or as required by the pipe manufacturer or local building department.

Within roadway alignments or beneath building pad, the remainder of the trench backfill should consist of well-graded, granular material with a maximum particle size of 2.5 inches, have less than 10% by weight passing the U.S. Standard No. 200 Sieve, and meet ODOT SS 405.14 - Trench Backfill, Class B. This material should be compacted to at least 92% of the maximum dry density as determined by ASTM D1557, or as required by the pipe manufacturer or local building department. The upper 2-feet of the trench backfill should be compacted to at least 95% of the maximum dry density as determined by ASTM D1557.

Outside of structural improvement areas (e.g., roadway alignments or building pads), trench backfill placed above the pipe zone may consist of general fill materials free of organics and materials over 5 inches in size, and meet ODOT SS 405.14 - Trench Backfill, Class A, C, or D. This general trench backfill should be compacted to at least 90% of the maximum dry density, as determined by ASTM D1557 or as required by the pipe manufacturer or local building department.

Rigid Concrete (PCC) Pavement: Concrete pavement design recommendations are based on an assumed modulus of rupture of 500 psi and a minimum compressive strength of 4,000 psi for the concrete. Concrete mix shall be 1½” max. aggregate and use moderate exposure. Reinforcing steel shall be ASTM A615 Grade 40 and consist of #4’s at 18” each-way in center of the section (special care

shall be taken during construction to locate the reinforcing steel in the center of the mat). Equivalent welded wire mesh may be substituted if approved by the Geotechnical Engineer or Civil Engineer. Construction joints (sawcuts) shall be 1/8” wide and T/4 deep and provided at a maximum of 15’ spacing in each direction. 15’ spacing is appropriate for 1” or 1 1/2” aggregate. If 3/4” aggregate is used, 10’ spacing shall be used instead. The recommended pavement design sections are based on the assumption that subgrade preparation and fill placement are completed in accordance with the recommendations presented in the above referenced geotechnical report. Crushed base aggregate shall meet the grading requirements of ODOT SS 02630 and shall be compacted to at least 95% of the maximum dry density as determined by ASTM D1557 method. The material and construction procedures shall be in accordance with Oregon Department of Transportation Standard Specifications for Construction for Concrete Pavement.

Recommended Concrete Pavement Sections

Traffic	Crushed Aggregate Base Course Thickness (inches)	Concrete Paving Thickness (inches)
Standard Duty	6	5
Heavy Duty	6	8

Concrete Flatwork/ Pathways: Concrete sidewalk (pathways) sections shall be 4" portland cement concrete. To impede the wicking of moisture beneath pathways, we recommend a 4-inch layer of 3/4” minus crushed aggregate be placed. Material shall meet the grading requirements of ODOT SS 02630 and contain less than 5% passing the No. 200 sieve size. The crushed rock material shall be compacted to at least 95% of the maximum dry density as determined by ASTM D1557 method. Prior to placing the crushed aggregate fill, the subgrade soil shall be proof rolled to a dense/non-yielding surface and to at least 95% of the maximum dry density as determined by ASTM D1557 method. Any areas pumping during proof-compacted shall be over-excavated and re-compacted.

It shall be noted that the project site is mapped within an area identified with a ‘High’ risk for *Earthquake Liquefaction Hazard*. Based on the findings of our site exploration and review of available geologic data, the onsite soils are susceptible to liquefaction. The scope of our original geotechnical study did not include a site- specific liquefaction analysis required to fully evaluate the risk of liquefaction induced settlement at the project site. The owner/developer should accept the risk of liquefaction settlement and angular distortion of the building pad/foundations from a seismic event.

Please feel free to contact our office with any questions regarding this memorandum letter.

Sincerely,

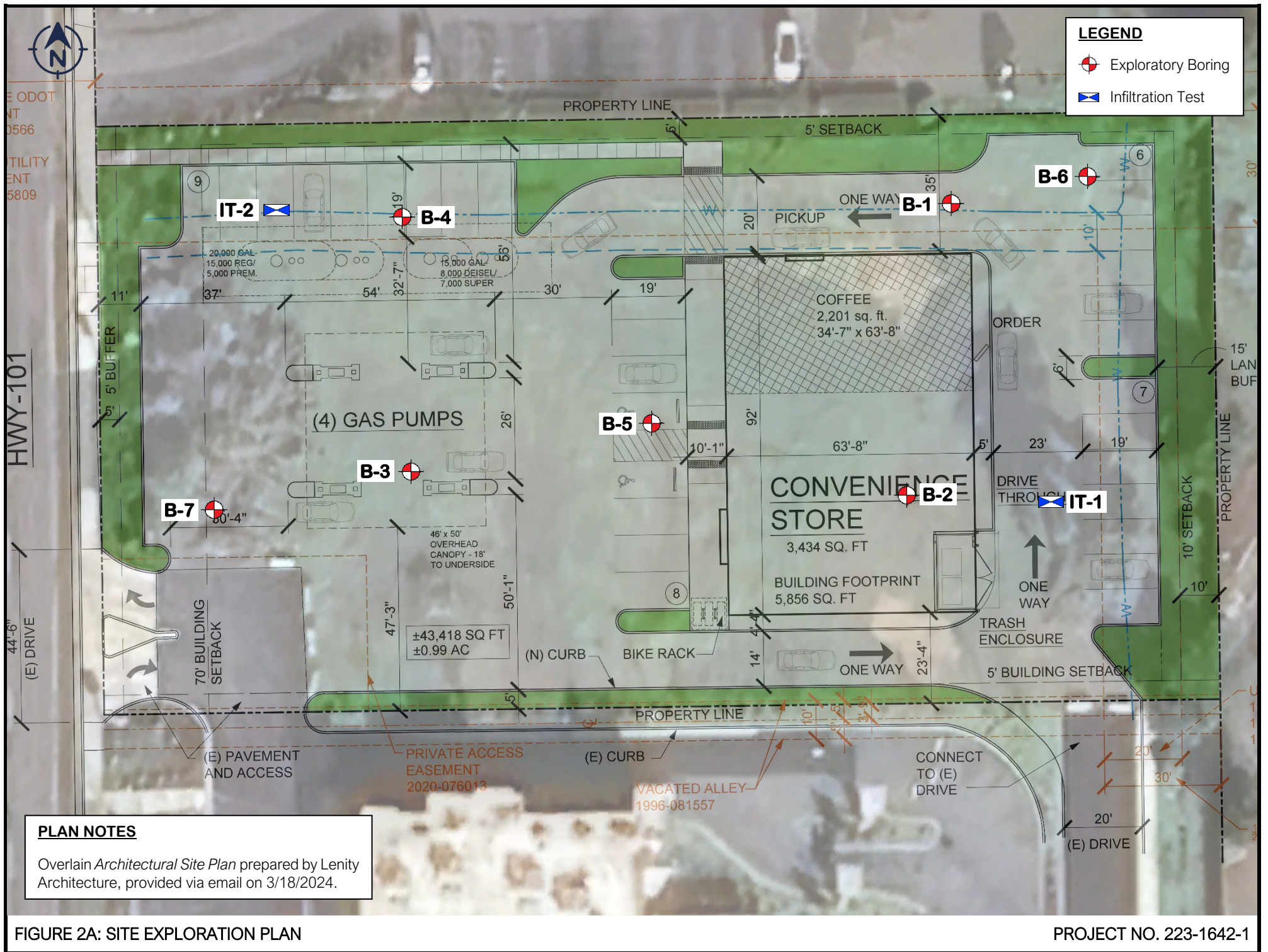
GN Northern, Inc.



Imran Magsi, PE, GE
Sr. Geotechnical Engineer



Attachment: Site Exploration Plan (Figure 2A)





EXHIBIT

J

**Oregon Department of Transportation
Application Form for State Highway Approach
Instructions for completing the application form**

Application Form for State Highway Approach (Form No. 734-2680). This application represents the initial submission of basic information regarding your proposed approach. The permitting process varies with each applicant and additional information may be required after the application is submitted. For example, an approach in an area with drainage issues may require a hydrology report. A pre-application meeting with your district office can bring these supplemental requirements to your attention ahead of time.

Pre-application meetings. You may request a pre-application meeting for an approach permit application to review application requirements, timelines, technical elements, and other issues specific to your application. Pre-application are optional, but help clarify the process and avoid delays once an approach application is submitted. To request a meeting, complete the Pre-Application Form for State Highway Approach available on the [Access Management webpage](#).

Application form. Complete all boxes on the application form and attach any required items. The Application Form for State Highway Approach is attached to these instructions. Incomplete forms may be returned to the applicant for completion which may delay the processing of your application.

If you have questions about completing any part of this application, contact your ODOT District office for assistance. District maps and contact information are available on the [Maintenance and Operations Programs webpage](#).

Applicants may sign the application with a pen or sign electronically, and then email or send a hardcopy. All are acceptable. Submit your completed application to your ODOT District office where your application will be processed in accordance with Oregon Administrative Rules, Chapter 734, Division 51 Highway Approaches, Access Control, Spacing Standards and Medians. For email addresses, contact your ODOT District office for assistance. We will notify you within 30 days after receiving your application if additional information or documents are required to continue processing your application.

1. Provide applicant contact information.
2. Provide details about the location of the proposed approach.
3. Indicate the type of approach requested.
 - New Approach – when there is no existing driveway
 - Change of Use – when the property use/activity is changing
 - Temporary – limited duration (e.g., temporary logging access)
 - Special Use – specific use/limited volume (e.g., emergency services, utilities)
4. Provide property owner information.
5. Provide designated agent information (if applicable).
 - a. If the applicant and property owner are not the same, then the property owner must authorize the applicant to act as a designated agent on the owner's behalf.
 - b. The applicant must have the property owner complete this section or submit a signed letter from the property owner or co-owners authorizing the applicant to act as a designated agent. If there are co-owners, all the co-owners must sign a letter or letters authorizing the applicant to act as a designated agent.
6. Read the declaration before signing and dating the form.
7. Describe the existing land use and the proposed land use.
8. Assessor Maps

List all of the county assessor's tax lot numbers for the property served by the approach. Attach a copy of the current assessor map(s) for the subject property and all the adjacent tax lots with the following notations:

 - a. Highlight all tax lots to be served by the requested approach
 - b. Show the location of the requested approach on the tax lot map
 - c. Provide the names and addresses for all owners of adjacent tax lots, including tax lots under the same ownership as the subject property
9. Provide property owner(s) contact information.
10. Trip Generation

Trip generation refers to the number of vehicles entering and exiting a property. A "trip" is the one-way movement (either the entering or exiting) of a standard vehicle at an approach. For example, three customers at a business would count as (6) trips with each vehicle entering and exiting the approach. The exception to this deals with vehicles weighing 26,000 pounds GVW or more, which count entering and exiting as just one trip. Using the same example, three semi-trucks delivering supplies to a business would only count as (3) trips.
11. See Attachment A for information on submitting a site plan.
12. Land Use Compatibility Statement (LUCS)

The LUCS is required as part of every Application for State Highway Approach and must be completed and signed by the appropriate local planning official. DO NOT DETACH the LUCS from the application form. The planning official will need to review information about the property, requested approach, and proposed land use in order to complete the LUCS. ODOT may accept a final land use decision in lieu of a LUCS.

Attachment A: Site Plan

Applicants are required to submit a site plan. If there is a pending local land use approval for the proposed use, you must attach a copy of the site plan that is being reviewed or has been approved by the local jurisdiction. Use the following guidelines when submitting a site plan.

- **Submit drawings on separate paper no larger than 11” x 17” in size.**
 - Include a north arrow
 - Include a scale, if applicable
 - Provide a vicinity map showing the location of the subject property and the location and name of the nearest landmark or cross street
- **Use solid lines to show the subject property and abutting streets.**
 - Show the boundaries of all tax lots that are part of the subject property or the proposed development. Label all tax lots with the corresponding tax lot numbers.
 - Show all public streets abutting the subject property. Label street names. Show number of lanes, lane widths, and the direction of traffic flow for each lane.
- **Use solid lines to show site elements (proposed as well as remaining):**
 - The location of existing approaches or access connections
 - The location of proposed approach, the width, and turning movements
 - Label distances from center of requested approach to property lines
 - Label distance from center of requested approach to nearest cross street
 - The location of the nearest existing approaches or access connections on both sides of the highway within 500 feet of the center line of the requested approach
 - On-site parking and circulation
 - The location of parking areas and parking spaces
 - The location of on-site access aisles, lane widths, direction of traffic flow
 - The location of access to the parking lots
 - The footprint of all existing buildings and structures that will remain
 - Label the proposed use and square footage of each
 - The footprint of proposed new buildings and structures
 - Label the proposed use and square footage of each.
 - Other new equipment or facilities
 - Label the square footage and use of each item
- **Use dashed lines to show any access or “cross-over” easements as well as existing site elements that will be removed, including:**
 - Existing access or “cross-over” easements with neighboring properties
 - Label whether the easement will remain
 - Proposed new access or “cross-over” easements with neighboring properties
 - The location of existing approaches and access connections that will be removed
 - Label the width and turning movements for each
 - The footprint of existing buildings or structures that will be removed
 - Any other existing equipment or facilities that will be removed
 - Place an “X” over any easement, building, equipment, or facility to be removed



Oregon Department of Transportation Application Form for State Highway Approach

Date Received

Applicant Information			
Last Name:		First Name:	
Company Name (if applicable):			
Street Address:			
City:	State:	ZIP:	County:
Mailing Address:			<input type="checkbox"/> Check if the same
City:	State:	ZIP:	County:
Phone:	Cell:	FAX:	
Email:			
Location of Proposed Approach			
<input type="checkbox"/> Check if the same as the street address above			
Street Address (if established):			
City:	State: OR	ZIP:	County:
Highway Name:		Route:	Milepoint:
Side of Highway: <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West			
Type of Approach			
<input type="checkbox"/> New approach <input type="checkbox"/> Change of Use <input type="checkbox"/> Temporary <input type="checkbox"/> Special Use <input type="checkbox"/> Grandfathered			
Property Owner Information			
Is the applicant the owner of the subject property? <input type="checkbox"/> YES <input type="checkbox"/> NO; if YES skip to Applicant Signature.			
Authorization of Designated Agent			
I/We _____ <i>printed owner(s) name</i> authorize _____ <i>printed applicant name</i> to represent me as my agent in the matter of this State Highway Approach Permit Application.			
Signature(s):			Date:
Applicant Signature			
<i>I certify that to the best of my knowledge, the information on this application and the required attachments are true and correct, that I have the authority to apply for this permit, and if it is approved that throughout its operation I will be bound by the terms of OAR 734-051.</i>			
Printed name:			
Signature:			Date:

Property Use to be Served by Proposed Approach							
Describe the <u>existing</u> land use on the subject property:							
Describe the <u>proposed</u> land use on the subject property:							
County Assessor Map Numbers							
Fill in the township, range, section, and tax lot numbers. Attach a copy of the current assessor map(s).							
Township	Range	Section	Tax Lot	Township	Range	Section	Tax Lot
Property Owner Information							
Last Name:				First Name:			
Company Name (if applicable):							
Street Address:							
City:		State:		ZIP:		County:	
Mailing Address:						<input type="checkbox"/> Check if the same	
City:		State:		ZIP:		County:	
Phone:			Cell:			FAX:	
Email:							
Are there co-owners of the property? <input type="checkbox"/> YES <input type="checkbox"/> NO; if YES attach the same details above in a separate document.							
Trip Generation							
Existing Average Daily Trips:				Proposed Average Daily Trips:			
_____ Total of all vehicles entering/exiting property				_____ Total of all vehicles entering/exiting property			
_____ Total of all vehicles ≥ 26,000 GVW				_____ Total of all vehicles ≥ 26,000 GVW			
Site Plan							
A site plan is a required attachment to the <i>Application Form for State Highway Approach</i> (see instructions Attachment A). Site plan attached? <input type="checkbox"/> YES <input type="checkbox"/> NO							

ODOT Use Only			
Deviation requested? <input type="checkbox"/> YES <input type="checkbox"/> NO; if YES indicate the type of deviation(s) requested:			
<input type="checkbox"/> Access Spacing	<input type="checkbox"/> Channelization	<input type="checkbox"/> Sight Distance	
Traffic Impact Analysis required?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Neighbor Notification required?	<input type="checkbox"/> YES <input type="checkbox"/> NO
Traffic Impact Analysis waived?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Neighbor Notification complete?	<input type="checkbox"/> YES <input type="checkbox"/> NO
Waived by:	Date:		

Land Use Compatibility Statement (LUCS)

***** A FINAL LAND USE DECISION MAY BE ACCEPTED IN PLACE OF THIS LUCS *****

Instructions

Provide your complete application to the appropriate local jurisdiction, not just the LUCS section.

Information on the subject property, the proposed approach, and the land use or activity to be served by the approach is necessary for the local jurisdiction to complete the LUCS.

Local land division and development regulations that have a bearing on access management:

- Comprehensive plan policies and implementing ordinances that support access management.
- Subdivision, partition, and lot line adjustment regulations (e.g., lot size, double frontage lots, and flag lots).
- Zoning ordinances (e.g., permitted use, conditional uses, and development density).
- Site plan/design review (e.g., access location, on-site circulation, easements, and shared/joint access).
- Sight distance and corner clearance.
- Arterial and collector road design and access policies and standards.
- Access control, access permitting, access spacing, and alternate access.

OAR 731-015 requires ODOT to coordinate its highway approach permit program with statewide planning goals and local acknowledged comprehensive plans and implementing ordinances. The LUCS is the process ODOT uses to rely on local jurisdictions to certify the land use or activity to be served by a highway approach has obtained the necessary development approvals.

Subject Property Location (check all that apply):
 Inside UGB Inside city limits
 Outside UGB Urban Unincorporated Community Unincorporated Community in county
 Designated Special Transportation Area within an unincorporated community

Plan and Zone Designations:

Current designation(s): Proposed designation(s):
 Current zone(s): Proposed zone(s):

Is the proposed approach to the highway a city street or county road? YES NO

Does land use to be served by the approach require land use or development review? YES NO; If YES...

Has an application been received? YES NO

Application currently under review for the use/activity to be served by the proposed approach? YES NO; If NO...

Final decision for the use/activity to be served by the proposed approach, including an appeal? YES NO; If YES...

Was the final decision to: Approve Approve with conditions Deny

Land Use File No: Assigned Planner:

The attached Site Plan is Approved or Under Review for the use/activity to be served.

A Traffic Impact Analysis has been requested or is under review for the use/activity to be served.

Local Planning Official Certification Municipal Authority County Authority

Name: Title:

Mailing Address:

City: State: OR ZIP:

Phone: Cell: FAX:

Email:

Signature: Date: