

Appendix 5

CSA Analysis Recommended Conditions of Approval

The recommended conditions of approval within the CSA Analysis are contained throughout Chapter 5. For ease of review, these conditions have been consolidated below.

Additional Universal Conditions (CSA Analysis 5.4)

1. Prior to an application for a building or development for a new use, the applicant/developer shall submit a Site Design Review and an RIPD Use Permitted Under Prescribed Conditions as required by the Columbia County Zoning Ordinance.
2. To ensure adequate transportation operation, proposed developments and expansions requiring site design review or Use Permitted Under Prescribed Conditions shall not produce more than 332 PM peak-hour trips for the entire subject property without conducting a new Traffic Impact Analysis ("TIA") with recommendations for operational or safety mitigation consistent with the Oregon Transportation Planning Rule 660-012-0060.
3. A traffic study shall be prepared for each proposed future development within the subject property to determine the number of trips generated, likely travel routes, impacts on both passenger car and heavy truck traffic and to ensure that County roadways are improved as needed to adequately serve future development. These TIA reports would also be used to ensure that the number of trips generated and accumulative trips do not exceed the trip cap.
4. To ensure compatibility with adjoining agricultural uses, the applicant/developer of new industrial uses shall comply with the following:
 - a. The habitat of threatened and endangered species shall be evaluated and protected as required by law.
 - b. Alterations of important natural features, including placement of structures, shall maintain the overall values of the feature.
 - c. All development adjacent to land zoned PA-80 shall include buffers that are established and maintained between the industrial uses and adjacent land uses on PA-80 zoned land, including natural vegetation and where appropriate, fences, landscaped areas and other similar types of buffers, see also specific land use separation conditions for individual use categories and intensities.
 - d. When possible, the area of the site that is not developed for industrial uses or support shall be left in a natural condition or in resource (farm) production.
 - e. Controls, including suppression and requiring hard surfaces, shall be employed as needed to be determined by the County to mitigate dust caused by industrial uses that may emanate from the site and traffic to the site.
 - f. Site run-off shall be controlled and any harmful sediment shall be contained or otherwise treated before being released to ensure potential impacts to irrigation equipment and area water quality (both ground and surface) are controlled.
 - g. The industrial use impact on the water table and sloughs shall be monitored for water quality and surface water elevations to ensure that the area water can be maintained and managed for existing uses.
 - h. Railroad crossings shall be managed consistently with federal law regulating crossing to reduce crossing delays. Any proposed use that includes transportation to or from the subject property by rail shall submit a rail plan identifying the number and frequency of trains to the subject property and impacts to rail movements, safety, noise or other

Appendix 5

identified impacts along the rail corridor supporting the County's transportation system. The plan shall propose mitigation to identified impacts.

- i. Development applications shall include an agricultural impact assessment report that shall analyze adjacent agricultural uses and practices and demonstrate that impacts from the proposed use are mitigated. The report shall include a description of the type and nature of the agricultural uses and farming practices, if any, which presently occur on adjacent lands zoned for farm use, type of agricultural equipment customarily used on the property, and wind pattern information. The report shall include a mitigation plan for any negative impacts identified.
5. The types of industrial uses for the subject Plan Amendment shall be limited to only those uses that are substantially dependent on a deepwater port and have demonstrated access rights to the dock, and those uses with employment densities, public facilities and activities justified in the exception, specifically:
 - a. Forestry and wood processing, production, storage, and transportation;
 - b. Dry bulk commodities transfer, storage, production, and processing;
 - c. Liquid bulk commodities processing, storage, and transportation;
 - d. Natural gas and derivative products, processing, storage, and transportation; and
 - e. Breakbulk storage, transportation, and processing.
6. The storage, loading and unloading of coal is specifically not justified in this exception. Such uses shall not be allowed on the subject property without a separate approved exception to Goal 3.
7. The Port (applicant) shall institute a plan and ongoing program for sampling ground and surface water quality to establish baseline measurements for a range of contaminants at there-zone site and down-gradient. The program should be designed and managed for assurance that future industrial wastewater discharges are treated to prevent pollution to the watershed environment. The program shall be designed to detect leaking tanks.
8. The Port (applicant) shall prepare a response plan and clean-up plan for a hazardous material spill event. The plan shall include appropriate government agencies and private companies engaged in such clean-up activities.
9. Prior to the Occupancy of any future industrial facility, the applicant shall submit written confirmation to the County that they have obtained all necessary Permits from the applicable Federal, State and Local Regulatory Agencies.
10. At the time of the proposed industrial development the Applicant will be required to provide a noise study that projects the built out industrial development can feasibly comply with ODEQ noise standards and shall project L50 noise levels will be no greater than 50 dBA at external property lines for neighboring properties not owned by the Port of Columbia County or developed with industrial uses.
11. At the time of the proposed industrial development, the Applicant shall provide a Fire Protection Plan from a registered professional Fire Protection Engineer in the State of Oregon.

Appendix 5

CDF-Based Conditions of Approval by Industrial Use Category

Forestry and Wood Products (CSA Analysis 5.5.2)

Uses Less Intense than the CDF

- **Land Use Separation:** A 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD or not otherwise owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

Uses Comparable to the CDF

- **Land Use Separation:** A 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses More Intense than the CDF

- **BDIC Levee System Accreditation:** Prior to permits for construction of the project, levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD or are not otherwise owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a

Appendix 5

property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.

- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Dry Bulk Commodities (CSA Analysis 5.6.2)

Uses Less Intense than the CDF

- **Land Use Separation:** A 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. When the proposed dry bulk use is likely to create fugitive dust, such as sand, gypsum, or flour, or any other dry good that has a combination of fine particles, low moisture content, high surface area, or high wind erosion potential, a 300-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses Comparable to the CDF

- **Land Use Separation:** A 300-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. When the proposed dry bulk use is likely to create fugitive dust, such as sand, gypsum, or flour, or any other dry good that has a combination of fine particles, low moisture content, high surface area, or high wind erosion potential, a 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

Appendix 5

- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses More Intense than the CDF

- **BDIC Levee System Accreditation:** Prior to permits for construction of the project, levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.
- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade if the development is greater than 50 acres or if requested by the Fire Chief.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Appendix 5

Liquid Bulk Commodities (CSA Analysis 5.7.2)

Uses Less Intense than the CDF

- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** When the proposed development has the capacity to store 100 million gallons of liquid bulk materials, the proposed development shall construct structures to meet a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake. All facilities that will contain EHS, and any other structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

Uses Comparable to the CDF

- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** When the proposed development has the capacity to store 10 million gallons of liquid bulk materials, the proposed development shall construct structures to meet a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake. All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 300-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District if it is greater than 50 acres in size. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.

Appendix 5

- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District if it is greater than 50 acres in size.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade if requested by the Fire Chief.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses More Intense than the CDF

- **BDIC Levee System Accreditation:** Prior to permits for construction of the project, levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. An additional separation of 400 feet (for a total of 1000-feet) shall be required from occupied structures on adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.
- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson

Appendix 5

Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD Use Permitted Under Prescribed Conditions land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Natural Gas and Derivative Products (CSA Analysis 5.8.2)

Uses Less Intense than the CDF

- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 300-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade if requested by the Fire Chief.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses Comparable to the CDF

- **BDIC Levee System Accreditation:** Prior to permits for construction of the project, levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most

Appendix 5

current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.

- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development.
- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Uses More Intense than the CDF

- **BDIC Levee System Accreditation:** Prior to permits for construction of the project, levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** All facilities that will contain EHS, and any structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot land use separation shall be provided between all developed areas and adjoining lands that are not zoned RIPD or not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. An additional separation of 400 feet (for a total of 1000-feet) shall be required from occupied structures on adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County. Road transportation

Appendix 5

facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development. By agreement, contract for services for 24/7 staffing of Quincy Fire Station (or its successor).
- **Quincy Fire Station:** Reconstruct Quincy Fire Station to add capacity for one additional fire engine and one additional fire truck.
- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite fire brigade.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD Use Permitted Under Prescribed Conditions land use applications that requires future industrial development in the Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).

Breakbulk Storage (CSA Analysis 5.9.2)

Uses Less Intense than the CDF

- **Land Use Separation:** A 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

Uses Comparable to the CDF

- **Floodproofing:** When the proposed development includes buoyant commodities or contains containers that may be buoyant, floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Land Use Separation:** When the proposed development is less than 50 acres, a 150-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD or not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. When the proposed development is greater than 50 acres, a 300-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD or not owned by the Port of Columbia County. Road transportation facilities, utilities, rail facilities,

Appendix 5

and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.

Uses More Intense than the CDF

- **BDIC Levee System Accreditation:** If the development is greater than 20 acres in size and has SQEHS, prior to permits for construction of the project levee construction drawings designed to achieve accreditation shall be completed by the project engineer of record. Prior to SQEHS being delivered to the site, the BDIC levee shall be accredited by FEMA as providing protection from the 1-percent annual chance flood event.
- **Floodproofing:** Floodproofing measures intended to limit the potential hazard of the development shall be required in accordance with Federal Emergency Management Agency (FEMA), Floodproofing Non-Residential Buildings, FEMA P-936, July 2013 (or the most current published standard from FEMA). At minimum, all facilities that will contain EHS will be floodproofed.
- **Seismic Improvement Standards:** When the proposed development proposes storage of more than 20 acres of SQEHS or explosive materials or is greater than 100 acres in size, the proposed development shall construct structures to meet a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake. All facilities that will contain EHS, and any other structures determined by the County to be necessary to protect public health through the site review process, will be constructed to withstand a magnitude 9 earthquake expected from a Cascadian subduction zone earthquake.
- **Land Use Separation:** A 600-foot buffer shall be provided between all developed areas and adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County, see CSA Tech Memo at Appendix F. An additional separation of 400 feet (for a total of 1000-feet) shall be required from occupied structures on adjoining lands that are not zoned RIPD and not owned by the Port of Columbia County. Road transportation facilities, utilities, rail facilities, and similar linear features are allowed in the land use separation areas in addition to any uses allowed in the PA-80 zone.
- **Fire/Life Safety Emergency Response Financing:** The development shall forego participation in the Strategic Investment Program or equivalent program that provides a property tax break that would reduce expected property tax revenue to the Fire District. In the alternative, an agreement shall be reached to backfill the otherwise expected tax revenue for the local Fire District that has jurisdiction over the development. When the development is more than 100 acres, then by agreement, contract for services for 24/7 staffing of Quincy Fire Station (or its successor).
- **Quincy Fire Station:** When the development is more than 100 acres, reconstruct Quincy Fire Station to add capacity for one additional fire engine and one additional fire truck.
- **Fire/Life Safety Bridge Financing:** The development shall agree to provide the equivalent of the Fire District's first year's projected tax revenue at the start of vertical construction in order to provide bridge financing to the District.
- **Industrial Fire Brigade:** The Development shall provide an onsite industrial fire brigade.
- **Air Quality:** If Air Quality Modeling is required for air quality permit, in addition to all the required air permit modeling for the proposed use, the modeling shall evaluate the mobile source emissions air quality benefits from paving Hermo Road/Collins Road North/Erickson Dike Road and internal Port circulation roads and the benefits from periodic street sweeping. The County may impose a condition of approval through the Site Design Review and RIPD UPUPC land use applications that requires future industrial development in the

Appendix 5

Exception Area to pave and/or street sweep roads recommended by ODEQ (as part of the air permit or the land use review process).