

Chapter 2.5 — Overlay Zones

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2.5.100 Purpose. The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

2.5.110 Intent. The Interchange Overlay Zone implements the “I-84 Exits 302 and 306 Interchange Area Management Plan” (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The City coordinates development review with Baker County and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

- A. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.
- B. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

2.5.120 Applicability. Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

2.5.130 Uses. Permitted and conditional uses shall be as defined in the underlying base zone.

2.5.140 Development Standards. The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows. The intent of the following provision is to maintain highway safety and operations while providing for reasonable use of private property:

- A. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.
- B. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.
- C. Where a new approach to OR 86 or Cedar Street is proposed in the vicinity of Exit 302 interchange and it cannot be located pursuant to the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.
- D. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.
- E. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.
- F. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.
- G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:
 - 1. The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;
 - 2. The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;
 - 3. The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;
 - 4. ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3);

5. The existing connection to the state highway does not meet ODOT’s stopping sight distance standards.

2.5.150 Traffic Impact Analysis. The following provisions are recommended to ensure consistency with existing Baker City and ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

- A. All development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCDC 4.1.900 shall be accompanied by a Transportation Impact Study that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.
- B. Notwithstanding the criteria of BCDC 4.1.900, a Transportation Impact Study/Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.
- C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker County and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

2.5.160 Agency Coordination. Land use and development applications shall be coordinated with reviewing agencies as follows:

- A. The City shall consult the Oregon Department of Transportation (ODOT) on traffic impact study/analysis requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.
- B. The City shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.
- C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report may be issued without consideration of ODOT comments.
- D. The City shall invite ODOT and the County to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT facility. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.