

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

CONDITIONAL USE PERMIT FOR A RAIL BRANCHLINE

To
Columbia County

For
Next Renewable Fuels Inc.

Dated
January 19, 2021

Project Number
2200315.00



MACKENZIE
Since 1960

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EXHIBITS

1. Conditional Use Permit Application Form
2. Vicinity Map and Zoning Map
3. Plans
4. Flood Insurance Rate Map 41009C0050D, dated November 26, 2010 (annotated)
5. Clatskanie-Quincy CPAC Threatened, Endangered and Sensitive Wildlife and Plant and Natural Areas map, Beak Consultants Inc., June 1995 (annotated)
6. Clatskanie-Quincy CPAC Wildlife Game Habitat map, Beak Consultants Inc., June 1995 (annotated)
7. Clatskanie-Quincy CPAC Wetland and Hydric Soils map, Beak Consultants Inc., June 1995 (annotated)
8. Stream Data Map
9. Excerpt from Lakes of Oregon, Volume 1, Clatsop, Columbia, and Tillamook Counties, U.S. Geological Survey, 1973
10. Statewide Wetland Inventory
11. Wetland Delineation Report
12. Oregon State Register of Natural Heritage Resources
13. Preliminary Stormwater Report



I. PROJECT SUMMARY

Applicant:	NEXT Renewable Fuels, Inc., Attn: Christopher Efid 11767 Katy Freeway, Suite 705 Houston, TX 77079 chris@nextrenewables.com (661) 201-2653
Owners:	Port of Columbia County (tax lot 8423-B0-00700) PO Box 190 Columbia City, OR 97018 (503) 397-2888 Felipe and Bobby De La Cruz (tax lot 8423-B0-00800) 80393 Kallunki Rd Clatskanie, OR 97016
Contact Person:	Mackenzie, Attn: Brian Varricchione 1515 SE Water Avenue, Suite 100 Portland, OR 97214 (503) 224-9560 bvarricchione@mcknze.com
Site Address:	81009 Kallunki Rd Clatskanie, Oregon
Columbia County Tax Lots:	Map 8-4-23-B0, Tax Lots 700 and 800
Site Area:	The proposed rail branchline corridor is approximately 1.7 acres
Comprehensive Plan:	Agriculture
Zoning:	Primary Agriculture Use Zone - 80 (PA-80)
Adjacent Zoning:	PA-80 to the north, east, and south Resource Industrial - Planned Development (RIPD) to the west
Request:	Conditional Use Permit for rail branchline

II. INTRODUCTION

Description of Request

This application package includes narrative, plans, drawings, and additional documentation in support of a proposed rail branchline intended to serve a renewable diesel production facility at the Port Westward Industrial Park (Port Westward) north of Clatskanie. A separate land use application has been submitted for the fuel facility.

A pre-application meeting for this project was held on February 6, 2020. Information and recommendations from that meeting have been incorporated into the proposal.

Existing Site and Surrounding Land Use

For the purposes of this application, the site is defined as the portion of a proposed rail corridor in the Primary Agriculture Use Zone - 80 (PA-80) between an existing rail line to the east and a proposed renewable diesel production facility to the west. The site, located immediately east of the Port Westward Industrial Park (Port Westward), consists of portions of two (2) parcels: one owned by the Port of Columbia County (the Port) and one owned by Felipe and Bobby De La Cruz. The combined area of these two (2) parcels is approximately 16 acres, though the proposed rail corridor is much smaller, at approximately 1.7 acres.

The site is designated Agriculture in the Columbia County Comprehensive Plan and has been zoned PA-80 by the Columbia County Board of Commissioners. The site is not currently developed, though a portion of it is in agricultural use (cropland). Wetlands are present over the whole site. The Port-owned parcel (tax lot 8423-B0-00700) is currently the subject of a separate zone change application from PA-80 to Resource Industrial - Planned Development (RIPD); however, this application is being submitted based on the current PA-80 zoning.

The surrounding area is zoned PA-80 to the north, east, and south, and RIPD to the west. Existing abutting land uses are agricultural in all directions, with the exception of the Portland & Western Railroad mainline immediately to the east. Existing industrial uses are located to the northwest within the Port Westward Industrial Park.

Nearby portions of Port Westward have been developed with Portland General Electric (PGE) power generation facilities, the Columbia Pacific Bio-Refinery, the Clatskanie People's Utility District electrical substation, roadways, rail lines, utilities, drainage facilities, levees, pipelines, a water tower, and electrical transmission lines. The entirety of Port Westward is within the Clatskanie Rural Fire Protection District.

The site is protected from flooding by dikes and associated stormwater conveyance and pumps within the Beaver Drainage District. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map 41009C0050D, dated November 26, 2010, as the dike system has been provisionally accredited by FEMA, the site is in shaded Zone X, which is defined as being outside the Special Flood Hazard Area regulated by Columbia County. See Exhibit 4.

Figure 1 is an aerial photograph illustrating the project area.

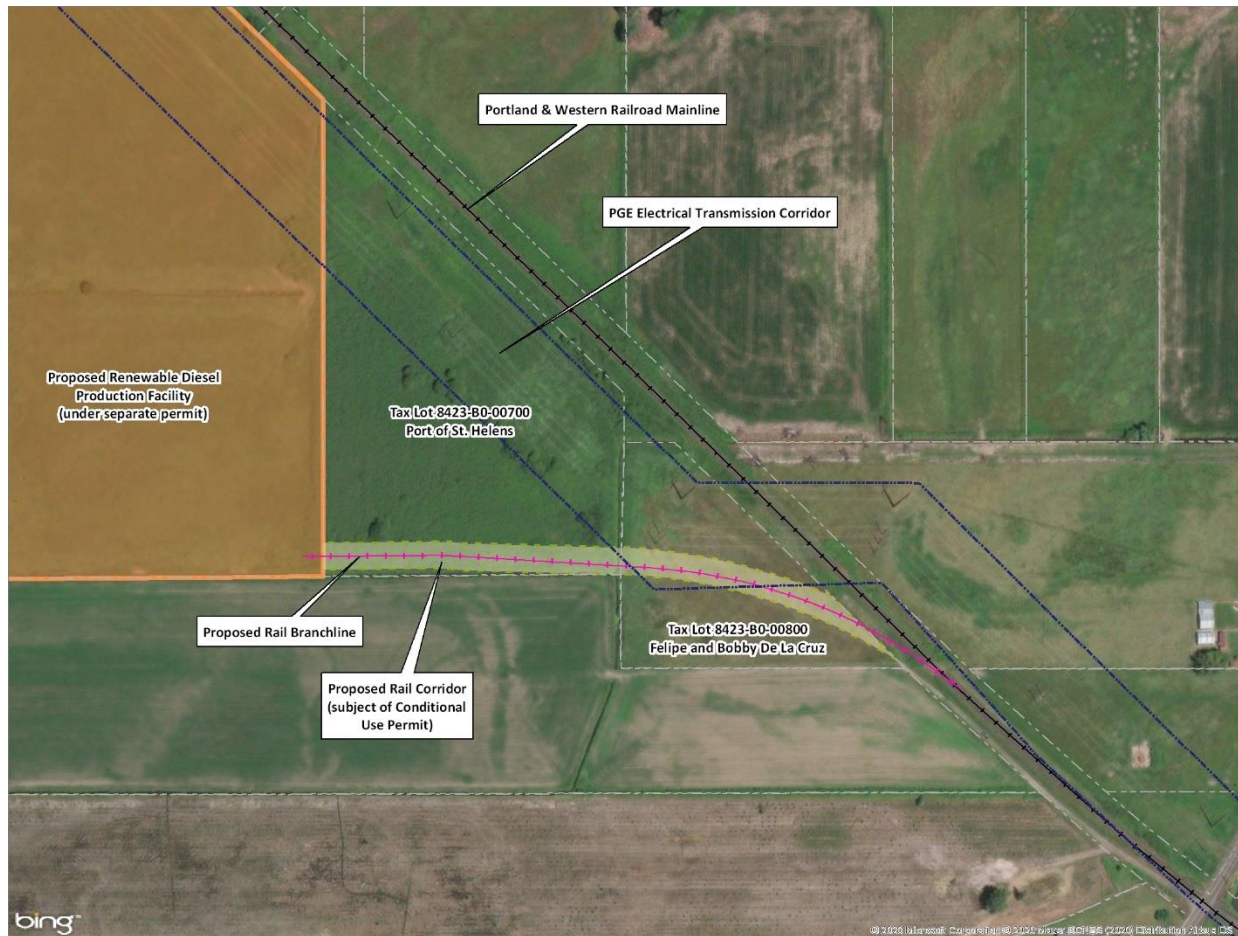


Figure 1: Aerial Photo

Proposed Development

The project proposed in this application includes the construction of rail branchline between Portland and Western's rail line and Port Westward Industrial Park to the west. The size of the proposed rail corridor (within the PA-80 zone) is relatively limited, consisting of an approximately 60-foot wide corridor that is approximately 1,240 feet long, for a total area of approximately 73,000 square feet (1.7 acres). The applicant is leasing the property, though in the future that may change to either an outright purchase or conversion to an easement.

This branchline will be accessory to and serve a proposed renewable diesel production facility on the abutting property to the west, which is the subject of a separate Site Design Review application. The rail branchline will accommodate shipment of raw materials and potentially a small amount of finished product to and from the proposed renewable diesel production facility. Rail transport may amount to approximately 33 rail cars per week, on average. Finished product and raw materials for facility operations will largely be transported by vessels utilizing the Port of Columbia County-owned dock on the Columbia River, so the facility is dependent on access to the dock and the river. The proposed rail branchline is thus water-dependent or water-related since it will be constructed solely to serve a water-dependent or water-related use.



Prior to construction, the applicant will seek any necessary approvals from Portland & Western Railroad (the provider of rail services and rail owner) and the Rail Division of the Oregon Department of Transportation (ODOT).

Consistent with the character of other rail lines, the proposed rail branchline does not create a demand for new water, sanitary sewer, storm drainage, gas, or telecommunications facilities. The branchline may make use of new electrical utilities for switches and signals.

The proposed construction and use of the rail will result in temporary and permanent impacts to wetlands (Exhibit 11). The applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law.

Requested Land Use Approval

The applicant is seeking approval from Columbia County Planning Commission for a Conditional Use Permit for the portion of the rail branchline in the PA-80 zone. A site design review application is being submitted separately for the proposed renewable fuel production facility located in the RIPD zone west of the PA-80 zone.

III. NARRATIVE & COMPLIANCE

The following narrative addresses how the proposed application complies with the Columbia County Zoning Ordinance (CCZO) criteria. In the sections below, applicable approval standards from the CCZO are shown in *italics*, while responses are shown in a standard typeface.

The approval criteria for a Conditional Use Permit are set forth in CCZO 1503.5. Aside from responses to this section, responses to the remaining standards and criteria do not serve as a concession that they are applicable to the application; and in some cases, responses to non-applicable standards are provided for informational purposes.

Article II – General Provisions

202 Districts

Columbia County is hereby divided into the following zones, in each of which the uses, height, and area regulations are uniform:

<u>District Type</u>	<u>Short Title</u>	<u>Description</u>
<u>Resource Zones</u>		
Primary Agriculture	PA-38	Agriculture district with a minimum lot or parcel size of 38 acres.

[...]

Special Districts, Overlay Zones and Special Provisions

[...]

Flood Hazard Overlay	FH	Flood Hazard
Sensitive Bird Habitat	SBH	Sensitive Bird Habitat
Historic Overlay	H	Historic Overlay
Riparian Corridors, Wetlands, Water Quality, Fish and Wildlife	RP	Riparian Areas, Wetlands, Water Quality, Fish and Wildlife
Wetland Area	WA	Wetlands
Natural Area	NA	Natural Habitats
Big Game Range	BGR	Big Game Habitat

Response: The site is zoned PA-80 (formerly known as PA-38). Portions of the site are also subject to the Wetland Area Overlay pursuant to Section 1180. The site is not subject to other overlay zones (as discussed in the responses to Sections 1100, 1120, 1130, 1170, 1185, and 1190). This narrative and the accompanying materials demonstrate compliance with the applicable zoning and overlay zoning development regulations and approval criteria. This standard is met.

Article III – Resource Districts

Section 300 Primary Agriculture Use Zone - 80 PA-80

303 Table of Authorized Uses and Development

The following uses, activities and development are authorized in the Primary Agriculture Zone, subject to review and approval under applicable regulatory standards:

Key

- HV *High-Value Farm Land*
- NHV *Other lands, not defined as High-Value Farm Land*
- P *Permitted*
- AR *Subject to administrative review and approval process described in Section 1601*
- CUP/PC *Subject to Planning Commission review and approval for Conditional Use described in Section 1503*
- NP *Use not permitted*

Note: The CCZO Section Column below lists only subsections of authorization and specific criteria of this PA Zone. Other criteria of this ordinance may apply to a proposed use, including but not limited to site design review, conditional use permit review, special use standards, and overlay zoning.

TABLE OF AUTHORIZED USES & DEVELOPMENT (EXCERPT)			
TRANSPORTATION	HV	NHV	PA-80 SECTION
<i>Roads, highways and other transportation facilities, requiring an exception</i>	<i>CUP/PC</i>	<i>CUP/PC</i>	<i>306.9, 307, 308</i>

Response: The proposed rail branchline is a transportation facility subject to Conditional Use Permit approval. This narrative provides responses to the cited Sections 306.9, 307, and 308. However, it should be noted that contrary to the language in the table regarding such facilities “requiring an exception,” no goal exception is required for this use pursuant to ORS 215.283(3), ORS 215.296, and OAR 660-012-0065. Those statutes and rules are discussed below, in the response to subsection 306.9.

306 Conditional Uses

The following uses may be approved, subject to compliance with the procedures and criteria under Sections 307, 308, and 1503 Conditional Use Permit Hearing, the prescriptive standards specified herein, and other applicable state, federal and local regulations and permits:

- .9 *Roads, Highways and other Transportation Facilities and Improvements as set forth in OAR 660-012-0065 related to Transportation Improvements on Rural Lands and not otherwise provided for in this Section, subject to adoption of an Exception to Statewide Planning Goal 3 and to any other applicable goal with which the facility or improvement does not comply, subject to compliance with Section 307, General Review Standards and Section 1503.*

Response: As noted in the response to Section 303, the proposed rail branchline is a transportation facility subject to Conditional Use Permit approval. However, this use does not require an Exception to Statewide Planning Goal 3 as the use is authorized by state statute under ORS 215.283, uses permitted in exclusive farm use zones in nonmarginal lands counties. Specifically, ORS 215.283(3) states that:

Roads, highways and other transportation facilities and improvements not allowed under subsections (1) and (2) of this section may be established, subject to the approval of the governing body or its designee, in areas zoned for exclusive farm use subject to:

- (a) *Adoption of an exception to the goal related to agricultural lands and to any other applicable goal with which the facility or improvement does not comply; or*
- (b) *ORS 215.296 (Standards for approval of certain uses in exclusive farm use zones) for those uses identified by rule of the Land Conservation and Development Commission as provided in section 3, chapter 529, Oregon Laws 1993.*

Criterion (b) refers both to ORS 215.296 and to the “...rules of the Land Conservation and Development Commission as provided in section 3, chapter 529, Oregon Laws 1993.” These rules are codified at OAR 660-012-0065, Transportation Improvements on Rural Lands, which states in part that:

- (1) *This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.*
- (3) *The following transportation improvements are consistent with Goals 3, 4, 11, and 14 subject to the requirements of this rule:*
 - (b) *Transportation improvements that are allowed or conditionally allowed by ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993), 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) or OAR chapter 660, division 6 (Forest Lands);*
 - (j) *Railroad mainlines and branchlines;*

ORS 215.296, Standards for approval of certain uses in exclusive farm use zones, states that:

- (1) *A use allowed under ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2) or (11) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2) or (4) may be approved only where the local governing body or its designee finds that the use will not:*
 - (a) *Force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; or*
 - (b) *Significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.*
- (2) *An applicant for a use allowed under ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2) or (11) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2) or (4) may demonstrate that the standards for approval set forth in subsection (1) of this section will be satisfied through the imposition of conditions. Any conditions so imposed shall be clear and objective.*

The provisions above outline the rationale through which the rail branchline can be authorized by the County. The analysis required by ORS 215.296 is included in the response to Section 307.1, below. This standard is met.

307 General Review Standards

- .1 *All uses in the Primary Agriculture Zone shall meet the review standards found in the above enabling Sections 304, 305 or 306. To also ensure compatibility with farming and forestry activities, the Planning Director, hearings body or Planning Commission shall determine that a use authorized by Sections 304, 305, or 306, except as specifically noted, shall meet the following requirements:*
 - A. *The proposed use will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; and*

Response: The proposed rail branchline crosses two (2) parcels, one owned by Felipe and Bobby De La Cruz (tax lot 8423-B0-00800) and one owned by the Port of Columbia County (tax lot 8423-B0-00700). As illustrated in Figure 2 and the zoning map in Exhibit 2, both parcels are zoned PA-80. Adjacent resource lands include property zoned PA-80 to the south, east, and northeast.

Based on the location of the Portland & Western Railroad mainline, which bifurcates the resource land, the only area affected by the proposed branchline will be properties to the

south and west of the existing mainline. Furthermore, since the proposed rail branchline will isolate a triangle bounded by the rail mainline to the northeast, the proposed rail branchline to the south, and the proposed renewable diesel production facility to the west (on land zoned RIPD), the impact area analyzed for this standard is limited to the two parcels that will be crossed by the rail branchline. All portions of the impact area are already within 800 feet or less from the rail mainline. See Figure 2.

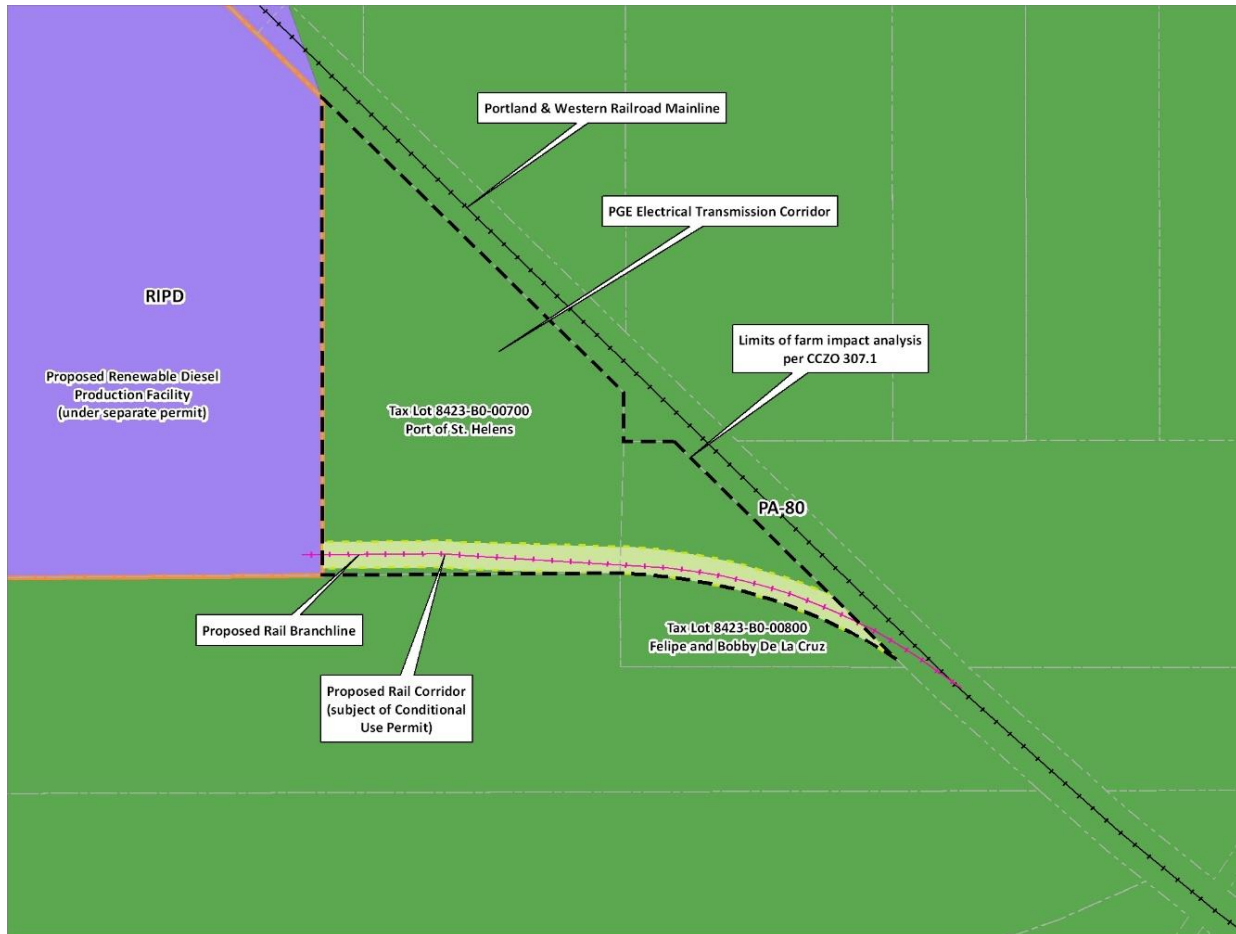


Figure 2: Area Zoning and Limits of Farm Impacts Analysis

There are no nearby lands devoted to forest use, but there are agricultural lands. Aerial photography and the Cropland Data Layer¹ indicates that the northern tip of the De La Cruz parcel is wetland, while the central portion (within and north of the proposed rail branchline corridor), has been farmed in recent years with hay/grassland and row crops such as mint. Similarly, the Port parcel contains wetlands though it appears that in recent years portions have been vegetated with grassland and mint as well. Hay and row crops are fairly resilient and are not sensitive to the sound or vibration associated with rail traffic, as evidenced by the proximity of these crops to the existing rail mainline.

¹ US Department of Agriculture, National Agricultural Statistics Service, Cropland Data Layer Program, available at <https://nassgeodata.gmu.edu/CropScape/>

Farm practices for hay production and row crops include activities such as tilling/soil preparation, planting, spraying fertilizer, managing weeds, mowing, and harvesting. Construction and operation of the branchline could cause minor changes in access routes to fields (for instance, it crosses an existing access route) and changes in patterns of cultivation, seeding, fertilizing, and harvesting near the facility. Train traffic could also lead to increased time to access farm fields, though these delays would be brief and infrequent on the proposed branchline. The farming activities north of the proposed rail line could continue even with the construction of the rail branchline since the applicant (as the owner of the rail branchline) could provide a private rail crossing at its own expense if needed to allow passage of farm equipment. The risk of conflict between farm equipment and trains on the branchline would be relatively low since the trains will be infrequent and moving slowly due to their proximity to their origin and destination.

Based on this information, the Commission can conclude that the proposed rail branchline will not force a significant change in farm or forest practices within the impact area.

B. The proposed use will not significantly increase the cost of accepted farm or forest practices on lands devoted to farm or forest use.

Response: As discussed in the response to criterion A, only two (2) parcels are within the impact area that have the potential to be affected by the proposed rail branchline: one parcel owned by Felipe and Bobby De La Cruz and one owned by the Port of Columbia County. See Figure 2. Again, as noted above, both parcels within the impact area contain wetlands, though portions of have been used for grass/hay and mint in recent years.

Farm practices for hay production and row crops include activities such as tilling/soil preparation, planting, spraying fertilizer, managing weeds, mowing, and harvesting. Construction and operation of the branchline does not interfere with these activities by increasing land values (e.g., by converting agricultural land to non-farm/residential use) or by altering the landscape in a manner that would trigger the need for farm operators to incur significant additional expenses. Trains are designed to stay on their tracks, so unlike a roadway or path, the rail branchline would not introduce automobiles, pedestrians, or cyclists into agricultural lands where they were not previously present. As a result, no additional measures need to be taken by farmers to prevent trespassers.

Train traffic on the rail branchline will not lead to any appreciably higher level of dust than are currently present from the Portland & Western Railroad mainline which already borders the impact area (all portions of the impact area are already within 800 feet of the rail mainline). Consequently, construction of the rail branchline will not cause farmers to incur costs to utilize additional water or pumping equipment to suppress dust or wash their products.

The rail branchline will not increase the cost of farming inputs (seed, fertilizer, pesticides, etc.) and will not increase farmers' liability or financial exposure. The impact area is not used for grazing so there would be no need to expend funds to install fencing to prevent livestock from crossing the tracks.

Based on this information, the Commission can conclude that the proposed rail branchline will not significantly increase the cost of farm or forest practices within the impact area.

- .2 *In addition to the requirements in 307.1A. and B., the applicant may demonstrate that the standards for approval will be satisfied by imposing clear and objective conditions to ensure conformance to applicable standards of the proposed PA-80 use.*

Response: The applicant has provided evidence demonstrating that the proposed rail branchline satisfies the criteria in Section 307.1 without requiring the imposition of additional conditions of approval. This standard does not apply.

- .3 *For all residential development approved under 305.1 through 305.13, the owner shall sign and record in the deed records a document binding on the landowner and any successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices normally allowed under law.*

Response: No residential development is proposed. This standard does not apply.

- .4 *Permit Expiration:*

- A. *For any discretionary decision under Sections 305 and 306, except as provided for in Subsection 307.5 below, if not within an urban growth area, the approval period for development is void two (2) years from the date of final decision if a development permit is not issued by Land Development Services;*
- B. *The Director may grant extensions of up to one year if the applicant requests an extension in writing prior to the approval period expiration and it is determined that the applicant was not able to begin or continue development during the approval period for reasons which the applicant was not responsible;*
- C. *Approval of an extension granted under this subsection is an administrative decision, is not a land use decision as described in ORS 197.015 and is not subject to appeal as a land use decision; and*
- D. *Additional one year extensions may be authorized where applicable criteria for the decision have not changed.*

Response: The applicant intends to construct the proposed rail branchline within the permit expiration periods outlined above. This standard is met.

- .5 *For a proposed residential development decision under Subsections 305.1 through 305.13, if not within an urban growth boundary, the approval period shall be valid for four (4) years and an extension granted under B. above shall be valid for two (2) years.*

Response: No residential development is proposed. This standard does not apply.

308 Development Standards

- .1 *The minimum average lot width shall be 100 feet for all activities except farming and forestry.*

Response: The proposed rail branchline will consist of a narrow leasehold or easement corridor through other parcels and will not be a standalone parcel that would need to be suitable for development. While the corridor is approximately 60 feet wide, the balance of each of the underlying parcels is much wider than 100 feet. This standard is met.

- .2 *The minimum average lot depth shall be 100 feet for all activities except farming and forestry.*

Response: The proposed rail branchline will consist of a narrow leasehold or easement corridor through other parcels and will not be a standalone parcel that would need to be suitable for

development. While the corridor is approximately 60 feet wide and 1,240 feet long, the balance of each of the underlying parcels is much deeper than 100 feet. This standard is met.

- .3 *All newly created lots or parcels and those with permitted, reviewed or conditional uses, shall have a minimum of 50 foot frontage on a public or private right-of-way and an approved access in accordance with this ordinance, the Columbia County Road Standards and the Rural Transportation System Plan.*

Response: No new lots or parcels are proposed. The rail branchline is a transportation facility that does not merit roadway access as it will instead accommodate movement of railcars from the Portland and Western Railroad mainline to the separately authorized renewable diesel production facility. This standard does not apply.

- .4 *Setbacks. The following are minimum setbacks for all buildings and structures. In addition, all structures are subject to any special setback lines, where specified on designated arterial or collectors.*
- A. *No structure shall be constructed closer than 30 feet to a property line. In the event the subject property is bordered by a zone with more restrictive setbacks, the more restrictive setback of the adjoining zone shall control on the side of the subject property adjoining the more restrictive setback.*
- B. *Setbacks in wetland areas shall be required in accordance with Sections 1170 and 1180 of the Columbia County Zoning Ordinance.*

Response: No new buildings or structures are proposed. As discussed in the response to Sections 1170 and 1180, as the wetlands on site are not associated with streams, rivers, sloughs, or lakes, there is no protective riparian corridor boundary around the wetlands. The applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law, as permitted by Subsection 1184(G). This standard is met.

- .5 *Height. There shall be a height limitation of 100 feet in the PA-80 Zone for farm use structures, except for on those lands containing abandoned mill sites that were rezoned to industrial uses pursuant to ORS 197.719 or are subject to Airport Overlay Zone, or any structure which has received a conditional use or variance approval which allows a greater height of said structure. Unless otherwise prohibited, the maximum building height for all non-farm, non-forest structures shall be 50 feet or 2½ stories, whichever is less.*

Response: No new buildings or structures are proposed. This standard does not apply.

- .6 *Signs. The standards and requirements described in Section 1300 of the Columbia County Zoning Ordinance shall apply to all signs and name plates in the Exclusive Farm Use Zone.*

Response: No advertising signs are proposed. Signs pertaining to rail safety are not regulated by Section 1300. This standard does not apply.

- .7 *The Oregon Department of Fish & Wildlife shall be notified and provided with the opportunity to comment on any development within a Goal 5 protected wildlife habitat area.*

Response: Columbia County Comprehensive Plan, Part XVI, Article VIII(A), Big Game Wildlife Habitat, identifies three (3) types of big game habitat. As depicted in Exhibit 6, the site is not within a Big Game Habitat area, Peripheral Big Game Habitat area, or Columbia white-tailed deer

range in the County's Wildlife Game Habitat map. However, the applicant acknowledges that the County may choose to provide an opportunity for Oregon Department of Fish & Wildlife to comment on the application.

.8 Dwellings and other structures to be located on a parcel within designated big game habitat areas pursuant to the provisions of Section 1190 are also subject to the additional siting criteria contained in Section 1190.

Response: Columbia County Comprehensive Plan, Part XVI, Article VIII(A), Big Game Wildlife Habitat, identifies three (3) types of big game habitat. As depicted in Exhibit 6, the site is not within a Big Game Habitat area, Peripheral Big Game Habitat area, or Columbia white-tailed deer range in the County's Wildlife Game Habitat map. Therefore, development at the site is not subject to Section 1190, Big Game Habitat Overlay Zone.

Article VI – Special Districts, Overlay Districts and Special Provisions

Section 1100 Flood Hazard Overlay (FH)

Response: The rail branchline site is protected from flooding by dikes and associated stormwater conveyance and pumps within the Beaver Drainage District. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map 41009C0050D, dated November 26, 2010, the dike system has been provisionally accredited by FEMA. See Exhibit 4. This map indicates that the site is in FEMA's shaded Zone X, corresponding to areas protected by levees from 1% annual chance flood. Therefore, the site is not in the Special Flood Hazard Area and is not subject to the standards of this Section.

Section 1120 Sensitive Bird Habitat Overlay (SBH)

Response: Columbia County Comprehensive Plan, Part XVI, Article VIII(F), Non-Game Wildlife Habitat, lists areas identified as significant nesting sites by the Oregon Department of Fish and Wildlife. The Port Westward area is not a listed area for Bald Eagle nests, Blue Heron rookeries, or Northern Spotted Owl nests. As illustrated in Exhibit 5, the site is not within any areas identified as Natural Areas, Non-Game Areas, or Sensitive Areas on the County's Threatened, Endangered and Sensitive Wildlife and Plant and Natural Areas map.

Columbia County Comprehensive Plan, Part XVI, Article VIII(G), Upland Game Habitat, lists three (3) mineral spring areas identified as habitat for band-tailed pigeons, none of which include Port Westward. As illustrated in Exhibit 6, the site is not within an identified Upland Game Habitat area in the County's Wildlife Game Habitat map.

Since the site is not within the identified habitat areas, development at the site is not subject to the Sensitive Bird Habitat Overlay Zone.

Section 1130 Historic Overlay (HO)

Response: Historic and culturally significant sites and structures are identified in Article XI of the Comprehensive Plan. None of the listed sites and structures are on or adjacent to the site. Development at the site is not subject to the Historic Overlay.

Section 1170 Riparian Corridors, Wetlands, Water Quality, and Fish and Wildlife Habitat Protection Overlay Zone (RP)

1172 Riparian Corridor Standards

- A. *The inventory of Columbia County streams contained in the Oregon Department of Forestry Stream Classification Maps specifies which streams and lakes are fish-bearing. Fish-bearing lakes are identified on the map entitled, "Lakes of Columbia County." A copy of the most current Stream Classification Maps is attached to the Comprehensive Plan, Technical Appendix Part XVI, Article X(B) for reference. The map, "Lakes of Columbia County" is attached to the Comprehensive Plan, Technical Appendix Part XVI, Article X(B), and is incorporated therein. Based upon the stream and lake inventories, the following riparian corridor boundaries shall be established:*
1. *Lakes. Along all fish-bearing lakes, the riparian corridor boundary shall be 50-feet from the top-of-bank, except as provided in CCZO Section 1172(A)(5), below.*
 2. *Fish-Bearing Streams, Rivers and Sloughs (Less than 1,000 cfs). Along all fish-bearing streams, rivers, and sloughs with an average annual stream flow of less than 1,000 cubic feet per second (cfs), the riparian corridor boundary shall be 50-feet from the top-of-bank, except as provided in CCZO Section 1172(A)(5), below. Average annual stream flow information shall be provided by the Oregon Water Resources Department.*
 3. *Fish-Bearing and Non-Fish-Bearing Streams, Rivers and Sloughs (Greater than 1,000 cfs). Along all streams, rivers, and sloughs with an average annual stream flow greater than 1,000 cubic feet per second (cfs), the riparian corridor boundary shall be 75-feet upland from the top-of-bank, except as provided in CCZO Section 1172(A)(5), below. Average annual stream flow information shall be provided by the Oregon Water Resources Department.*
 4. *Other rivers, lakes, streams, and sloughs. Along all other rivers, streams, and sloughs, the riparian corridor boundary shall be 25 feet upland from the top-of-bank, except as provided in CCZO Section 1172(A)(5), below.*
 5. *Wetlands. Where the riparian corridor includes all or portions of a significant wetland, as identified in the State Wetlands Inventory and Local Wetlands Inventories, the standard distance to the riparian corridor boundary shall be measured from, and include, the upland edge of the wetland. Significant wetlands are also regulated under provisions in the Wetland Overlay Zone, Columbia County Zoning Ordinance, Section 1180.*

Response: The site does not contain or abut any lakes, rivers, streams, or sloughs. Oregon Department of Forestry Stream Classification data do not identify any fish-bearing streams, lakes, or sloughs at the site (see Exhibit 8). Similarly, the "Lakes of Columbia County" map (attached as Exhibit 9) illustrates that there are no identified lakes in the vicinity of Port Westward.²

The proposed rail branchline will be in the vicinity of existing ditches that are not streams, sloughs, or wetlands; the site-specific Wetland Delineation Report (Exhibit 11) identifies numerous non-wetland irrigation ditches which "...drain south to the Columbia River via McLean Slough, Beaver

² Columbia County Comprehensive Plan, Part XVI, Article X, Water Resources, specifies that the "Lakes of Columbia County" was prepared by the U.S. Department of the Interior, Geological Survey, in 1973. An excerpt from this report is attached as Exhibit 9.

Slough, and the Clatskanie River.” Neither these sloughs nor the Clatskanie River flow through the site.

The wetland delineation report (Exhibit 11) indicates that the wetlands in the study area are supported by precipitation, irrigation water, surface runoff, and groundwater rather than rivers, streams, or sloughs (the wetlands fall into the “flats” rather than “riverine” hydrogeomorphic class). Therefore, the distance to the riparian corridor boundary need not be measured from the edge of the wetlands since the wetlands are not riparian in nature.

As the site does not contain an identified fish-bearing stream or lake and no site alterations are proposed within the 25-foot riparian buffer around McLean Slough, development at the site is not subject to the Riparian Corridors, Wetlands, Water Quality, and Fish and Wildlife Habitat Protection Overlay Zone.

Section 1180 Wetland Area Overlay (WA)

1182 Definition

A significant wetland is an area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. In case of dispute over whether an area is of biological value and should be considered a significant wetland, the County shall obtain the recommendation of the Oregon Department of Fish and Wildlife, the Columbia County Soil and Water Conservation District, and the Division of State Lands.

Response: Columbia County Comprehensive Plan, Part XVI, Article X(A), Wetlands, provides the following clarification on the County’s determination of wetland significance:

2. INVENTORY AND SIGNIFICANCE: Columbia County will apply the “safe harbor” provisions of Goal 5 to significant wetlands. The adopted inventory of wetlands for Columbia County is the State Wetlands Inventory (SWI), as amended. A current copy of the SWI is contained in the Technical Appendix Part XVI, Article X(A), for reference. All wetlands inventoried on the SWI or any more detailed inventories such as the Local Wetlands Inventories (LWI) produced by individual cities are considered significant for the purposes of Goal 5. The State Wetlands Inventory incorporates wetlands identified on the National Wetlands Inventory (NWI). The Wetland Overlay Zone shall be applied to locations of wetlands as shown on the SWI or LWIs. However, a wetland not listed in an inventory may still be protected by relevant Oregon Administrative Rules (OAR) and policies set forth by the Oregon Division of State Lands. It shall be the responsibility of individual landowners to verify the existence or nonexistence of wetlands on any property prior to any development activity or other impact.

Based on this information, significant wetlands exist within the rail branchline site boundaries as illustrated in the Statewide Wetlands Inventory excerpt in Exhibit 10 and in the County’s map in Exhibit 7. The applicant therefore engaged a wetlands consultant to perform a site-specific wetland delineation, with the resulting report attached as Exhibit 11. The wetland delineation report, which reveals considerable differences in wetland size and location compared to the Statewide Wetlands Inventory, has been submitted to the Oregon Department of State Lands for concurrence.

1183 Permitted Uses

Uses and development activities permitted outright or conditionally in the underlying zone shall be permitted in the Wetland Area Overlay Zone if they will not result in filling, drainage, removal of vegetation, or other alteration which would destroy or degrade a significant wetland as defined in Section 1182. Minor drainage improvements necessary to ensure effective drainage on surrounding agricultural

lands under Oregon Department of Agriculture wetland rules shall be allowed where such an action has been fully coordinated with the Oregon Department of Fish and Wildlife, the Columbia County Soil and Water Conservation District, and the Division of State Lands. Existing drainage ditches may be cleared to original specifications without County review.

Response: The applicant is proposing a rail branchline as a conditional use in the PA-80 zone. The proposed construction will result in temporary and permanent impacts to wetlands. The applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law, as permitted by Subsection 1184(G).

1184 Development Standards

A. *Riparian Corridor Standards for Wetlands. For the purposes of this Section, “Fish-bearing streams” shall mean all streams identified as being fish-bearing, by the Oregon Department Forestry in the Stream Classification Maps, as amended, and “Fish-bearing lakes” shall mean those streams identified in “Lakes of Columbia County”. The current Oregon Department of Forestry Stream Classification Map is attached to the Comprehensive Plan, Technical Appendix, Part XVI, Article X(B), for reference. The Map, “Lakes of Columbia County” is also attached to the Comprehensive Plan, Technical Appendix, Part XVI, Article X(B), and is incorporated therein. Significant Wetlands are identified on the State Wetlands Inventory (SWI), and Local Wetlands Inventories (LWI’s). The SWI is attached to the Comprehensive Plan, Part XVI, Article X(A), for reference.*

1. *Fish-Bearing Lakes. Along all wetlands associated with fish-bearing lakes, the riparian corridor boundary shall be 50 feet from the upland edge of the wetland.*

Response: As discussed in the response to Section 1172, there are no fish-bearing lakes at the site. This standard does not apply.

2. *Streams, Rivers, and Sloughs (Greater than 1,000 cfs). Along all wetlands associated with all fish-bearing rivers, streams and sloughs, with an average annual stream flow greater than 1,000 cubic feet per second (cfs), the riparian corridor boundary shall be 75 feet from the upland edge of the wetland. Average annual stream flow information shall be provided by the Oregon Water Resources Department.*

Response: As discussed in the response to Section 1172, there are no fish-bearing streams, rivers, or sloughs at the site. This standard does not apply.

3. *Fish-Bearing Streams, Rivers and Sloughs (Less than 1,000 cfs). Along all wetlands associated with fish bearing streams, rivers, and sloughs, with an average annual stream flow less than 1,000 cubic feet per second (cfs), the riparian corridor boundary shall be 50 feet from the upland edge of the wetland. Average annual stream flow information shall be provided by the Oregon Water Resources Department.*

Response: As discussed in the response to Section 1172, there are no fish-bearing streams, rivers, or sloughs at the site. This standard does not apply.

4. *Other Rivers and Streams, or Sloughs. For all other wetlands associated with streams, rivers, or sloughs, the riparian corridor boundary shall be 25 feet from the upland edge of the wetland.*

Response: Based on the wetland delineation report (Exhibit 11), the wetlands in the study area are supported by precipitation, irrigation water, surface runoff, and groundwater (the wetlands

fall into the “flats” rather than “riverine” hydrogeomorphic class). As the wetlands on site are not associated with streams, rivers, or sloughs, this standard does not apply.

5. *Wetlands not associated with Streams, Rivers, Sloughs, or Fish-Bearing Lakes. Along all wetlands not associated with a stream, river, slough, or non-fish-bearing lake, there shall not be a protective riparian corridor boundary. However, development is prohibited from encroaching within a delineated wetland boundary.*

Response: Based on the wetland delineation report (Exhibit 11), the wetlands in the study area are supported by precipitation, irrigation water, surface runoff, and groundwater (the wetlands fall into the “flats” rather than “riverine” hydrogeomorphic class). As the wetlands on site are not associated with streams, rivers, sloughs, or lakes, there is no additional protective riparian corridor boundary around the wetlands.

The County can find that the prohibition against development within a delineated wetland boundary is not applicable to the project because the proposed rail branchline is accessory to a water-dependent and water-related use, which is specifically permitted development activity within delineated wetlands under CCZO 1184(E)(2)(e). The County can find that the project as a whole is water-dependent or at least water-related because it largely relies on riverine transportation provided by the Columbia River for export of renewable diesel and import of renewable diesel feedstock. The Applicant will comply with CCZO 1184(G)(1) by obtaining Oregon Department of State Lands and U.S. Army Corps of Engineers permits allowing fill of the impacted wetlands and requiring compensatory wetland mitigation.

- B. *Corridor Boundary Measurement: The riparian corridor boundary begins at the upland edge of the wetland and is measured outward, further upland, the required riparian corridor boundary distance.*

Response: As the wetlands on site are not associated with streams, rivers, sloughs, or lakes, there is no protective riparian corridor boundary around the wetlands.

- C. *Activities Prohibited within the Wetland Riparian Corridor Boundary. In addition to the prohibitions of the underlying zone, the following development activities are prohibited in wetland riparian corridor boundaries, except as provided for in Sub-sections 1184(E) and (F) of this Sub-section:*
1. *The alteration of the wetland riparian corridor by grading, the placement of fill material, and/or impervious surfaces, including paved or gravel parking areas or paths, and/or the construction of buildings or other structures which require a building permit under the State of Oregon Uniform Building Code, as amended, or other land use permit.*
 2. *The removal of riparian trees or vegetation.*

Response: As the wetlands on site are not associated with streams, rivers, sloughs, or lakes, there is no protective riparian corridor boundary around the wetlands pursuant to Section 1184(A)(5). For the proposed wetland impacts within the wetlands themselves, the applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands and will perform off-site wetland mitigation in accordance with Federal and State law, as permitted by Subsection 1184(G).

- D. *Exempted Activities. This Overlay Zone does not apply to land legally used for commercial forestry operations or standard farm practices, both of which are exempt from the riparian corridor protection standards of this Section. The use of land for commercial forestry is regulated by the Oregon Department of Forestry. The use of land for standard farm practices is regulated by the Oregon Department of Agriculture, with riparian area and water quality issues governed specifically by ORS 568.210 to ORS 568.805.*

Response: The applicant is not proposing commercial forestry operations or standard farm practices. This standard does not apply.

- E. *Exceptions to prohibited activities. Notwithstanding the prohibitions set forth in sub-section (C), above, the following development activities are allowed within the wetland riparian corridor boundary:*
1. *The following wetland riparian vegetation may be removed:*
 - a. *Non-native vegetation, invasive species, and noxious weeds, if replaced with native plant species. The replacement vegetation shall cover, at a minimum, the area from which vegetation was removed, and shall provide for maximum soil retention and shade cover. Replacement vegetation shall, upon maturity, maintain 75%-100% canopy and ground cover.*
 - b. *Vegetation which is necessarily removed for the development of water related and water dependent uses. Vegetation removal shall be kept to the minimum necessary to allow the water dependent and/or water related use.*
 - c. *Trees and vegetation in danger of falling and/or posing a hazard to life or property. If no hazard will be created, the trees, once felled, shall be left in place in the riparian area.*
 2. *The following development is allowed within the riparian corridor boundary:*
 - a. *Streets, roads, and driveways, if:*
 - i. *It is not possible to locate the street, road or driveway outside of the riparian corridor boundary; and*
 - ii. *The street, road or driveway is designed to minimize intrusion into the riparian corridor boundary;*
 - b. *Pedestrian walkways, paths and trails;*
 - c. *Fencing and signs, not including billboards;*
 - d. *Drainage facilities, utilities and irrigation pumps;*
 - e. *Water-related and water-dependent uses;*
 - f. *New or expanded shoreline stabilization and flood control grading and structures;*
 - g. *Portable furniture, and other portable outdoor equipment for the private use of the property owner/resident. For purposes of this subsection, "portable" shall mean that the item is not affixed to the ground, other than with a chain or other lock which is capable of being removed at any time.*

Response: The project as a whole (the renewable diesel production facility and associated infrastructure including the proposed rail branchline) depends upon the dock and falls under the category of water-related and water-dependent uses. Consequently, the proposed development is allowed within the delineated wetlands per CCZO 1184(E)(2)(e). The applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law, as permitted by Subsection 1184(G).

- F. *Legal non-conforming uses are allowed to continue within the wetland riparian corridor boundary subject to the requirements in Section 1506, ORS 215.130, applicable state laws, and the following additional requirements:*
1. *For replacement of legal non-conforming structures with new structures, any new structure shall be located in the same location and in the same footprint as the existing structure, and shall not disturb additional riparian surface area within the wetland riparian corridor boundary.*
 2. *For expansion or alteration of legal non-conforming structures existing fully or partially within the riparian corridor, the expansion or alteration shall not occur within the wetland*

riparian corridor boundary. If the pre-existing structure is completely within the riparian corridor, expansion is allowed only on the side opposite the water resource.

3. *Legal non-conforming lawn within the riparian corridor boundary may be maintained. However, such lawn shall not be expanded within the riparian corridor boundary.*
4. *Legal non-conforming shoreline stabilization and flood control structures may be maintained.*

Response: There are no existing non-conforming structures, lawns, or shoreline stabilization and flood control structures on site. This standard does not apply.

G. *New activities and development identified in Sub-section 1184(E) and 1184(F), above, shall be allowed in the wetland riparian corridor boundary subject to the following requirements:*

1. *All applicable permits from state and federal agencies, such as the Oregon Division of State Lands (DSL) and Oregon Department of Fish and Wildlife (ODFW) must be obtained by the land owner prior to commencing the use or activity.*
2. *For activities and development for which land use permits, building permits, grading permits, variances or stormwater/erosion control permits are required, the County shall provide notification to ODFW of the proposed development activity. The County shall consider the recommendations of ODFW, including any mitigation recommendations, prior to issuance of permits and may condition permit approval on recommended measures to mitigate loss of fish and wildlife habitat pursuant to applicable provisions of OAR Chapter 635, Division 415.*

Response: The project as a whole is dependent upon the dock and falls under the category of water-related and water-dependent uses, which is authorized under Subsection 1184(E). The applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law, as permitted by this subsection. The County will provide notice to ODFW as part of its review process, as will the Oregon Department of State Lands. This standard is met.

H. *Variance Provisions*

1. *In cases where encroachment into the riparian corridor boundary by activities and development not otherwise allowed by Sub-section 1184(E), or 1184(F) cannot be avoided, a property owner may request a Variance to the riparian corridor boundary prohibition. In addition to the criteria found in Section 1504, and the requirements in Sub-section 1184(G), a variance to the riparian corridor boundary prohibitions shall not be granted unless all of the following criteria are met:
[...]*

Response: As the wetlands on site are not associated with streams, rivers, sloughs, or lakes, there is no protective riparian corridor boundary around the wetlands pursuant to Section 1184(A)(5). Furthermore, the applicant proposes to impact wetlands and mitigate those impacts in accordance with Federal and State law, as permitted by Subsections 1184(E) and (G). Therefore, the applicant is not seeking a variance under this subsection.

Section 1185 Natural Area Overlay (NA)

Response: The Oregon State Register of Natural Heritage Resources, attached as Exhibit 12, does not include any sites in the vicinity of Port Westward. Furthermore, the Nature Conservancy does not own any natural areas within Columbia County. Finally, the inventory of natural areas in Columbia County Comprehensive Plan, Part XVI, Article IX, Natural Areas, does not identify any sites in the vicinity of Port Westward. Therefore, development at the site is not subject to the Natural Area Overlay Zone.

Section 1190 Big Game Habitat Overlay (BGR)

Response: Columbia County Comprehensive Plan, Part XVI, Article VIII(A), Big Game Wildlife Habitat, identifies three (3) types of big game habitat. As depicted in Exhibit 6, the site is not within a Big Game Habitat area, Peripheral Big Game Habitat area, or Columbia white-tailed deer range in the County's Wildlife Game Habitat map. Therefore, development at the site is not subject to the Big Game Habitat Overlay Zone.

Article VII – Discretionary Permits

Section 1500 Discretionary Permits

1501 General Provisions

All applications for zone changes, conditional uses, temporary permits, variances, and restoration, replacement or alteration of nonconforming uses shall be evaluated under the specific criteria listed within this ordinance. Unless otherwise specified in the district, all applications shall be subject to the procedures under Section 1600.

- .1 The granting of a discretionary permit may be subject to such conditions as are reasonably necessary to protect the public health, safety, or general welfare from potentially deleterious effects resultant from approval of the permit, or to fulfill the public need for public service demands created by approval of the request.*

Response: The proposed rail branchline is a transportation facility that is consistent with the PA-80 zone and applicable statutes and administrative rules and compatible with the nearby agricultural uses as detailed in the response to Section 300. For these reasons, no imposition of additional conditions is necessary or warranted to protect the public health, safety, or general welfare, and the rail branchline does not generate public service demands. This criterion is met without additional conditions.

- .2 Findings justifying decisions made with regard to a discretionary permit shall be made in writing and shall be provided to the applicant. The Commission may make a tentative decision and instruct the Director to draft findings to support the decision. In such an action, the final decision and the adoption of written findings shall occur at the next regularly scheduled Commission meeting.*

Response: This provision provides direction to the Planning Commission and Director and requires no evidence from the applicant.

1503 Conditional Uses

- .5 Granting a Permit: The Commission may grant a Conditional Use Permit after conducting a public hearing, provided the applicant provides evidence substantiating that all the requirements of this ordinance relative to the proposed use are satisfied and demonstrates the proposed use also satisfies the following criteria:*
- A. The use is listed as a Conditional Use in the zone which is currently applied to the site;*

Response: The proposed rail branchline is a conditional use in the PA-80 zone as discussed in the response to Section 306.

B. The use meets the specific criteria established in the underlying zone;

Response: The proposed rail branchline meets the applicable criteria in the PA-80 zone as discussed in the responses to Sections 306, 307, and 308.

C. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements, and natural features;

Response: The most persuasive evidence of the site's suitability for a rail branchline is that it will branch off from the nearby existing Portland & Western Railroad mainline. The branchline alignment is suitable because it is the most direct route to the portion of the site needing rail access (the southern end) and the size of the proposed rail corridor is relatively limited, consisting of an approximately 60-foot by 1,240-foot corridor, for a total area of approximately 73,000 square feet (1.7 acres). The branchline will be located close to the existing mainline, which has operated for many years and has not been identified as being incongruous with the adjacent farm uses.

The rail branchline site is nearly flat. The site is protected from flooding by the Beaver Drainage District's dikes and associated stormwater conveyance and pumps, and is therefore adequately drained. A culvert is proposed where an existing ditch will be crossed by the branchline. As detailed in the preliminary stormwater report (Exhibit 13), sufficient infrastructure is in place or proposed to collect, treat, and discharge runoff. While the site does contain wetlands that will be impacted by the proposed development, the applicant is seeking approval from the U.S. Army Corps of Engineers and the Oregon Department of State Lands for wetland alterations and will perform off-site wetland mitigation in accordance with Federal and State law.

D. The site and proposed development is timely, considering the adequacy of transportation systems, public facilities, and services existing or planned for the area affected by the use;

Response: The proposed rail branchline is intended to serve a renewable diesel production facility being proposed under a separate Site Design Review application. The rail line will not in itself generate more traffic on the area roadway system as it will instead facilitate increased usage of the Portland & Western Railroad mainline to move materials that would otherwise be shipped by truck. The rail line does not create a demand for public facilities as it needs no potable water, sanitary sewer, natural gas, or other utilities. The rail line does not impede existing or planned public facilities identified for the area surrounding the Port Westward Industrial Park. The Commission can conclude that the proposed rail branchline is timely.

E. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district;

Response: The new rail branchline will not alter the character of the area as the surroundings are already traversed by the Portland & Western Railroad mainline serving Port Westward Industrial Park. In the RIPD zone to the west, the primary permitted uses include farm and forest uses and industrial operations including "Production, processing, assembling, packaging, or treatment of materials; research and development laboratories; and storage and distribution of services and facilities" (CCZO 683.1). The current character of the RIPD property includes both agricultural land and industrial uses.

The proposed rail branchline will complement the RIPD zone by serving a proposed renewable diesel production facility immediately to the west.

In the PA-80 zone to the north, east, and south, the primary permitted uses include farm and forest uses and their accessory structures, including farm dwellings. The current character of the PA-80 property includes agricultural land, which can continue to exist in proximity to the proposed branchline (e.g., a rail crossing could be installed to allow passage of farm equipment if needed). The response to Section 307.1 provides further evidence that the proposed rail branchline will not force a significant change in accepted farm or forest practices and will not significantly increase the cost of accepted farm or forest practices on lands.

F. *The proposal satisfies the goals and policies of the Comprehensive Plan which apply to the proposed use;*

Response: The following information demonstrates how the proposed transportation facility conforms to applicable Comprehensive Plan goals and policies.

Comprehensive Plan Goals and Policies

PART V – AGRICULTURE

Goal: To preserve agricultural land for agricultural uses.

Response: The proposed corridor for the rail branchline is relatively limited in size, totaling approximately 73,000 square feet (1.7 acres). Allowing this area to be developed with a rail spur will not result in a significant reduction in agricultural acreage. The response to Section 307.1 provides further evidence that the proposed rail branchline will not force a significant change in accepted farm or forest practices and will not significantly increase the cost of accepted farm or forest practices on lands.

Policies: It shall be a policy of the County to:

4. *Protect agricultural lands from non-farm encroachments.*

Response: The proposed rail branchline will be located in an area already heavily impacted by the existing Portland & Western Railroad mainline and electrical transmission lines, corridors, and easements. Farm use can continue in the vicinity of these existing impediments, so the proposed rail branchline does not represent an additional encroachment onto other adjacent agricultural lands.

15. *Permit non-farm/non-forest uses only when not in conflict with agricultural or forestry activities.*

Response: Due to its relatively small area (approximately 73,000 square feet or 1.7 acres), the proposed rail branchline does not conflict with agricultural activities as detailed in the response to Section 300, and there are no nearby forestry activities. The response to Section 307.1 provides further evidence that the proposed rail branchline will not force a significant change in accepted farm or forest practices and will not significantly increase the cost of accepted farm or forest practices on lands. Existing agricultural uses will not face constraints not

already imposed by the adjoining existing rail mainline and electrical transmission lines.

17. *Allow non-farm uses in accordance with ORS 215.283 and ORS 215.284.*

Response: As noted in the responses to Sections 303 and 306, the proposed rail branchline is a transportation facility authorized by ORS 215.283.

PART X – ECONOMY

Goals:

1. *To strengthen and diversify the economy of Columbia County and insure stable economic growth.*

Response: The proposed rail branchline will improve the efficiency and augment a renewable diesel fuel production facility to the west, proposed under a separate site design review application. That facility will generate both construction jobs and long-term office, management, and operational positions, contributing to economic growth in the immediate area and beyond.

Policies: It shall be a policy of the County to:

1. *Encourage the creation of new and continuous employment opportunities.*

Response: As noted above, following construction of the renewable diesel fuel production facility proposed under a separate application, the use will provide direct employment opportunities for office, management, and operations staff. The proposed rail branchline will support this proposed employment opportunity.

2. *Encourage a stable and diversified economy.*

Response: The renewable diesel fuel production facility proposed under a separate application will increase the size and value of the County's industrial sector, which is an important part of Columbia County's overall economic base. The proposed rail branchline will support this proposed employment opportunity and help diversify the County's economy.

PART XIII – TRANSPORTATION

Goal: The creation of an efficient, safe, and multi-modal transportation system to serve the needs of Columbia County residents.

Response: The proposed rail branchline capitalizes on the proximity of the existing rail mainline and will allow movement of materials that would otherwise be shipped by truck to and from the planned manufacturing use adjoining to the west.

Objectives:

1. *To maximize efficient use of transportation infrastructure for all users and modes.*

Response: The proposed rail branchline capitalizes on the proximity of the existing rail mainline and will allow movement of materials that would otherwise be shipped by truck. The County can find that the rail branchline will reduce traffic on area roadways, reserving roadway capacity for all users and modes.

Policies:

5. *The County shall work to enhance freight efficiency, access, capacity and reliability, including access to intermodal facilities such as ports and airports. Industrial uses shall be encouraged to locate in such a manner that they may take advantage of the water and rail transportation systems which are available to the County.*

Response: The proposed rail branchline is consistent with this policy because it will allow a proposed rural industrial use at Port Westward Industrial Park to take advantage of existing rail transportation facilities, namely Portland and Western Railroad’s mainline. This will increase freight efficiency and provide added capacity to move product while minimizing impacts on roadways.

6. *The County will support reducing the number of rail crossings and will support measures to enhance safety at rail crossings.*

Response: The project does not require a new public road crossing of any rail mainlines.

20. *The County will coordinate transportation and land use planning and decision-making with other transportation agencies and public service providers, such as ODOT, cities within the County, and the Port, when their facilities or services may be impacted by a County decision or there may be opportunities to increase the efficiency and benefits of a potential improvement.*

Response: As part of its evaluation of land use applications including this one, the County coordinates with affected agencies and partners. The applicant has also coordinated with Port, County, and ODOT staff with respect to site design and transportation analysis.

- G. *The proposal will not create any hazardous conditions.*

Response: The applicant will be required to follow all applicable safety laws and regulations in constructing and operating the rail branchline, as approved by Portland and Western Railroad and required by state and Federal regulations.

- .6 *Design Review: The Commission may require the Conditional Use be subject to a site design review by the Design Review Board or Planning Commission.*

Response: As the proposed rail branchline does not result in the construction of a building or associated site improvements, site design review is not merited in this instance.

IV. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, this application meets applicable standards necessary for approval of a conditional use permit for the proposed rail branchline. The development complies with all applicable standards of the Zoning Ordinance and applicable statutes and administrative rules. The applicant respectfully requests approval by the County.