



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

6/30/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Washington County Plan Amendment
DLCD File Number 007-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, July 13, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Anne Elvers, Washington County
Jon Jinings, DLCD Community Services Specialist
Gary Fish, DLCD Regional Representative
Katherine Daniels, DLCD Farm/Forest Specialist

<paa> YA



FORM 2

DLCD

DEPT OF

DEPT OF

Notice of Adoption

JUN 23 2010

JUN 3 2 2010

LAND CONSERVATION AND DEVELOPMENT

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

In person electronic mailed

This Form 2 must be mailed to DLCD within **5-Working Days** after the Final Ordinance is signed by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **Washington County**

Local file number: **10-092-PA**

Date of Adoption: **June 16, 2010**

Date Mailed: **June 21, 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 3/19/2010

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Comprehensive plan map amendment to remove the Agriculture and Forest – Five Acre Minimum (AF-5) District designation and designate 3.50 acres of the property Rural Commercial (R-COM) and 11.66 acres Rural Industrial (R-IND).

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **AF-5**

to: **R-COM/R-IND**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **Northwest corner of Highway 47 and SW Seghers Road**

Acres Involved: **15.16**

Specify Density: Previous: **1 d.u./5 acres**

New: **N/A**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 007-10 (18220) [16189]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:
Washington County Department of Land Use and Transportation, Washington County Department of Health and Human Services, Washington County Sheriff's Office, Hillsboro Water District, Forest Grove Fire District

Local Contact: Anne Elvers Phone: 503-846-3583
Address: 155 N. 1st Avenue, Suite 350-14 Fax Number: 503-846-4412
City: Hillsboro Zip: 97124 E-mail Address: anne_elvers@co.washington.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light **green paper if available**.
3. Send this Form 2 and **One (1) Complete Paper Copy and One (1) Electronic Digital CD** (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD** of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

Updated December 22, 2009

1
2
3 IN THE PLANNING COMMISSION
4 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of a Proposed Plan) RESOLUTION AND ORDER
4 Amendment Casefile 10-092-PA)
5 for Larry Williams) No. 2010-2

6 This matter having come before the Washington County Planning Commission (Commission) at its
7 meetings of May 19, 2010 and June 16, 2010; and

8 It appearing to the Commission that the above-named applicant applied to Washington County for a
9 Plan Amendment to change the plan designation for certain real property described in the Notice of Public
10 Hearing (Exhibit "A"), attached hereto and by this reference made a part hereof, from Agriculture and Forest
11 - 5 Acre District (AF-5) to Rural Commercial (R-COM) and Rural Industrial (R-IND); and

12 It appearing to the Commission from evidence in the record as a whole that the application does
13 meet the requirements of the Rural/Natural Resource Plan for such a Plan Amendment; and therefore, that
14 the aforesaid application should be approved; and


15 It appearing to the Commission that the findings in the Staff Report in Exhibit "B" constitute
16 appropriate findings and should be adopted by this Commission; it is therefore

17 RESOLVED AND ORDERED that Casefile No. 10-092-PA for a Plan Amendment for property
18 described in Exhibit "A" is hereby approved, based on the findings in Exhibit "B", and is subject to the
19 conditions of approval set forth in the Summary of Decision (Exhibit "C").

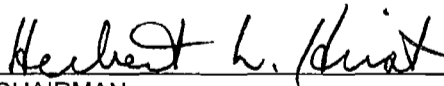
20 DATED this 16th day of June, 2010.

21 7 votes Aye, 0 votes Nay.

22
23
24
25 APPROVED AS TO FORM:

26 
27 Senior Assistant County Counsel
28 for Washington County, Oregon

PLANNING COMMISSION FOR
WASHINGTON COUNTY, OREGON

24 
25 CHAIRMAN

26 
27 RECORDING SECRETARY



WASHINGTON COUNTY
Department of Land Use and Transportation
PLANNING DIVISION, SUITE #350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124-3072
Tel. (503) 846-3519 fax (503) 846-4412

STAFF REPORT

CASEFILE NO.: 10-092-PA

APPLICANT:
Larry Williams
44975 SW Seghers Road
Gaston, OR 97119

APPLICANT'S REPRESENTATIVE:
Matt Newman
NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124

PROCEDURE TYPE: III

COMPREHENSIVE PLAN ELEMENT:
Rural/Natural Resource

CPO: 11

LOCATION: At the northwest corner of the intersection of SW Highway 47 and SW Seghers Road

EXISTING LAND USE DISTRICT: Agriculture & Forest - 5 Acre District (AF-5)

REQUEST: Comprehensive Plan Amendment to change the current land use designation of Agriculture & Forest - 5 Acre District (AF-5) to Rural Commercial (R-COM) and Rural Industrial (R-IND)

OWNER:
Applicant

ASSESSOR MAP NO(S) & TAX LOT NO(S):
1S4 23, Tax Lots 2301 & 2303

SITE ADDRESS: 44975 & 45095 SW Seghers Road

SITE SIZE: 15.16 acres (total)

**Casefile No. 10-092-PA Staff Report for the
June 16, 2010 Planning Commission Hearing
(The hearing will begin no sooner than 7:00 pm)**

I. APPLICABLE REGULATIONS

- A. LCDC Statewide Planning Goals 1, 2, 5, 9, 11, 12 & 14
- B. Oregon Administrative Rule (OAR) 660-012-0060, 660-014
- C. Rural / Natural Resource Plan Policies: 1.p.5 & 7, 2, 6, 8, 10, 14, 18, 19, 20, 22 & 23
- D. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10 & 19
- E. Washington County Community Development Code:
 1. Article II, Procedures
 2. Article III, Land Use Districts
 - Section 348 Agriculture and Forest (AF-5) (Intent and Purpose)
 - Section 352 Rural Commercial (R-COM) (Intent and Purpose)
 - Section 354 Rural Industrial (R-IND) (Intent and Purpose)

3. Article IV, Development Standards

Section 421 Flood Plain and Drainage Hazard Area Development
Section 422 Significant Natural Resources

4. Article V, Public Facilities and Services

II. AFFECTED JURISDICTIONS

Washington County Sheriff
Washington County Department of Land Use and Transportation
Washington County Health & Human Services Department
Tualatin Valley Fire & Rescue District

III. RECOMMENDATION

Based on staff's findings in Section IV of this report and Attachment A, and as summarized under Section V, staff recommends that the Planning Commission **APPROVE** the plan amendment from AF-5 to R-COM (3.5 acres) and R-IND (11.66 acres) subject to the following conditions:

1. The applicant shall submit a development application for Williams Fuel within 120 days of this approval. Other applicable regulations may also apply, including requirements for septic systems and requirements of the Oregon Department of Transportation. The applicant is responsible for obtaining all required permits for the property.
2. Within 30 days of this approval, the property owner shall record a restrictive covenant in the Washington County deed records that the occupant(s) of the dwelling on tax lot 2303 will not object to commonly accepted farm and forest practices which may occur on adjacent lands.
3. Prior to the submission of the development application under Condition #1 above, any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.

IV. FINDINGS

A. Request

The applicant is requesting a plan amendment for two adjacent properties (tax lots 2301 & 2303 of tax map 1S4 23) totaling 15.16 acres from Agriculture and Forest (AF-5) to Rural Commercial (R-COM) and Rural Industrial (R-IND) as shown on Figure 1. Tax lot 2301 is the site of Williams Fuel. Tax lot 2303 supports a single-family dwelling and is currently not used by Williams Fuel although both tax lots are under common ownership. Figure 2 is a 2008 aerial photo of the site.

Williams Fuel has both industrial and commercial aspects. The industrial operation includes the processing of by-products obtained from the Stimson Lumber Company mill located near Hagg Lake and from the Banks Lumber Company mill. The by-products are turned into hogg fuel (shredded tree bark used for mud control and livestock ground cover), sawdust and bark dust. Williams Fuel also produces mushroom compost made in part from waste from a mushroom growing plant in Yamhill County. The retail aspect of the business is the sale of these by-products as well as limited amounts of nursery stock and gardening supplies, such as fertilizer and

herbicides. The applicant states that the northern portion of the property is pasture for 8-10 head of cattle whose manure is used for composting purposes.

The request is to designate as R-IND tax lot 2303 and 9.90 acres of tax lot 2301, and designate the remaining 3.50 acres of tax lot 2301 as R-COM. The purpose of the request is to provide the proper land use designations for the business, which has not received land use approval. For the purposes of this report, tax lots 2301 and 2303 will be referred to as "the property".

	<u>Rural Industrial</u>	<u>Rural Commercial</u>
Tax lot 2301	9.90 acres	3.50 acres
Tax lot 2303	1.76 acres	N/A
Total	11.66 acres	3.50 acres

Figure 1.

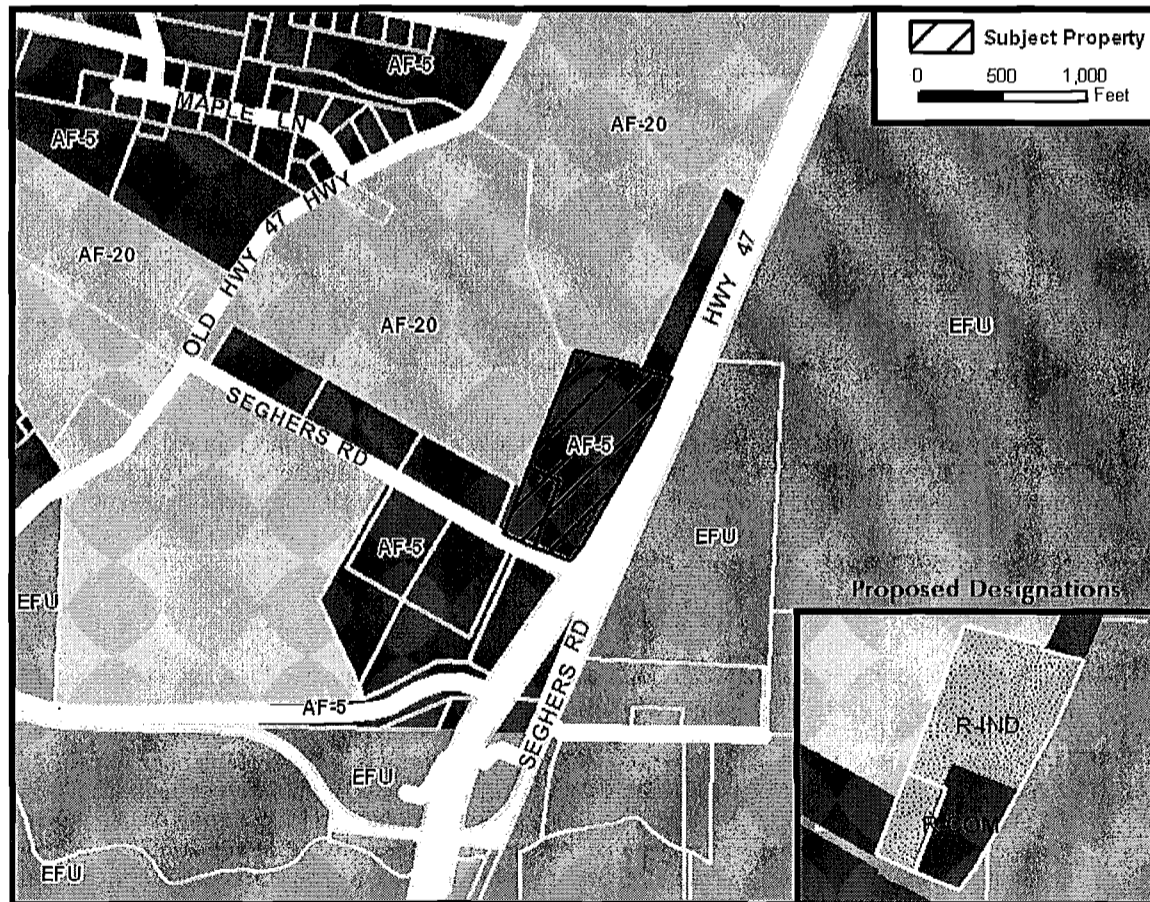
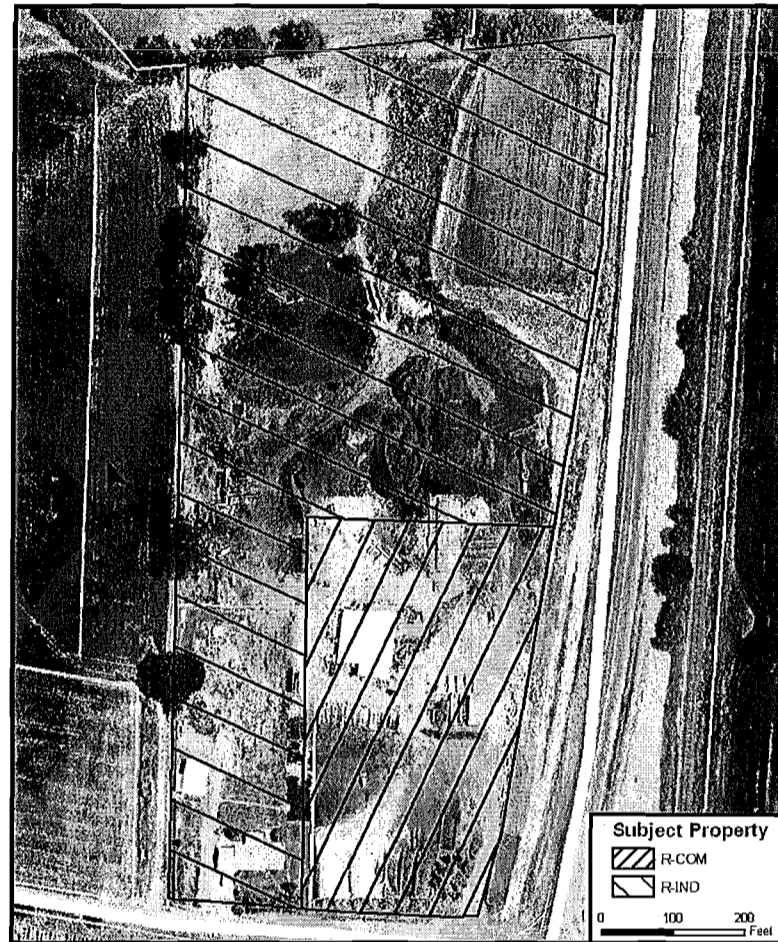


Figure 2.



A plan amendment from one non-resource district to another, such as this request, does not require an exception to the Statewide Planning Goals. The applicant need only address the applicable Rural/Natural Resource Plan policies and Community Development Code sections.

B. Property Information

Applicant: See pages 5 – 8 of the application.

Staff: In 1968, the applicant's father, Mr. Lawrence F. Williams, applied for a zone change for the property from F-1 (Agriculture District) to M-3 (Light Manufacturing) and C-2 (General Commercial). At that time, the property supported a single-family residence and agricultural buildings. According to the staff report, (ZC-94-68), no commercial or industrial uses were present. The M-3 portion of the property was intended to be used for storage of fuel trucks and the storage of sawdust and bark dust. The C-2 portion was intended for commercial use, such as a service station, but the application was not specific. Ultimately, the Board of County Commissioners denied the application. Since that denial in 1968, rural commercial and industrial uses have been unlawfully established on the property.

The application materials for this request state that the site has been used for commercial and/or industrial purposes prior to 1983. In 1983, the Rural/Natural Resource Plan was adopted and the property was designated as AF-5. The property is located within Washington County Comprehensive Plan Exceptions Statement Document Area #73. This document describes tax lot 2301 as "under agricultural use, but also appears to sell bark dust, sawdust and firewood as well as fuel to passers-by." The Rural/Natural Resource Plan recognized lawfully established rural commercial and industrial uses and designated them accordingly. It is possible that tax lot 2301 was not designated as R-COM or R-IND in 1983 because the retail uses were not lawfully established.

In 1990, the current owner, Mr. Larry G. Williams, applied for a plan amendment to change approximately 5.90 acres of tax lot 2301 from AF-5 to R-COM in order to begin the process of bringing the retail use on the property into compliance. After Mr. Williams submitted his plan amendment application, he requested an "indefinite deferral" as advised by county staff so that staff could draft land use ordinance provisions that could lead to a legislative amendment to the CDC to allow for such uses in the AF-5 District. An amendment to the AF-5 District to allow Mr. Williams' retail uses was not successful.

The applicant states that tax lot 2301 was used in the 1930s by a log mill. The mill pond is still present on this tax lot and is used for livestock and nursery watering. This pond is identified as a significant natural resource and is subject to the provisions of Section 422 *Significant Natural Resources* should alteration of the pond be proposed in the future.

According to the Rural/Natural Resource Plan Significant Natural Resource map, a portion of the floodplain of O'Neil Creek and the Tualatin River is located near the northern property line of tax lot 2301. If future development is proposed in that area, a floodplain delineation may be required pursuant to Section 421 *Flood Plain and Drainage Hazard Area Development* of the CDC.

Currently, tax lot 2303 is not used for the business. It currently supports a single-family residence and several associated outbuildings. The applicant states that he intends to use the home as a caretaker's residence per the R-IND District standards (see Section 354-2.1 of the CDC) if this request is approved.

Each tax lot has a single driveway onto SW Seghers Road.

C. Public Comment

No public comment has been received.

D. Compliance with LCDC Statewide Planning Goals

Staff: The Rural/Natural Resource Plan Element of Washington County's Comprehensive Plan and related implementing ordinances have been found to be in conformance with the statewide planning goals. Goals applicable to this proposal are addressed under related policies from Washington County's Rural/Natural Resource Plan Element and in Attachment B, the Transportation Report. In addition, the Oregon Administrative Rule (OAR) for Goal 14 is specifically addressed below.

LCDC Goal 14, Urbanization

This goal requires agricultural lands be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and the state's agricultural land use policy. Statewide Planning Goal 14 is intended to provide for an orderly and

efficient transition from rural to urban land uses, to ensure efficient use of land and to provide for livable communities.

Historically, LCDC's interpretation of OAR 660-022-0030 states that rural industrial and commercial uses may be authorized provided they maintain a small scale and are rural in nature. Specifically, LCDC's interpretation is that rural industrial uses with less than 35,000 square feet of building area and rural commercial uses with less than 3,500 square feet of building area are appropriate for the rural area. Staff notes that these square footage limitations are what LCDC has established as guidelines. These are not limitations imposed by the county.

According to the applicant, the structure used for the business is 5,184 square feet in area. The applicant states that 900 square feet of the building is used for retail sales. The remainder of the building is divided between storage, the business office and a maintenance shop, uses that are shared between the commercial and industrial components of Williams Fuel. Due to the shared use of the building, staff finds that less than 3,500 square feet of the building are used for commercial purposes. Therefore, the commercial use of the building does not exceed LCDC's recommended guideline. The remaining use of the building for industrial purposes is well within LCDC's guidelines for industrial uses. Staff, therefore, concludes an exception to Goal 14 exception is not required.

E. Rural / Natural Resource Plan

1. Policy 1, the Planning Process, states:

It is the policy of Washington County to establish an on-going Planning Program which is a responsive legal framework for Comprehensive Planning, Community Development and Resource Conservation which accommodates changes and growth in the physical, economic and social environment, in response to the needs of the county's citizens. It is the policy of Washington County to provide the opportunity for a landowner or his/her agent to initiate quasi-judicial amendments to the Comprehensive Plan on a semi-annual basis. In addition, the Board of Commissioners, the Planning Director, or the Planning Commission may initiate the consideration of quasi-judicial map amendments at any time deemed necessary.

Applicable Implementing Strategies

p. Require that plan map amendments meet the following criteria:

As used in the following sections a mistake means a clerical error, or a mistake in the current designation such that it probably would not have been placed on the property had the error been brought to the attention of the Board during the adoption process.

5. Amendments to Rural Industrial (R-IND) shall be based upon:

- A. A mistake (clerical error) in this 1983 plan; or
- B. A demonstration of need for the proposed use to accommodate a rural or natural resource oriented industry; and
- I. An Exception to the applicable LCDC goals through the LCDC Goal 2 Exception Process (OAR Chapter 660, Division 04);

- II. **Demonstration that an alternative site within UGBs would be inappropriate and no other site, property designated, is available within a reasonable area;**
 - III. **Demonstration that the use is compatible with the surrounding resource uses and will not limit or adversely affect the existing or potential commercial farm or forest uses; and**
 - IV. **Demonstration that rural services are or will be available concurrent with the use and that the use will not require extension of any urban services into the area.**
- C. **For all amendments there shall be a requirement that the applicant will record in the deed records a restrictive covenant that the occupant of the property will not object to commonly accepted farm or forest practices which may occur on adjacent lands.**

Applicant: See pages 9 – 14 and Exhibits 13 – 15 of the application.

Staff: There was not a mistake (clerical error) in the 1983 plan.

Implementing Strategy 5 B I

The subject property is located in Exception Area #73 and was designated as AF-5 in 1983 because it was found to meet the requirements for an exception to Goal 2. Because AF-5 and R-IND Districts are designated on exception lands, no further exceptions to the Statewide Planning Goals are required.

Implementing Strategy 5 B II

The applicant conducted a study of R-IND and R-COM designated properties in Washington County's jurisdiction within a two-mile radius and properties zoned for industrial uses in the cities of Gaston and Forest Grove that are at least 10 acres (see page 16 of the application). The applicant notes that sites less than ten acres were not considered because the Williams Fuel operation needs at least ten acres to accommodate its uses. Only those sites designated for industrial uses are discussed for this policy.

Staff agrees with the applicant's assessment of R-IND properties in Washington County near the subject property. Four R-IND sites were inventoried, however, one parcel (1S4280000201) shown as R-IND is actually in the Exclusive Forest and Conservation (EFC) District. Therefore, this site should not have been included in the applicant's inventory. There are no additional R-IND sites in the area.

Of the three R-IND sites, one (1S4210002100) is fully developed with the Stimson Lumber Company mill. The southern parcel adjacent to the lumber mill is 73.19 acres of vacant, R-IND designated land. According to the Exceptions Document, this land was owned by Stimson when it was designated R-IND. It is currently owned by Eula Walta, care of Stimson Lumber Company. The applicant's May 28th submittal states that this property is not appropriate for Williams Fuel because access is restricted and the slopes along the western property line have been restocked with fir trees. Access to the site is not available because it would have to go through the Stimson Lumber mill property and cross Scoggins Creek. Staff concurs with the applicant's assessment.

Of the two other R-IND designated properties, one (1S4210002100) is fully developed as the Stimson Lumber Company mill and the other is a vacant, steeply sloped property used for timber production. Staff agrees with the applicant that the Stimson site is not an option due to existing development and the vacant property is too steep to be used for a rural industrial use.

Exhibit 14A of the application is a zoning map for the City of Gaston. The city has one industrial zone. Properties with the industrial zoning are in the 100-year floodplain of the Tualatin River which limits development potential. Therefore, staff finds that there are no appropriate or available industrially zoned properties in Gaston.

Included in Exhibit 15 are maps of the thirteen industrial properties greater than ten acres in the City of Forest Grove that the applicant inventoried for this application. Forest Grove has two industrial zones, Light Industrial and General Industrial. Staff confirmed with the city that although the applicant's industrial uses may be permitted in these zones, retail uses associated with an industrial activity are prohibited. Nonetheless, the applicant inventoried industrial properties that may be options if Williams Fuel did not have its retail component.

Staff concurs with the applicant's conclusion that two of the properties are owned by Clean Water Services (1S305C000100 & 400) and contain the Fernhill Wetlands which render them inappropriate and unavailable. Two others, 1S306C002500 and 1S306D000500, are not viable because they are in the 100-year floodplain. Tax lot 500 is also a public drainage easement which also precludes development. One property (1S3050000800) is developed with a manufacturing business, and two others (1S3050001200 & 1300) are owned by Merix Corporation and are developed or committed to their future use.

The applicant found that the remaining six industrially zoned properties in Forest Grove to be inappropriate as well as improperly designated for the Williams Fuel operation. The City of Forest Grove confirmed that composting and compost storage is only allowed in its industrial zones as a conditional use. Because composting is not a permitted use, there is no certainty the use would be permitted on any of these sites.

Staff concurs with the applicant's findings that there are no appropriate and properly designated sites within the UGB or within a reasonable area outside the UGB.

Implementing Strategy 5 B III:

This criteria requires the applicant to demonstrate that the proposed use is compatible with surrounding resource uses and will not limit or adversely affect existing or potential commercial farm or forest uses. The subject property is bounded on the east by Highway 47 and on the south by SW Seghers Road. Adjacent to the north is a 66.21-acre property that is actively farmed, has a residence and is designated as Exclusive Farm Use (EFU). To the west is a 59-acre farm and residence that is also designated as EFU. Also to the west is a 4.52-acre AF-5 designated property that is in farm use and has a residence. South of SW Seghers Road are five, AF-5 designated properties. Four of these properties each have a dwelling and are also in farm use. Nearby farm uses include nursery stock and row crops.

The nature of the applicant's business includes agricultural and forestry related components; sale of nursery stock, composting, converting timber by-products into sawdust, bark dust and hogg fuel. Noise and odor impacts from these activities are similar to impacts from other farm uses, such as a dairy or the application of liquid manure for cultivated crops. The applicant states that compost odors do not impact nearby farm uses and the bark dust piles and any other combustibles are properly maintained to address heat build up and are stored at least 500 feet from the nearest residence in order to minimize fire risks. Potential noise impacts are mitigated by the business's hours of operation. Typically, there is activity on the site between 7 a.m. and 7 p.m., and the separator machine used to process byproducts from the Stimson mill is used only in the summer. The applicant states that Williams Fuel has been in operation for many years and there is no evidence that it has hindered farm or forest practices in the area. The limited traffic to the site will not interfere with nearby farmers gaining access to their fields. Staff also notes that

the applicants have cows grazing on portions of the site which is a good indicator that the uses are compatible with farm and forest uses.

Staff finds that adequate rural services are available for Williams Fuel as noted in the findings for Policy 22. If this plan amendment is approved and the applicant subsequently receives land use approval for the business, staff finds that urban services will not be required to support the business.

Staff finds that the criteria of the above policy have been satisfied.

7. Amendments to Rural Commercial shall be based upon:

- A. A mistake (clerical error) in this 1983 plan;**
- B. A demonstration that there is a need for the proposed use(s) to serve the existing Rural/Natural Resource area population; and**
 - I. Demonstration that an alternative site within UGBs would be inappropriate and no other site, property designated, is available within a reasonable area;**
 - II. An Exception to the applicable LCDC goals through the LCDC Goal 2 Exception Process (OAR Chapter 660, Division 04);**
 - III. Demonstration that the use(s) is (are) compatible with the surrounding agricultural or forestry uses and will not limit or adversely affect the existing or potential commercial farm or forest uses; and**
 - IV. Demonstration that rural services are or will be available concurrent with the use and that the use will not require extension of any urban services into the area.**
- C. For all amendments there shall be a requirement that the applicant will record in the deed records a restrictive covenant that the occupant of the property will not object to commonly accepted farm or forest practices which may occur on adjacent lands.**

Applicant: See pages 15 – 19 and Exhibits 13 -15 of the application.

Staff: The applicant is requesting the R-COM designation for 3.50 acres of the subject property. This area is currently developed with a 5,184 square foot building used for storage, the business office, maintenance shop and retail store. The outdoor area is used for parking, wholesale bark dust storage and sales, nursery stock, part of the mushroom compost storage area and sawdust storage.

As previously mentioned, the applicant inventoried sites greater than 10 acres and designated for industrial and commercial use within a two-mile radius of the subject property. Only those properties designated for commercial use will be discussed for this policy.

The applicant's alternative site analysis within the UGB did not include commercially zoned properties because the retail use is ancillary to the rural industrial use, specifically the processing of lumber mill by-products, composting and sawdust storage. Therefore, the applicant's analysis focuses primarily on industrially zoned land in the UGB. Staff agrees with this analysis since the use is primarily industrial in nature and commercially zoned properties would not allow for such uses.

The applicant addressed the only R-COM designated property in the two mile radius. It is the site of the Lake Stop Store located at the intersection of SW Old Highway 47 and SW Scoggins Valley Road (1S4260000500). This site is 1.28 acres and is fully developed with a general store. Therefore, this R-COM designated property is not available or appropriate for the current use of the subject property.

As stated, the Forest Grove city limits is more than two miles from the subject property, and the applicant did not address the commercial zoning code. The City of Forest Grove Development Code identifies two commercial zones, Neighborhood Commercial and Community Commercial. However, both zones limit outdoor sales to plants and produce and both prohibit wholesale sales. As a result, staff finds that commercially zoned properties in the city limits of Forest Grove are not appropriate options for Williams Fuel.

Exhibit 14A of the application is a zoning map for the City of Gaston. Gaston has one commercial zone. This zone allows for retail sales, but does not allow for processing or wholesale sales as a primary use. Therefore, there are no appropriate commercially zoned sites available for Williams Fuel.

Staff agrees with the applicant's finding that there are no commercially designated properties inside or outside the UGB that would be appropriate for Williams Fuel.

As previously mentioned the subject property is located in Exception Area #73 and was designated as AF-5 in 1983. This means that the property qualified for an exception to Goal 2 at that time. Because AF-5 and R-COM are both exception lands, staff finds that this request meets the requirement of 1.p.5(B)(I).

The findings for Policy 5 B III on page 8 are incorporated as findings for Implementing Strategy 7 B III to demonstrate that the rural commercial aspect of Williams Fuels is compatible with nearby farm and forest activities.

As stated, Staff finds that adequate rural services are available for Williams Fuel. There is a septic system serving the residence on tax lot 2303, and the City of Hillsboro stated that approval of this plan amendment would not negatively impact the city's water system. If this plan amendment is approved and the applicant subsequently receives land use approval for the operation, staff finds that urban services will not be required to support the business. The applicant will be required to bring the septic system on tax lot 2301 into compliance, if needed.

Staff finds that adequate rural services are available for Williams Fuel as noted in the findings for Policy 22. If this plan amendment is approved and the applicant subsequently receives land use approval for the business, staff finds that urban services are not required to support the business.

Staff finds that the criteria of the above policy has been or is capable of being satisfied.

2. Policy 2, Citizen Involvement, states:

It is the policy of Washington County to encourage citizen participation in all phases of the planning process and to provide opportunities for continuing involvement and effective communication between citizens and their county government.

Applicant: See page 14 of the application.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III public hearing. In accordance with Section 204-4 of the Community Development Code (CDC), notice of

the Planning Commission public hearing was sent to all property owners within 1,000 feet of the subject property. The notice was sent at least 20 days prior to the first hearing (mailed April 29, 2010). Additionally, the county placed a legal notice of the hearing in *The Hillsboro Argus*, a newspaper of general circulation, at least ten days prior to the first hearing date (published May 7, 2010). As required by CDC Section 204-1.4, the applicant posted a sign on April 21, 2010, which was within 28 days of the March 31, 2010 acceptance date. A copy of the plan amendment application was mailed to Citizen Participation Organization (CPO) 11 on April 8, 2010. Staff finds these efforts satisfy the requirements of Policy 2.

These findings for Policy 2 also pertain to Statewide Planning Goal 1, Citizen Involvement.

3. Policy 6, Water Resources, states:

It is the policy of Washington County to maintain or improve surface and ground water quality and quantity.

Applicant: See pages 20 - 22 of the application.

Staff: In the case of plan amendments, staff interprets Policy 6 to mean that, over time, development activities in Washington County should not negatively affect the quantity or quality of surface water or groundwater. The thrust of the policy is to assure that development will have a positive or neutral effect over an extended period of time, rather than being concerned with what quantity or quality of water is present at a particular point in time. Therefore, evidence of consistency with this policy should include, if possible, assessments of groundwater quantity and quality reflected over a period of time.

The AF-5 District allows one dwelling per parcel as an allowed use, and the R-IND District allows for a caretaker dwelling. There is a lawfully established residence on tax lot 2303 for which R-IND is proposed. The applicant intends to permit it as a caretaker dwelling should this request be approved. The applicant states that no new development, other than the current uses on the site, is proposed with this application. When a plan amendment would not result in an increase in density, implementing strategy 6.a.5. does not require a well log analysis. In this case, a well log analysis is required because the R-IND and R-COM Districts allow for numerous uses that AF-5 does not.

Opposition testimony can be rebutted by an applicant by reviewing well logs and having an "expert" such as a professional geologist or hydrologist review well logs and opposition testimony and provide an opinion on the groundwater situation. Expert testimony that draws its findings primarily from evidence in the well reports, however, can be refuted by new evidence beyond that which is contained in the well reports. Recent measurements of water depth in existing wells are probably the best new evidence that can be used to determine what the present groundwater quantity trend is in a plan amendment area. The present well water depth can be compared to the measured depth at the time the well was drilled to determine how groundwater quantity trends are affecting existing wells.

The property is not located within a groundwater limited area.

Applicable Implementing Strategies

The County will:

a. Strive to ensure adequate water supplies for all uses by:

1. Encouraging water conservation programs by water users and purveyors;

2. **Reviewing and revising existing development regulations where necessary or limiting the location or operation of new wells as a condition of development approval, considering advice and/or recommendations received from the State Water Resources Department;**
3. **Coordinating with State and Federal agencies in evaluating and monitoring ground water supplies; and**
4. **Complying with the May 17, 1974 Order of the State Engineer establishing and setting forth provisions for the Cooper Mountain-Bull Mountain Critical Ground Water Area.**
5. **Requiring applicants for quasi-judicial Plan Map Amendments to provide well reports (well logs) filed with the Water Master for all Public Lands Survey (township and range system) sections within one-half (1/2) mile of the subject site and provide an analysis of whether ground water quality and quantity within the area will be maintained or improved. The analysis should include well yields, well depth, year drilled or other data as may be required to demonstrate compliance with this policy.**

Well logs are not required for quasi-judicial plan amendments when the designation change will not result in an increase in density (i.e. EFU to EFC plan amendments).

Applicant: See pages 20 - 22 of the application.

Staff: Although the property receives water from the City of Hillsboro, state law prohibits consideration of public water service as a basis to approve the request. Therefore, the applicant is required to address how the proposed use will affect the quantity of groundwater and surface water.

As required, the applicant submitted well logs for all township and range sections within one-half mile of the subject property. The applicant provided a well log summary as Exhibit 17 of the application. Upon comparing the well log reports to the well log summary, staff found two discrepancies.

The first is found in the summary for township and range 1S4W23. The applicant's summary states that six wells were abandoned. Staff reviewed the well log reports and found that there were five abandonments. Four were geotechnical holes that were abandoned, not wells. Therefore, staff finds for this township and range, only one well was abandoned on a commercial nursery site and a new well was installed as a replacement.

The second is in the summary for township and range 1S4W26. The applicant's summary states that four wells were abandoned, however, the well report records show that they were geotechnical holes dug by Washington County in county right-of-way, not wells. Staff therefore finds that no wells in this township and range have been abandoned.

The applicant states that approximately five acres on the northern portion of tax lot 2301 are irrigated in the summer in order to maintain the field and nursery stock.

Staff did not find evidence in the well logs that there are water quantity issues in the area. Therefore, staff finds that this plan amendment request will not negatively affect groundwater supplies.

- b. Ensure adequate quality of surface water and groundwater by:**
- 1. Promoting compliance with the Healthy Streams Plan, as adopted by Clean Water Services in compliance with the CWS-county intergovernmental agreement, to the extent that the Healthy Streams Plan and associated CWS programs apply outside the UGB.**
 - 2. Promoting compliance with Department of Environmental Quality water quality standards;**
 - 3. Cooperation with the Soil and Water Conservation District in the implementation of effective methods of controlling non-point sources of water pollution in agricultural areas;**
 - 4. Cooperating with the Oregon State Department of Forestry in the implementation of effective methods of controlling non-point sources of water pollution in forest areas; and**
 - 5. Ensuring that the establishment of subsurface sewage disposal systems (e.g., septic tanks) will not adversely affect ground water quality;**

Applicant: See pages 14 - 18 of the application.

Staff: County records show that there is an approved residential septic system serving the dwelling on tax lot 2303. However, the only septic permit on file for tax lot 2301 is for the previous two-bedroom home that was on the property many years ago. There is no evidence that the septic system being used by Williams Fuel employees and customers has been approved or that it meets the applicable requirements. If the plan amendment is approved, the applicant will need to demonstrate through its development application that the septic system meets the Washington County Health Department requirements, which may require the applicant to submit for a new septic system permit. Septic systems must comply with DEQ requirements which are designed to ensure adequate quality of groundwater. All grading activities must comply with CDC Sections 410 (Grading and Drainage), 426 (Erosion Control) and Chapter 14.12 of the County Code (Grading). Compliance with these standards ensures adequate quality of surface water.

The applicant states that runoff from the northern half of the parking lot is filtered by vegetation before it reaches the pond. A catch basin was installed near the driveway entrance to treat runoff from the southern half of the parking lot, also by using vegetation to filter the water. The applicant also states that all chemicals are stored within the building on tax lot 2301 in order to avoid any groundwater contamination.

Staff finds the criteria of Implementing Strategy 6.b. can be satisfied.

- c. Protect and maintain natural stream channels wherever possible, with an emphasis on non-structural controls when modifications are necessary.**
- d. Limit the alteration of natural vegetation in riparian zones and in locations identified as significant water areas and wetlands.**
- e. Encourage property owners with land which qualifies as "designated riparian land" and defined by the 1981 Riparian Habitat Act to apply for exemption of that land from *ad valorem* taxation.**

Applicant: See pages 14 - 18 of the application.

Staff: There are no stream channels or other waterways located on the property. As previously stated, there is a 100-year floodplain located near the site's northern property line. Any development in this area must comply with CDC Sections 421 (Flood Plain and Drainage Hazard Area Development) and 422 (Significant Natural Resources). Therefore, staff finds these strategies can be satisfied.

f. Support viable water resource projects which are proposed in the County upon review of their cost benefit analysis, alternatives, and environmental and social impacts.

Applicant: See pages 14 - 18 of the application.

Staff: There are no water resource projects proposed in the vicinity of this property.

g. Coordinate land use actions regarding water projects with agencies and jurisdictions which may be impacted by such projects.

Applicant: See pages 14 - 18 of the application.

Staff: There are no water resource projects proposed on this property.

h. Support measures to conserve vegetation in drainage basin watersheds as a means of controlling the release of water to downstream farm lands and urban areas.

Applicant: See pages 14 - 18 of the application.

Staff: The property is located in the Tualatin River drainage basin watershed. As previously noted, any activities, including vegetation removal, within the 100-year floodplain must comply with all applicable CDC regulations.

i. Cooperate with the Division of State Lands, State of Oregon in their review and mitigation of projects that alter water areas and wetlands under their jurisdictions.

Applicant: See pages 14 - 18 of the application.

Staff: The former mill pond on tax lot 2301 is a *Water Areas and Wetlands and Fish and Wildlife Habitat* area recognized by the Oregon Division of State Lands (DSL). Any alterations to the pond must comply with all DSL and CDC requirements. Therefore, staff finds that this strategy can be satisfied.

j. Consistent with the recommendations of the Department of Environmental Quality, State of Oregon, and Clean Water Services, support the expansion of stormwater sampling in the Tualatin Basin and consideration of proper planning and management measures for non-point source problems.

Applicant: See pages 14 - 18 of the application.

Staff: Any subsequent development of the subject property will have to comply with CDC sections that implement the above strategies, Sections 410 (Grading and Drainage) and 426 (Erosion Control) at the time of development review. Staff therefore finds this strategy can be satisfied.

These findings for Policy 6 also pertain to Statewide Planning Goals 5, Open Spaces, Scenic and Historic Areas and Natural Resources, and 6, Air, Water and Land Resources Quality.

4. Policy 8, Natural Hazards

It is the policy of Washington County to protect life and property from natural disasters and hazards.

Applicant: See page 23 of the application.

Staff: Policy 8 addresses floods and earth movements, which are two potential natural hazards in Washington County. According to the Rural/Natural Resource Plan, the mill pond on tax lot 2301 is identified as *Water Areas, Wetlands and Fish and Wildlife Habitat* and the 100-year floodplain is located near the northern property line of tax lot 2301. If development or storage of materials is proposed near those areas, the applicant will be required to comply with the applicable requirements of CDC Section 421 *Flood Plain and Drainage Hazard Area Development*. Therefore, staff finds this policy can be satisfied.

5. Policy 10, Fish and Wildlife Habitat, states:

It is the policy of Washington County to protect and enhance Significant Fish and Wildlife Habitat.

Applicable Implementing Strategies

The County will:

- d. Limit the alteration of natural vegetation in riparian zones, and in locations identified as significant water areas and wetlands thereby preserving fish and wildlife habitat.
- e. Implement the recommendations of the Oregon Department of Fish and Wildlife Habitat Protection Plan for Washington County and to mitigate the effects of development in the Big Game Range within the EFU, EFC and AF-20 land use designations. The recommendations of the Wildlife Habitat Protection Plan shall be applied to development applications for land outside an urban growth boundary.

Staff: The site is located outside of the Big Game Range area. The 100-year flood plain area is designated as Water Areas and Wetland. Any alteration must comply with Section 422 *Significant Natural Resources* which limits and regulates development within these areas. Therefore, staff finds that these policies can be met.

6. Policy 14, Plan Designations, states:

It is the policy of Washington County to maintain distinct comprehensive plan map designations for the area outside the County's urban growth boundaries, and to provide land use regulations to implement the designations.

Applicable Implementing Strategies

- c. Designate Rural Lands, for which an LCDC Goal 2 Exception is provided to LCDC Goals 3 (Agriculture) and 4 (Forestry), in the following manner:
 - 1. All lands which were zoned AF-5 by the 1973 Comprehensive Plan will be designated AF-5 or AF-10 based upon existing use and the characteristics of the area, unless the criteria for RR-5 can be met.

4. All lands which were zoned urban or suburban residential will be designated as either RR-5, AF-5 or AF-10 in accord with the purpose and intent of the appropriate land use district and the character of the surrounding areas.
5. All lands which were previously zoned Land Extensive Industrial (MAE), except those areas put into the Rural Industrial District, shall be designated MAE.
6. Except as provided in subsection 5 above, lands with lawfully created, existing industrial uses shall be designated as Rural Industrial (R-IND).
7. All lands with lawfully created, existing commercial shall be designated Rural Commercial (R-COM).
8. Recognize existing, lawfully created commercial or industrial uses or those which predate applicable County Land Use Ordinance to the extent of their current site usage by the appropriate Plan Map designation.

Applicant: See pages 23 & 24 of the application.

Staff: As previously noted, the subject property is located within an exception area and was designated AF-5 by the 1973 Comprehensive Plan. The 1983 Rural/Natural Resource Plan maintained the AF-5 designation because Williams Fuel was not a lawfully established operation at that time.

These findings for Policy 14 also pertain to Statewide Planning Goals 3, Agricultural Lands; and 4, Forest Lands.

7. Policy 18, Rural Lands, states:

It is the policy of Washington County to recognize existing development and provide lands which allow rural development in areas which are developed and/or committed to development of a rural character.

Applicable Implementing Strategies

The County will:

- b. During the plan adoption and revision processes, provide the opportunity for citizens to present testimony indicating additional land which they believe to be developed and committed for development.
- c. Consider the identification of additional lands for the "Rural Lands" plan map designations through the plan amendment procedures in Policy 1.
- d. Ensure that proposed development will not adversely affect surrounding agricultural and/or forestry activities by requiring that applicants for residential, commercial or industrial uses on land designated for rural development record a waiver of the right to remonstrate against accepted farm or forestry practices on nearby lands.

Applicant: See pages 24 – 29 of the application.

Staff: As previously mentioned, the subject property was designated as AF-5 by the 1973 Comprehensive Plan, therefore, strategy a has been met.

Citizens within 1,000 feet of the property were mailed notice of this proposal and an advertisement was placed in the *Hillsboro Argus* to serve as notification for the rest of the county. Specific notification dates are found under Policy 2 findings. Therefore, strategy b has been satisfied.

Strategy c has been satisfied by the findings provided for Policy 1.p.5 and 7.

Staff has recommended that the applicant be required to record the farm/forest waiver as a condition of approval, which will ensure that Strategy d will be met.

8. Policy 20, Rural Commercial Development, states:

It is the policy of Washington County to provide rural commercial lands for support of rural residential, agricultural and forest activities.

The County will:

- a. **Allow commercial uses which support the needs of rural residents and agricultural and forest uses.**
- b. **Evaluate proposed rural commercial uses to determine if they are needed to support the Rural and Natural Resource area.**

Applicant: See pages 30 & 31 of the application.

Staff: The rural commercial component of Williams Fuel supports the needs of rural residents and agricultural and forestry uses. The site's location is convenient for rural residents in Washington County and Yamhill County who purchase mushroom compost, nursery stock, hogg fuel and sawdust for their homes, farm, ranch and forestry operations. The sale of these products also support local agricultural uses (Wilhelm Farm, dairies and nurseries) and forest uses (Stimson Lumber Company and Banks Lumber Company) by creating a demand for their waste products. Staff therefore finds that the use is needed by and appropriate for the rural area.

9. Policy 21, Rural Industrial Development, states:

It is the policy of Washington County to provide areas for resource-related industrial uses and to recognize existing lawful industrial uses.

Implementing Strategies

The County will:

- a. **Allow farm and forest-related industrial uses and to encourage them to locate in the rural area.**
- b. **Evaluate proposed new industrial uses to determine if they are needed to support the natural resource base and that they are consistent with the rural character and rural level of service.**
- d. **Maintain two industrial plan designations in the Rural/Natural Resource area. The two designations are:**
 1. **The rural industrial designation which provides for resource-related industrial uses; and**

2. The land extensive industrial designation which recognizes land previously zoned MA-E pursuant to the 1973 Comprehensive Plan.

Applicant: See page 19 - 20 of the application.

Staff: The industrial component of Williams Fuel processes by-products from Stimson Lumber Company and Banks Lumber Company into saleable materials, such as composted bark and hog fuel. This supports the mills (forest use) by removing their waste and supports local nurseries, dairies and horse farms (agricultural uses) by supplying materials for their operations. The subject site is located in a small exception area with only a few residential uses. The majority of surrounding uses are agricultural in nature. Hwy. 47 serves as a buffer to the farms west of the site. The applicant has provided information demonstrating the business components that could have impacts to adjacent properties and nearby residences have been located to minimize their impacts. Staff finds the Williams Fuel industrial operation satisfies the implementing strategies of the Rural Industrial District.

10. Policy 22, Public Facilities and Services, states:

It is the policy of Washington County to provide public facilities and service in the Rural/Natural Resource Area in a coordinated manner, at levels which support rural type development, are efficient and cost effective, and help maintain public health and safety.

Applicable Implementing Strategy

a. Review the adequacy of the following public services and facilities in conjunction with new development.

Applicant: See page 20 of the application.

Staff: Copies of statements of service availability from two service providers to the site are included in the applicant's submittal. These statements are from the Forest Grove Fire District and the Washington County Sheriff's Office. The application includes an analysis from the fire district, describing station location, equipment availability and response times and comments from the Washington County Sheriff's Office describing adequacy of service levels. A service provider letter from the school district is not required.

The county is responsible under Implementing Strategy a. of Policy 22 for reviewing the adequacy of public facilities and services in conjunction with new development. The hearings officer for LCDC found in the 1988 Enforcement Order proceedings that *"(T)he County must have evidence in the record showing that the service provider is accurate in its assessment."* Staff interprets this to refer to a provider's assessment that an adequate or inadequate level of service can be provided. Without the above-described statements and analyses, staff could not conclude that all the affected service providers in the area can provide an adequate level of service to development that may occur on the subject property under the R-IND and R-COM designations, should the proposed plan amendment be approved.

The site is within the service area of the Forest Grove Fire District. The nearest station is located approximately five miles from the property and response time would be approximately eight minutes. The station is equipped with eighteen firefighters and four engines. The fire district confirmed that their service level is adequate to serve the property.

The Washington County Sheriff's Office has reviewed the request and has determined that its service level is adequate for emergency calls only, which is consistent with the level of service provided to all rural areas.

Based on the service statements and analyses, staff finds that all the affected service providers in the area can provide an adequate level of service to the subject property if the proposed plan amendment is approved. As a result, this request complies with Policy 22.

These findings for Policy 22 also pertain to Statewide Planning Goal 11.

F. Washington County Transportation Plan

Applicant: See pages 34 - 37 of the application.

Staff: Findings pertaining to the County Transportation Plan and the Oregon Transportation Planning Rule are in Attachment A to this staff report, the Transportation Report for Casefile No. 10-092-PA.

G. Washington County Community Development Code

Section 348 Agriculture and Forest District (AF-5)

348-1 Intent and Purpose

The AF-5 District is intended to retain an area's rural character and conserve the natural resources while providing for rural residential use in areas so designated by the Comprehensive Plan.

The purpose of this agricultural and forestry district is to promote agricultural and forest uses on small parcels in the rural area, while recognizing the need to retain the character and economic viability of agricultural and forestry lands, as well as recognizing that existing parcelization and diverse ownerships and uses exist within the farm and forest area. Residents of rural residential tracts shall recognize that they will be subject to normal and accepted farming and forestry practices.

Section 352 Rural Commercial (R-COM)

352-1 Intent and Purpose

The intent and purpose of the Rural Commercial District is to implement the rural commercial policies of the Comprehensive Plan and to meet convenience goods service needs of rural residents while protecting the historic nature of rural centers and the agricultural or forestry character of the area.

Rural Commercial centers shall be designed to be compatible with the surrounding environment and generally not to exceed five (5) acres.

Section 354 Rural Industrial District (R-IND)

354-1 Intent and Purpose

The intent of the Rural Residential District is to recognize rural areas which qualify for an exception to LCDC Goals 3 and 4 and which have been committed or developed for suburban residential use with minimum farm and forest uses and to provide for rural residential uses.

The purpose of the district is to provide for the processing and manufacture of timber and forest related products, farm crops and produce, minerals and aggregates near the resources, and for the repair of mechanical equipment related to farm and forest uses.

Applicant: See page 21 of the application.

Staff: As previously mentioned, the property is located in Exception Area #73, which qualified for an exception to Goals 3 and 4. The property was not recognized as a commercial/industrial use when the Rural/Natural Resource Plan was adopted in 1983, so it was appropriately designated as AF-5.

The findings for Rural/Natural Resource Plan Policies 18, 20 and 21 support staff's recommendation to approve this plan amendment request. Staff finds that the property meets the intent and purpose of both the R-COM and the R-IND Districts by supporting local mills and farm uses by processing their by-products into materials that are sold to farmers, ranchers and rural residents to support their uses.

These findings for the Community Development Code also pertain to Statewide Planning Goals 3 and 4.

V. SUMMARY AND CONCLUSIONS

1. Based on the plan designation criteria of Policies 1, 14 and other policies of the Rural/Natural Resource Plan, staff concludes that the proposed R-COM and R-IND Districts are appropriate designations for the subject property.
2. The change in land use designation will not "significantly affect" the surrounding planned transportation system and is therefore consistent with Policy 10 of the Transportation Plan and OAR 660-012-0060.
3. Local service providers currently can provide an adequate level of public services for the site. No urban services will be needed to support the subject property.
4. The plan amendment request is consistent with the intent and purpose of the R-COM and R-IND land use districts and meets the applicable criteria for a plan amendment from AF-5 to R-COM and R-IND.

June 9, 2010

**TRANSPORTATION REPORT
FOR
CASEFILE NO. 10-092-PA**

Applicant: Larry Williams c/o Matt Newman, NW Engineers LLC
Location: At the NW corner of State Hwy 47 and Seghers Rd., approximately 2 miles north of Gaston
Tax Map/Lot: 1S4 23 Tax Lots 2301 (13.3 ac.) and 2303 (1.85 ac.)
Total Site Size: 15.16 acres

Staff has reviewed this request for compliance with the applicable Oregon Transportation Planning Rule requirements and the Washington County 2020 Transportation Plan policies and submits the following findings and recommendations.

FINDINGS

A. General:

1. The subject site includes two contiguous tax lots that are presently designated as AF-5 (Agriculture and Forest, 5 acres). The proposed plan amendment would designate all of tax lot 2303 and 9.8 acres (approximately 74%) of tax lot 2101 to Rural Industrial (R-IND) and the remainder of tax lot 2101 (3.5 acres) to Rural Commercial (R-COM).
2. The site supports an existing business (Williams Fuel) that provides a retail outlet for various resource-based products such as root stock, landscape supplies, bark dust, sand, gravel and rock, mulch/compost and related materials. Nine hundred square feet of an existing 5,184 square foot building is used for retail sales.
3. The existing retail and commercial uses on the subject property are not permitted under the AF-5 plan designation but may be permitted under the proposed plan designations. If the plan amendment is approved, the property owner will be required to obtain development review approval by demonstrating that the use of the site complies with the applicable requirements of the R-IND and R-COM plan designations.
4. Access to the site is from an existing driveway located off Seghers Road, a county rural local street, just west of its intersection with Highway 47. Highway 47 is state highway that is classified as an arterial; it is under the jurisdiction of ODOT. No new access is proposed or implied through this plan amendment request.
5. The following standards are applicable to this request and are addressed in this staff report:

- a. OAR 660, Division 12, Oregon Transportation Planning Rule:
Section 0060 - Plan and Land Use Regulation Amendments
- b. Washington County 2020 Transportation Plan Policies:
 - 1.0 Travel Needs Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Plan Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification Policy
 - 19.0 Transportation Planning Coordination and Public Involvement Policy

B. Oregon Transportation Planning Rule

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system to determine whether the proposal will 'significantly affect' the planned transportation system in the area. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' a transportation facility if it does any of the following:
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes standards implementing a functional classification system;
 - Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or
 - Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.
2. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a 'reasonable worst-case development' of a site under current and proposed land use designations. Plan amendment requests may be for designations that permit more intensive land uses with greater trip generation potential. In such cases, applicants are typically required to submit traffic analyses that have been prepared by licensed traffic engineers in order to help evaluate the potential affects of proposed plan amendments on transportation facilities.
3. The proposed plan amendment application includes a comparative traffic analysis, prepared by a licensed traffic engineer, that evaluates potential trip generation for reasonable 'worst case' development scenarios under the existing and proposed land use designations. For the purposes of the plan amendment traffic analysis, the existing use of the site as a commercial/retail business cannot be assumed as this use is not permitted in the AF-5 land use district. Consequently the applicant's

traffic analysis assumes only those uses that may be allowed under the existing AF-5 plan designation.

4. Staff has reviewed the traffic analysis that was prepared by the applicant's traffic engineer and concurs with the analysis and conclusions presented. Under the proposed R-COM/R-IND plan districts potential trip generation is substantially greater than it would be under the current AF-5 District. Under the proposed plan designations, the site would potentially generate up to 249 additional trips/day.
5. Even with the forecasted increase in trip generation, no changes in functional classification for Seghers Road or Highway 47 are proposed or required in order to accommodate the proposed plan amendment. Traffic volumes on Seghers Road will remain well within the range for local streets. Furthermore, the plan amendment will not affect the standards implementing the functional classification system as set forth in Policy 10.0 of the County's 2020 Transportation Plan.
6. Outside of the UGB, there is generally an excess of available capacity. This is true for the affected roadways (Seghers Road and Highway 47) and no significant effect on capacity would result from the plan amendment at present or at the planning horizon (year-2028 was used in the traffic analysis).
7. The applicant's traffic analysis also considers operational safety for the roadways immediately affected by the proposal. Based on the safety analysis performed by the applicant's traffic engineer, no mitigation appears to be required in order to accommodate uses that could be allowed under the proposed R-COM/R-IND plan designations. Staff notes that ODOT did not provide comments about the applicant's traffic analysis and the proposed plan amendment. If the plan amendment is approved, ODOT will have the opportunity to comment on the development application if it has concerns about the use.
8. Based upon the facts outlined above, staff concludes that the proposal is consistent with the identified function, capacity, and level-of-service for affected transportation facilities, consistent with Section 0060 of the Oregon Transportation Planning Rule.

C. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to seven policies from the County's 2020 Transportation Plan, which are addressed below.

1.0 TRAVEL NEEDS POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.

STAFF: As previously stated in this report, the proposed plan amendment is not anticipated to have a detrimental impact on the capacity or level of service on transportation facilities. The proposal therefore does not conflict with Policy 1.0.

2.0 SYSTEM SAFETY POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION SYSTEM THAT IS SAFE.

STAFF: Any traffic safety impacts associated with future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code (CDC) and Resolution and Order 86-95 which implement Policy 2.0. Compliance with Policy 2.0 will therefore be maintained.

Should this plan amendment be approved, a development application will be submitted, at which time the applicable traffic safety standards in the CDC would be applied. In addition, Highway 47 is a state highway that is under the jurisdiction of ODOT. This request has been submitted to ODOT but comments were not provided from ODOT. ODOT will have another opportunity to submit comments during the development review process. Based on the above facts, staff believes this request is consistent with Policy 2.0.

4.0 SYSTEM FUNDING POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO AGGRESSIVELY SEEK ADEQUATE AND RELIABLE FUNDING FOR TRANSPORTATION FACILITIES AND SERVICES, AND TO ENSURE THAT FUNDING IS EQUITABLY RAISED AND ALLOCATED.

STAFF: No detrimental impacts to system capacity are anticipated as a result of the proposed plan amendment because the increase in projected trips is relatively modest and substantial available capacity exists on the affected roadways.

5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO EFFICIENTLY IMPLEMENT THE TRANSPORTATION PLAN AND TO EFFICIENTLY MANAGE THE TRANSPORTATION SYSTEM

STAFF: As found elsewhere in this report, significant impacts on capacity or roadway safety are not anticipated under the proposed plan designations. The proposal is therefore consistent with Policy 5.0 since there will be no appreciable change in travel demand as a result of the plan amendment.

6.0 ROADWAY SYSTEM POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT THE ROADWAY SYSTEM IS DESIGNED IN A MANNER THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS OF THE TRANSPORTATION SYSTEM.

STAFF: Since the proposed plan amendment will not result in a significant increase in trips or travel demand, it will not degrade the planned motor vehicle performance measures set forth in the strategies for implementation of Policy 6.0. The proposal is therefore consistent with Policy 6.0.

10.0 FUNCTIONAL CLASSIFICATION POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THE ROADWAY SYSTEM IS DESIGNED AND OPERATES EFFICIENTLY THROUGH USE OF A ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM.

STAFF: The proposed plan amendment will not affect the Functional Classification of either Highway 47 or Sehgers Road nor result in land uses that are inconsistent with those identified in the Transportation Plan. Although none are associated with this proposal, any new access or changes in access are required to comply with the applicable access requirements found in CDC Article V; such compliance ensures that the functional integrity and roadway safety are maintained.

19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN PLANNING PROCESSES.

STAFF: Policy 19 provides that all plan amendments be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (OAR 660-012-0060). This request has been reviewed and determined to be consistent with the applicable provisions of the Transportation Planning Rule (see findings in Section B., above). It is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal (AF-5 to R-COM/R-IND) will not "significantly affect" a transportation facility as defined in OAR 660, Division 12. Under the proposed R-COM and R-IND plan designations, the identified function, capacity, and level-of-service for affected transportation facilities will be maintained, consistent with adopted transportation plans. The proposal is also consistent with all of the applicable Washington County 2020 Transportation Plan policies as discussed in Section C. of this report.

June 9, 2010

**TRANSPORTATION REPORT
FOR
CASEFILE NO. 10-092-PA**

Applicant: Larry Williams c/o Matt Newman, NW Engineers LLC
Location: At the NW corner of State Hwy 47 and Seghers Rd., approximately 2 miles north of Gaston
Tax Map/Lot: 1S4 23 Tax Lots 2301 (13.3 ac.) and 2303 (1.85 ac.)
Total Site Size: 15.16 acres

Staff has reviewed this request for compliance with the applicable Oregon Transportation Planning Rule requirements and the Washington County 2020 Transportation Plan policies and submits the following findings and recommendations.

FINDINGS

A. General:

1. The subject site includes two contiguous tax lots that are presently designated as AF-5 (Agriculture and Forest, 5 acres). The proposed plan amendment would designate all of tax lot 2303 and 9.8 acres (approximately 74%) of tax lot 2101 to Rural Industrial (R-IND) and the remainder of tax lot 2101 (3.5 acres) to Rural Commercial (R-COM).
2. The site supports an existing business (Williams Fuel) that provides a retail outlet for various resource-based products such as root stock, landscape supplies, bark dust, sand, gravel and rock, mulch/compost and related materials. Nine hundred square feet of an existing 5,184 square foot building is used for retail sales.
3. The existing retail and commercial uses on the subject property are not permitted under the AF-5 plan designation but may be permitted under the proposed plan designations. If the plan amendment is approved, the property owner will be required to obtain development review approval by demonstrating that the use of the site complies with the applicable requirements of the R-IND and R-COM plan designations.
4. Access to the site is from an existing driveway located off Seghers Road, a county rural local street, just west of its intersection with Highway 47. Highway 47 is state highway that is classified as an arterial; it is under the jurisdiction of ODOT. No new access is proposed or implied through this plan amendment request.
5. The following standards are applicable to this request and are addressed in this staff report:

- a. OAR 660, Division 12, Oregon Transportation Planning Rule:
Section 0060 - Plan and Land Use Regulation Amendments
- b. Washington County 2020 Transportation Plan Policies:
 - 1.0 Travel Needs Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Plan Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification Policy
 - 19.0 Transportation Planning Coordination and Public Involvement Policy

B. Oregon Transportation Planning Rule

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system to determine whether the proposal will 'significantly affect' the planned transportation system in the area. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' a transportation facility if it does any of the following:
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes standards implementing a functional classification system;
 - Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or
 - Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.
2. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a 'reasonable worst-case development' of a site under current and proposed land use designations. Plan amendment requests may be for designations that permit more intensive land uses with greater trip generation potential. In such cases, applicants are typically required to submit traffic analyses that have been prepared by licensed traffic engineers in order to help evaluate the potential affects of proposed plan amendments on transportation facilities.
3. The proposed plan amendment application includes a comparative traffic analysis, prepared by a licensed traffic engineer, that evaluates potential trip generation for reasonable 'worst case' development scenarios under the existing and proposed land use designations. For the purposes of the plan amendment traffic analysis, the existing use of the site as a commercial/retail business cannot be assumed as this use is not permitted in the AF-5 land use district. Consequently the applicant's

traffic analysis assumes only those uses that may be allowed under the existing AF-5 plan designation.

4. Staff has reviewed the traffic analysis that was prepared by the applicant's traffic engineer and concurs with the analysis and conclusions presented. Under the proposed R-COM/R-IND plan districts potential trip generation is substantially greater than it would be under the current AF-5 District. Under the proposed plan designations, the site would potentially generate up to 249 additional trips/day.
5. Even with the forecasted increase in trip generation, no changes in functional classification for Seghers Road or Highway 47 are proposed or required in order to accommodate the proposed plan amendment. Traffic volumes on Seghers Road will remain well within the range for local streets. Furthermore, the plan amendment will not affect the standards implementing the functional classification system as set forth in Policy 10.0 of the County's 2020 Transportation Plan.
6. Outside of the UGB, there is generally an excess of available capacity. This is true for the affected roadways (Seghers Road and Highway 47) and no significant effect on capacity would result from the plan amendment at present or at the planning horizon (year-2028 was used in the traffic analysis).
7. The applicant's traffic analysis also considers operational safety for the roadways immediately affected by the proposal. Based on the safety analysis performed by the applicant's traffic engineer, no mitigation appears to be required in order to accommodate uses that could be allowed under the proposed R-COM/R-IND plan designations. Staff notes that ODOT did not provide comments about the applicant's traffic analysis and the proposed plan amendment. If the plan amendment is approved, ODOT will have the opportunity to comment on the development application if it has concerns about the use.
8. Based upon the facts outlined above, staff concludes that the proposal is consistent with the identified function, capacity, and level-of-service for affected transportation facilities, consistent with Section 0060 of the Oregon Transportation Planning Rule.

C. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to seven policies from the County's 2020 Transportation Plan, which are addressed below.

1.0 TRAVEL NEEDS POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.

STAFF: As previously stated in this report, the proposed plan amendment is not anticipated to have a detrimental impact on the capacity or level of service on transportation facilities. The proposal therefore does not conflict with Policy 1.0.

2.0 SYSTEM SAFETY POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION SYSTEM THAT IS SAFE.

STAFF: Any traffic safety impacts associated with future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code (CDC) and Resolution and Order 86-95 which implement Policy 2.0. Compliance with Policy 2.0 will therefore be maintained.

Should this plan amendment be approved, a development application will be submitted, at which time the applicable traffic safety standards in the CDC would be applied. In addition, Highway 47 is a state highway that is under the jurisdiction of ODOT. This request has been submitted to ODOT but comments were not provided from ODOT. ODOT will have another opportunity to submit comments during the development review process. Based on the above facts, staff believes this request is consistent with Policy 2.0.

4.0 SYSTEM FUNDING POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO AGGRESSIVELY SEEK ADEQUATE AND RELIABLE FUNDING FOR TRANSPORTATION FACILITIES AND SERVICES, AND TO ENSURE THAT FUNDING IS EQUITABLY RAISED AND ALLOCATED.

STAFF: No detrimental impacts to system capacity are anticipated as a result of the proposed plan amendment because the increase in projected trips is relatively modest and substantial available capacity exists on the affected roadways.

5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO EFFICIENTLY IMPLEMENT THE TRANSPORTATION PLAN AND TO EFFICIENTLY MANAGE THE TRANSPORTATION SYSTEM

STAFF: As found elsewhere in this report, significant impacts on capacity or roadway safety are not anticipated under the proposed plan designations. The proposal is therefore consistent with Policy 5.0 since there will be no appreciable change in travel demand as a result of the plan amendment.

6.0 ROADWAY SYSTEM POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT THE ROADWAY SYSTEM IS DESIGNED IN A MANNER THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS OF THE TRANSPORTATION SYSTEM.

STAFF: Since the proposed plan amendment will not result in a significant increase in trips or travel demand, it will not degrade the planned motor vehicle performance measures set forth in the strategies for implementation of Policy 6.0. The proposal is therefore consistent with Policy 6.0.

10.0 FUNCTIONAL CLASSIFICATION POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THE ROADWAY SYSTEM IS DESIGNED AND OPERATES EFFICIENTLY THROUGH USE OF A ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM.

STAFF: The proposed plan amendment will not affect the Functional Classification of either Highway 47 or Sehgers Road nor result in land uses that are inconsistent with those identified in the Transportation Plan. Although none are associated with this proposal, any new access or changes in access are required to comply with the applicable access requirements found in CDC Article V; such compliance ensures that the functional integrity and roadway safety are maintained.

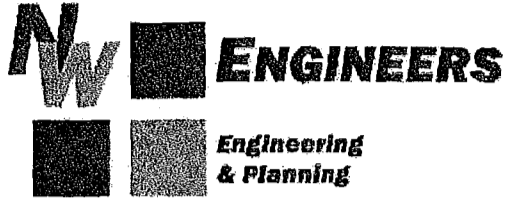
19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN PLANNING PROCESSES.

STAFF: Policy 19 provides that all plan amendments be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (OAR 660-012-0060). This request has been reviewed and determined to be consistent with the applicable provisions of the Transportation Planning Rule (see findings in Section B., above). It is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal (AF-5 to R-COM/R-IND) will not "significantly affect" a transportation facility as defined in OAR 660, Division 12. Under the proposed R-COM and R-IND plan designations, the identified function, capacity, and level-of-service for affected transportation facilities will be maintained, consistent with adopted transportation plans. The proposal is also consistent with all of the applicable Washington County 2020 Transportation Plan policies as discussed in Section C. of this report.



NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124
Phone (503) 601-4401
Fax (503) 601-4402
Email inbox@nw-eng.com
Website www.nw-eng.com

May 12, 2010

Washington County Dept. of Land Use & Transportation
Planning
Attn: Anne Elvers
155 N. First Avenue, Suite 350
Hillsboro, Oregon 97124

RE: Williams Plan Amendment
Casefile 10-092-PA

Dear Ms. Elvers:

NW Engineers represents Williams Fuel regarding this Plan Amendment. On behalf of Sarah Williams, we request continuance of the hearing scheduled for May 19, 2010 to the June 16, 2010 hearing before the Planning Commission. This is requested to allow time to meet with staff regarding the application and respond to some of their comments and provide additional findings in support of the application.

If you have any questions, please call me at 503.601.4401.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Newman'.

Matt Newman
Planning Manager
NW Engineers, LLC



WASHINGTON COUNTY
OREGON

May 12, 2010

To: Planning Commission

From: Brent Curtis, Planning Manager

BC
5/12/10

RE: Case File 10-092-PA
Larry Williams, Applicant

Staff recommends that the Planning Commission continue the public hearing for this application until June 16, 2010 so that staff can meet with the applicant to clarify certain aspects about the request and application materials. The applicant is not opposed to the continuance.

A staff report and any new application material will be provided to the Planning Commission prior to the June 16th hearing.

S:\PLNG\WPSHARE\Plan Amendments\Casfiles\2010\10-092-PA Williams\Reports\Continuance_to_6-16-10.doc

Department of Land Use & Transportation • Long Range Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
ROOM 350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 846-3519 fax: (503) 846-4412
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NOTICE OF PUBLIC HEARING

PROCEDURE TYPE III

CPO: 11

COMMUNITY PLAN: Rural/Natural Resource

EXISTING LAND USE DISTRICT:
Agriculture and Forest (AF-5)

PROPOSED PLAN AMENDMENT:

Comprehensive plan amendment from Agriculture and Forest - 5 Acre District (AF-5) to Rural Commercial (R-COM) and Rural Industrial (R-IND).

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: **Wednesday, May 19, 2010 at 7:30 PM** in the auditorium of Washington County Public Services Building, 155 North First, Hillsboro, Oregon.

All interested persons may appear and provide written or oral testimony (written testimony may be submitted prior to a hearing). Only those making an appearance of record shall be entitled to appeal. The public hearings will be conducted in accordance with the rules of procedure as adopted by the Board of County Commissioners. Reasonable time limits will be imposed.

Assistive Listening Devices are available for persons with impaired hearing and can be scheduled for this meeting by calling (503) 846-8611 (voice) or (503) 846-4598 (TDD-Telecommunications Devices for the Deaf) no later than 5:00 p.m. on the day before the meeting. The County will also upon request endeavor to arrange for the following services to be provided: qualified sign language interpreters for persons with speech or hearing impairments, and qualified bilingual interpreters. Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the County of your need by 5:00 p.m. on the Monday preceding the meeting date.

FOR FURTHER INFORMATION, PLEASE CONTACT:

Anne Elvers, Associate Planner

AT THE WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION, (503) 846-3519.

CASE FILE NO.: 10-092-PA

APPLICANT & OWNER:

Larry Williams
44975 SW Seghers Road
Gaston OR 97119

APPLICANT'S REPRESENTATIVE:

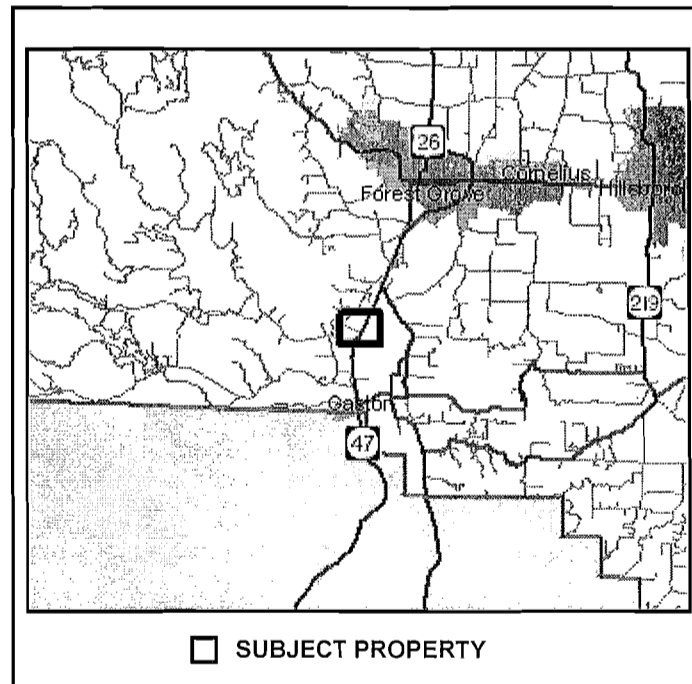
NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro OR 97124

CONTACT PERSON: Matt Newman, 503-601-4401

PROPERTY DESCRIPTION:

ASSESSOR MAP NO: 1S4 23
TAX LOT NOS: 2301 & 2303
SITE SIZE: Total 15.16 Acres
ADDRESS: 44975 and 45095 SW Seghers Rd, Gaston, 97119
LOCATION: At the northwest corner of SW Highway 47 and SW Seghers Road

AREA MAP



NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:

ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

All interested persons may appear and provide written or oral testimony (written testimony may be submitted prior to the hearing but not after the conclusion of the hearing). Only those making an appearance of record (those presenting oral or written testimony) shall be entitled to appeal. Failure to raise an issue in the hearing, in person or by letter, or failure to provide sufficient specificity to afford the Review Authority (Planning Commission and/or Board of County Commissioners) an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA) based on the issue.

The public hearing will be conducted in accordance with the following rules of procedure as adopted by the Board of County Commissioners. Reasonable time limits may be imposed.

RULES OF PROCEDURE

1. The staff will summarize the applicable substantive review criteria.
2. A summary of the staff report is presented.
3. The applicant's presentation is given.
4. Testimony of others in favor of the application is given.
5. Testimony of those opposed to the application is given.
6. Applicant's rebuttal testimony is given.

Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing. Such an extension shall be subject to the limitations of ORS 215.428 or 227.178.

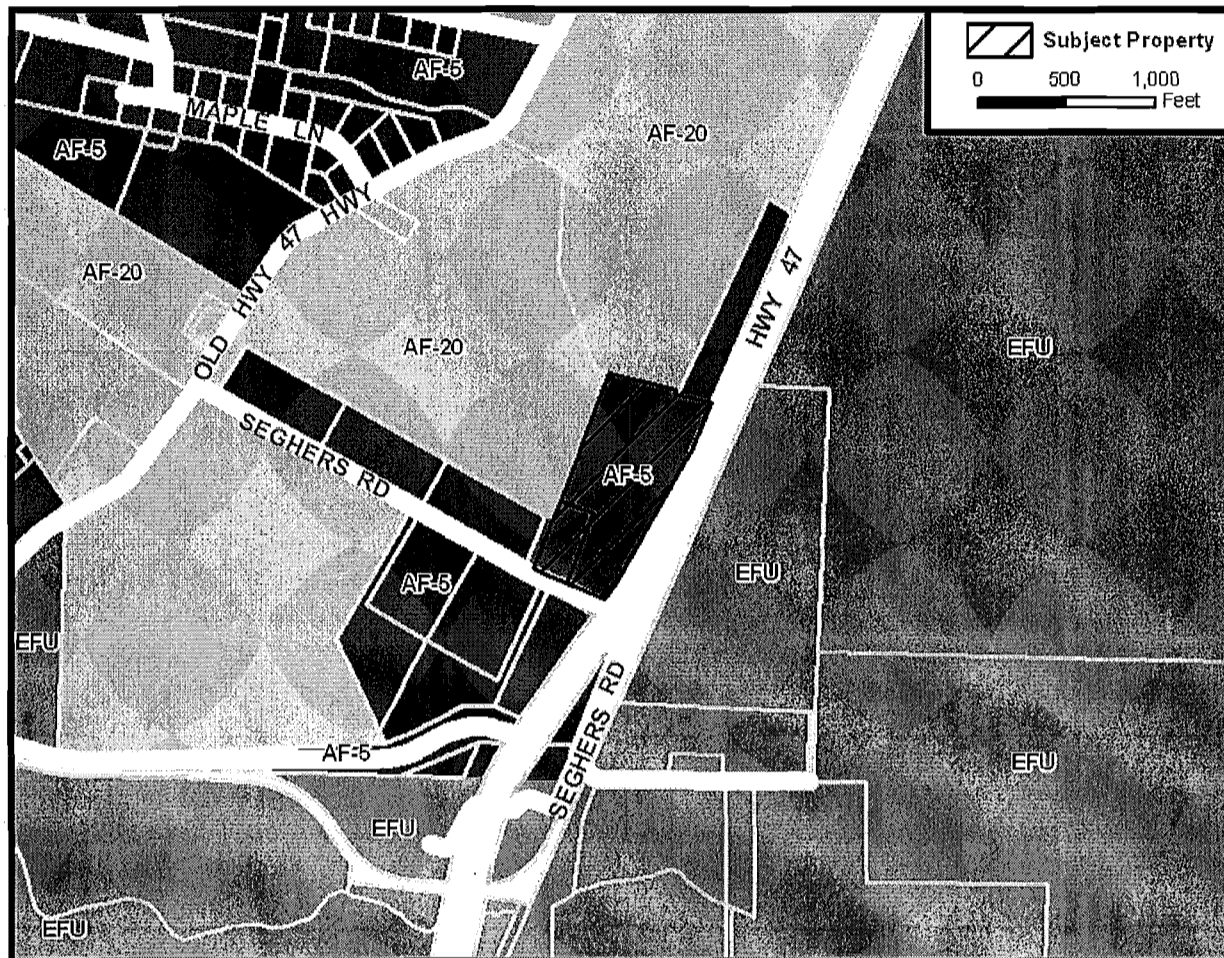
When the Review Authority reopens a record to admit new evidence or testimony, any person may raise new issues which relate to the new evidence, testimony or criteria for decision-making which apply to the matter at issue.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost at the Department of Land Use and Transportation. A copy of this material will be provided at reasonable cost.

A copy of the staff report will be available for inspection at no cost at the Department of Land Use and Transportation at least seven days prior to the hearing. A copy of the staff report will be provided at reasonable cost.

For further information, please contact Anne Elvers, Associate Planner, Department of Land Use and Transportation, at (503) 846-3519.

Tax Map/Lot Number: 1S4 23, Tax Lots 2301 & 2303
 Case File Number: 10-092-PA



Applicable Land Use Districts:

- AF-5 Agriculture and Forest - 5 Acre District
- R-COM Rural Commercial District
- R-IND Rural Industrial District

Applicable Goals, Policies & Regulations:

- A. LCDC Statewide Planning Goals 1, 2, 3, 9, 11, 12 and 14
- B. Washington County Rural/Natural Resource Plan Policies 1, 2, 6, 8, 14, 18, 19, 20, 21, 22, and 23
- C. Washington County Community Development Code
 Article II, Procedures
 Article III, Sections 348, 352 and 354
 Article IV, Section 430
- D. OAR 660-012-0060, 660-014, 660-015, and 660-022
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 19



NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124
Phone (503) 601-4401
Fax (503) 601-4402
Email inbox@NW-Eng.com
Website www.nw-eng.com

APPLICANT'S STATEMENT

For

Williams Fuel Comprehensive Plan Amendment

REQUEST

Comprehensive Plan Amendment to remove the AF-5 designation
on two parcels totaling 15.16 acres and designating
3.50 acres to R-COM and 11.66 acres R-IND

OWNER/APPLICANT

Larry Williams
44975 SW Seghers Road
Gaston, Oregon 97119

PLANNER

Matt Newman
NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124

LEGAL DESCRIPTION

Tax Map 1S4 23, Tax Lots 2301 & 2303
Washington County, Oregon

**“WILLIAMS FUEL COMPREHENSIVE PLAN AMENDMENT
AF-5 to R-COM & R-IND”**

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1	DEVELOPMENT APPLICATION FORM
2	APPLICANT'S STATEMENT
3	EXHIBITS



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
ROOM 350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 846-3519

CASEFILE NO. 10-092-PA

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: 11
COMMUNITY PLAN: Rural/Natural Resource
EXISTING LAND USE DISTRICT(S): AF-5

APPLICANT NAME AND ADDRESS:

Larry Williams
44975 SW SEGBERS RD
CASTON, OR 97119

APPLICANT'S REPRESENTATIVE AND ADDRESS:

NIW Engineers - NIW ENGINEERS
19075 NW Tansborough Dr.
Hillsboro, OR 97124

OWNER'S NAME AND ADDRESS:

Applicant

APPLICANT PHONE: NIW Engineers 503-601-4401

OWNER PHONE: 503-357-6730

ALSO NOTIFY:

PROPERTY DESCRIPTION

ASSESSOR MAP NO(S): 154 23
TAX LOT NO(S): 2301 & 2303
SITE SIZE: 15.16 ac
ADDRESS: 44975 SW SEGBERS RD CASTON 97119
LOCATION: SW HWY 219

PROPOSED PLAN AMENDMENT: Remove the Agriculture and Forest (AF-5) District plan designation on two parcels and designate 2.50 acres of the property Rural Commercial (R-com) District and 11.66 acres of the property Rural Industrial (R-Ind).

DATE OF PRE-APPLICATION CONFERENCE:
(Attach copy of summary) 11-13-07

STAFF MEMBER: Aisha Wilk

EXISTING USE OF THE SITE: William Fuel - Retail Landscape, barkdust storage and distribution

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:

N/A

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY: zone change request - 2004-08 - denied

WE, THE UNDERSIGNED HEREBY AUTHORIZE THE FILING OF THIS APPLICATION AND CERTIFY THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS COMPLETE AND CORRECT TO THE BEST OF OUR KNOWLEDGE.

Larry Williams
 OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

NOTES:

- THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 106-14B.
- IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.

- THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.



NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124
Phone (503) 601-4401
Fax (503) 601-4402
Email inbox@nw-ng.com
Website www.nw-eng.com

March 30, 2010

APPLICANT'S STATEMENT

APPLICANT/OWNER: Larry Williams
44975 SW Seghers Road
Gaston,, Oregon 97119

APPLICANT'S REPRESENTATIVE: Matt Newman
NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, Oregon 97124

REQUEST: Comprehensive Plan Amendment to remove the AF-5 designation on two parcels totaling 15.16 acres and designating 3.50 acres to R-COM (Rural Commercial), and 11.66 acres R-IND (Rural Industrial).

SITE LEGAL DESCRIPTION: Tax Lots 2301 and 2303; Tax Map 1S4 23
Washington County, Oregon

SIZE: 15.16 Acres +/-

LOCATION: 44975 SW Seghers Road
Gaston,, Oregon 97119

LAND- USE DISTRICT: AF-5

COMMUNITY PLAN: Rural Natural Resource

I. **APPLICABLE REGULATIONS**

- A. LCDC
 - Goal 1 Citizen Involvement
 - Goal 2 Land Use Planning
 - Goal 3 Agricultural Lands
 - Goal 9 Economy of the State
 - Goal 11 Public Facilities and Services
 - Goal 12 Transportation
 - Goal 14 Urbanization

- B. Oregon Administrative Rules (OAR)
 - 660-012-0060 Transportation Plan and Land Use Amendments
 - 660-014-0000 Purpose of New Urban Development on Rural Lands
 - 660-014-0030 Rural Lands Irrevocably Committed to Urban Levels of Development
 - 660-014-0040 Establishment of New Urban Development on Rural Lands
 - 660-015-0000 Statewide Planning Goals
 - 660-022-0030 Planning and Zoning of Unincorporated Communities

- C. Washington County Comprehensive Plan

- D. Rural/Natural Resource Community Plan
 - Policy 1: The Planning Process
 - Policy 2: Citizen Involvement
 - Policy 6: Water Resources
 - Policy 8: Natural Hazards
 - Policy 14: Plan Designations
 - Policy 18: Rural Lands
 - Policy 19: Rural Residential Development
 - Policy 20: Rural Commercial Development
 - Policy 21: Rural Industrial Development
 - Policy 22: Public Facilities and Services
 - Policy 23: Transportation

- E. Washington County Transportation Plan
 - 1.0 Travel Need Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Plan Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification
 - 19.0 Transportation Planning Coordination and Public Involvement Policy

F. 2009 Washington County Community Development Code:

Section 202-3	Type III Procedure
Section 348	Agricultural and Forest District, AF-5
Section 352	Rural Commercial District Standards, R-COM
Section 354	Rural Industrial District Standards, R-IND
Section 430-57	Heavy Industrial Uses

II. **AFFECTED JURISDICTIONS**

Water:	Hillsboro Water Department
Drainage:	Washington County Dept. of Land Use & Transportation
Erosion Control:	Washington County
Fire Protection:	Forest Grove Rural Fire Protection District
Police Protection:	Washington County Sheriff
Streets:	Washington County Dept. of Land Use & Transportation
Water Quality/Quantity:	Washington County

III. **INTRODUCTION**

The purpose of this application is to amend the Washington County Comprehensive Plan Map to remove the AF-5 designation on two parcels totaling 15.16 acres and designating 3.50 acres to R-COM (Rural Commercial), and 11.66 acres R-IND (Rural Industrial), for land comprising Tax Lots 2301 and 2303, Map 1S4-23. The property is located at the northwest corner of SW Highway 47 and SW Seghers Road (See Exhibit 1).

Rural Commercial Designated Area – Tax Lot 2301 (partial)

The proposed 3.50 acres R-COM designated area is located at the site's southeast corner and includes only a portion of Tax Lot 2301 which totals 13.30 acres. Williams Fuel currently operates the business on the property as it has done so since 1946. This Comprehensive Plan Amendment provides the appropriate land use designation of the business. Current uses on the R-COM portion of the property include a retail landscape supply center, wholesale bark dust storage and sales, nursery stock, and part of the mushroom composting area and sawdust storage. The landscape supply center products include bark dust, fertilizers, decorative stone pavers, sand, gravel & rock, timber elements, root stock and nursery stock. A 72-ft. x 72-ft., 5,184 sq. ft. building is located in the center of the R-COM site housing storage, business office, maintenance shop and retail store. Although this building is larger than the 3,500 sq. ft. Goal 14 limit for enclosed uses in the District, the scale of this building is clearly rural in nature and could not reasonably accommodate urban-scale uses. Therefore, the applicant is not requesting an Exception to Goal 14 and agrees to a condition which limits any future building to 5,000 sq. ft. in the District (assuming the existing building is demolished – See Exhibit 2).

Rural Industrial Designated Area – Tax Lot 2303 & 2301 (partial)

The proposed 11.66 acres R-IND designated area includes all of the 1.86-acre Tax Lot 2303 (to the west of the retail center), and the remaining 9.90 acres of Tax Lot 2301 (to the north). Tax Lot 2303 includes the Williams single-family residence totaling 2,326 sq. ft., an 800 sq. ft. shed and yard. The

applicant has included this property in the Plan Amendment because it would be the most efficient use of land in the long run. The applicant understands that the existing residence will be “nonconforming” once R-IND is designated on the property. For this reason, the applicant agrees to apply for a Type I “caretaker residence” pursuant to Section 354-2.1.A, once the designation is complete.

The remainder of Tax Lot 2301 contains the old mill pond, a drainage way, pasture, nursery stock, lumber mill by-product screening/separating operation area, and the remainder of the mushroom composting area and sawdust storage. This lumber mill by-product screening/separating operation area is land-extensive requiring approximately 5-acres of the R-IND District. Additionally, this operation, especially the mushroom compost, produces significant odors not compatible with urban uses and are most appropriate far from the UGB. Products produced on this portion of the property are primarily sold to large commercial customers outside the UGB including dairies, horse boarding facilities, nurseries, vineyards and other businesses. A full description of the business operation is provided in Exhibit 20. In summary, Williams Fuel has provided a necessary service to lumber mills (with the removal and re-use of their by-products), and retail/wholesale service to primarily rural customers of landscape materials, firewood, bark, compost and other products for more than 50 years. The location of Williams Fuel is integral with its proximity to Stimson Mill as well as a convenient location to serve rural customers in Washington and Yamhill Counties. Finally, there are no alternative locations inside the UGB for this use due to negative impacts created by the mushroom composting operation and resulting greater transportation costs for servicing Stimson Mill.

Purpose of Plan Amendment

The reason for this Plan Amendment is to allow some retail sales on the R-COM portion and processing of forest, mineral and agricultural products on the R-IND portion of the property. Williams Fuel requires approval of this Plan Amendment to continue the business and remove its non-conforming status. This will also allow limited upgrades to the existing building which is currently “red-flagged” by Washington County, including an approved septic system, bathroom facilities and office & ADA improvements. Future business planning would be very difficult without approval of this plan amendment. Financial institutions that make future loans for the business and property will generally require R-COM and R-IND designations (and removal of the “red-flag”). The retail portion with R-COM designation could not exist without storage and manufacturing on the balance of the property with R-IND designation.

Property History

This property was originally acquired by Mr. Williams' father, Lawrence F. Williams. Development on the property consisted of a farm house and agricultural buildings as a part of a general farming and hog operation. A small pond located at the northwest corner of the site was used for a small log milling operation in the 1930's. The pond is currently in use as a water source for cattle and nursery stock.

In 1968 Lawrence F. Williams, applied for a zone change (ZC 94-68) from F-1 to M-3 and C-2. After hearing the request, the Washington County Planning Commission recommended a M-3 designation be approved, but the C-2 designation requested by Mr. Williams, denied. Washington County Staff recommended denial of both requests. The Board of County Commissioners reviewed this application on September 24, 1968. No one appeared in opposition to the request. The Zone

change request from F-1 to M-3 and C-2, however, was unfortunately denied by the County Board on a vote of 4-0. This action was recorded in Resolution and Order 68-342.

As a part of the initial agricultural operation on this property, Mr. Williams salvaged waste materials from nearby lumber mills and used these materials as fuel for their farming operation. In the course of securing and using this fuel, Mr. Williams obtained quantities of waste and salvage well beyond what could be utilized by his own agricultural operation. As a result, he started selling the surplus to other agricultural and nearby residential users. This, in essence, became a service whereby the waste of one resource based industry could be used as a means of heat and energy for agricultural and residential uses. This activity has grown steadily since the late 1960's. Over the years, bark dust, chips, gravel, stone and other landscape supply products have been added, as well as the commercial nursery sales. Recently, the Williams Fuel operation has expanded to include the propagation of root stock which is sold on a wholesale basis to regional and international nurseries. Currently the business has expanded to include the composting and bark products which are in great demand for large rural customers.

Current Uses

Williams Fuel currently sells plant materials and other sundry items generally associated with landscape supply businesses. Other uses on the site includes 8-10 head of cattle on the pasture portion of the property (north side). This operation utilizes the manure as part of his natural fertilizer sales. The original farm house on the property was removed in the mid-1970s. A portion of the main hog barn was demolished for construction of the new alignment of Highway 47 prior to the Williams' acquiring the property. The remaining portion of the main hog barn burned to the ground in October, 1987. A barn like structure was built on the property in 1979. This 5,184 sq. ft. building described above and shown on Exhibit 3, includes area for storage, business office, maintenance shop and retail store. Uses in the storage-portion of the building include storage for certain landscape materials, and a packing room and cooler area for the packing, storage and shipping of root stock materials.

The use of this property over the past 40 years has transformed from an agricultural use utilizing the waste products of a natural resource industry to a business which collects and utilizes materials from forest and agricultural activities and resells these materials to end users. The majority of the materials handled by Williams Fuel at this location are collected from nearby processors, assembled at this location and sold to the general public in this portion of the County. The primary new commercial use, however, is the storage and distribution of bark and mushroom compost to commercial customers such as horse stables, nurseries and vineyards. Many of the Williams Fuel retail customers are located on smaller developed land parcels along both the old and new alignments of Highway 47 between Forest Grove and Gaston (See Aerial Photo and Site Plan - Exhibits 2 & 3).

Significant Natural Resources and Flood Plain

The northern portion of the subject site is within the 100-year flood plain with O'Neil Creek which flows in the easterly direction to the Tualatin River. This is also identified as *water areas and wetlands* on the Rural Natural Resource Plan (See Exhibit 10). As noted above, this area is farmed with nursery stock with the former log pond used as a water supply. There is also a small undefined drainage way along the westerly side flowing in a north/northeasterly direction to the logging mill pond. This pond is identified on the National Wetland Inventory, as noted on Exhibit 7. Although it is

not identified on the Inventory, the drainage may also have associated jurisdictional wetlands. The Division of State Lands would likely take jurisdiction to the wetland associated with the drainage way. This is likely since the drainage way eventually flows into O'Neil Creek and , therefore, it is part of a large jurisdictional system. No alteration to the flood plain, significant natural resource or potential wetland is proposed at this time. Should the applicant choose to expand the intensity of the business near the flood plain or resource, appropriate mapping and permitting will be necessary.

Approximately 1/4 mile south of the subject site is Scoggins Creek and Slough, which likewise flow in an easterly direction to the Tualatin River. O'Neil Creek joins the Tualatin River at Milepost 59 and Scoggins Creek at Milepost 60. The southern part of the site where the other activities are located is elevated above the 100-year flood plain. Elevations on the property range from approximately 215 feet above sea level along SW Seghers Road and in the area occupied by buildings in the center of the site, then slopes down to the north/northeast to an elevation of approximately 170 feet above sea level (See Exhibits 7 & 10).

Soils

The subject site contains two major soils groups, Helvetia Silt Loam and McBee Silty Clay Loam. The Helvetia Silt Loams on the site range from 2% to 20% in slopes with slight to moderate erosion hazard. The McBee Series in the northeast portion of the site is comprised of nearly level soil associated with larger streams such as the Tualatin River. Run-off on the McBee soils is slow and the hazard of erosion is slight. Flooding, however, is frequent.

The Helvetia Silt Loams ranging from 2% to 12% slopes and the McBee Silty Clay Loam are classified as agricultural Capability Unit IIe-2 and IIw-4, respectively. The Helvetia Silty Loam 12% to 20% slope series is agricultural Capability Unit IIIe-5. Although these soils are suitable agricultural soils, this area has been included as an exception in the County's Comprehensive Land Use designations and is, therefore, exempt from the provisions and requirements of the EFU district (See Exhibit 8).

Surrounding Land Uses

Surrounding land uses are predominantly agricultural in nature with a scattering of single-family residences. The properties extending to the north and west of the subject site are designated AF-20 and AF-5. Property to the south is designated AF-5 and property to the east across Highway 47 is located in the EFU District. Refer to Exhibits 2 & 4 for land uses (an * is provided to identify homes). A more detailed description of surrounding uses is as follows:

East: All nearby properties to the east are designated EFU District. There are several large farm properties to the east and northeast – most of which is impacted by the 100-year flood plain. These include Tax Lots 1S4 23 2400, 1S4 24 601 & 1S4 25 400. There are approximately six homes on small tax lots to the southeast with access from SW Seghers Road. These homes are on properties associated with farm uses on the larger adjacent properties mentioned above. All appear to be above the flood plain and are separate by a minimum 750-ft. from the site (for the closest residence) and more than 1,000-ft. from the majority of the homes.

South: Properties directly south of the site and north of SW Scoggins Valley Road are designated AF-5 District. Several of the properties contain a residence (as noted with an * on Exhibit 4). These include Tax Lots 1S4 23 1701, 1702, 1704, and 2304. To the immediate southeast are two additional small residential parcels, also in the AF-5 District. The nearest homes are less than 500-

ft. from the site. These parcels appear not to have a commercial farm uses associated with them (except small hay fields). All of these properties are above the 100-year flood plain.

East: There are two large farm properties and one small one with homes to the east located in the AF-20 District. These tax lots include 1S4 23 1700, 1901 and 2000 (small residential parcel). The two large properties appear to be commercial farms with grain crops or grass seed similar to the farm uses on the east side of Highway 47. The nearest residence is more than 1500 ft. from the site. There are also three small parcels with homes adjacent to the east in the AF-5 District. These include 1S4 23 1900, 1902 & 1903. The nearest residence is more than 500-ft. from the site. Limited farm uses on these parcels include small hay fields. All properties to the east are also above the 100-year flood plain.

North: One large farm property and one small tax lot are located north of the site. These include 1S4 23 602 and 2000. A portion of both properties are within the 100-year flood plain. There is a residence associate with the large parcel, also approximately 1,500 ft. from the site (Tax Lot 1S4 23 602). Again the farm use associated with this parcel are grain crops or grass seed.

All of the above residences and farm uses have existed and operated adjacent to Williams Fuel for many years without noticeable impacts to accepted farm practices. Neither have there been complaints regarding the operation with respect to noise, safety or odor.

TRAFFIC ANALYSIS

The following are summary points contained in the Traffic Report on pages 3 and 4 of the Executive Summary, pages 21 and 25 in the body of the report, and pages 28 and 29 of the Conclusions and Recommendations:

1. The proposed Plan Amendment will result in a net increase of approximately 26 new vehicle trips during the morning peak hour and 34 vehicle trips during the evening peak hour. This is based on a reasonable worst case development scenario of a 35,000 square foot manufacturing facility with a R-IND Plan Designation (ITE Land Use Code 140), and a 6000 square foot nursery with a R-COM Plan Designation (ITE Land Use Code 817). The estimated increase in daily traffic volume for the proposed Plan Amendment to R-IND and R-COM is 249 net new vehicle trips during a typical day.
2. The intersection of Highway 47 and SW Seghers Road is not projected to meet traffic signal or left-turn land warrants through the year 2028 either with or without the additional traffic from the proposed plan amendment. No left-turn lanes nor traffic signal installations are recommended.
3. Based on a speed study, sight distance is adequate, for the SW Seghers Road access into the subject property and at the intersection of Highway 47 and SW Seghers Road.
4. The Highway 47 and SW Seghers Road intersection is currently adequate to accommodate this proposed plan amendment. In the year 2028, the intersection will still be adequate with or without this Plan Amendment. No capacity mitigations are recommended at either intersection.
5. Only one accident occurred over the last 5years at the SW Seghers Road and Highway 47 intersection. Based on past collision experience at study intersections, it appears that no traffic safety problems exist in the immediate vicinity of Williams Fuel.

6. The 95th percentile queuing was found to be minimal for all approaches at the intersection of Highway 47 and SW Seghers Road. The Williams Fuel access meets the County's access spacing requirements. This access is currently not nor projected to be within the eastbound SW Seghers Road standing queue.
7. The intersection of Highway 47 and SW Seghers Road is currently operating at level of service "C" with a v/c ratio of 0.05 or better during the morning and evening peak hours. Under 2028 background traffic conditions, the intersection is projected to operate at level of service "E" with a v/c ratio of 0.20 or better during the morning and evening peak hours. With the additional of site trips from the proposed Plan Amendment, the intersection is projected to continue operating at a level of service "E" with a v/c ratio of 0.55 or better during the morning and evening peak hours. The intersection operation is acceptable with sufficient capacity to accommodate background and site traffic from the proposed Plan Amendment. No mitigation is recommended.
8. The intersection of SW Seghers Road at the Williams Fuel access is currently operating at level of service "A" with a v/c ratio of 0.01 during the morning and evening peak hours. Under year 2028 background traffic conditions, the intersection is projected to continue operating at level of service "A" with a v/c ratio of 0.01 during both the morning and evening peak hours. When the site trips from the proposed Plan Amendment are added, the intersection still operates at level of service "A" with a v/c ratio of 0.50 during the evening peak hour. Intersection operation is acceptable and no mitigation is recommended.

TRAFFIC GENERATION OF ALLOWED USES

Lancaster Engineering identified any retail activity in an enclosed building is required to meet the test of Section 352-3.2 of the Washington County CDC. Almost any use other than the existing nursery and wood products use would probably not meet the test of over 50% customers from the rural area. The exception would be a Farm Implement Store like Coastal. However, these uses are very large and generally develop in the urban areas with urban services such as fire, police protection, sewer and public water.

The largest traffic use on the proposed R-COM portion of the subject property would be a nursery, according to ITE traffic data. The ITE Manual identified 3.8 PM peak hour trips per 1000 square feet of floor area for a nursery. With a 6,000 square foot building, 23 PM peak hour trips would be generated (the existing 5,184 sq. ft. building, or future 5,000 sq. ft. max building is smaller than that which was modeled). Lancaster Engineering stated that green houses and outdoor storage do not affect trip generation.

The maximum use in the Rural Industrial District would be 35,000 square feet without an Exception. The PM peak hour trip generation would be 0.74 per 1000 square feet which equals 26 PM peak hour trips. The total impact would be 49 PM peak hour trips. These trips are comparable to the maximum trips from uses allowed in the AF-5 District. If the property remains AF-5 District, it could be divided into 3 separate parcels with uses that are not required to comply with 348-4.2 (compatibility with surrounding uses, interference with farm and forestry). The following are allowed uses in the AF-5 District:

USE in the AF-5 DISTRICT PM PEAK HOUR TRIP GENERATION

Single Family Residence	1 trip per lot
Government Building	2.85 per 1000 SF = 10 trips for a 3,500 square foot building
Day Care Facility	13.1 per 1000 SF = 46 trips for a 3,500 square foot building
Home Occupation	4 trips or 9 customers per day, family members and one employee
Family Day Care	5 trips based on 13 children

Based on the above information, the trips generation of one or more of these uses on three separate AF-5 District parcels could generate more traffic than the proposed Rural Commercial and Rural Industrial District uses combined. According to OAR 660-015, Goal 12 Transportation, the Oregon Transportation Planning Rule (TPR) prohibits Plan Amendments that significantly affect a transportation facility, changes the classification of the road or decreases the level of service below acceptable levels. In this case, the lowest acceptable level of Service is "E". Based on the above trip generation on various uses, this Plan Amendment will have relatively limited traffic impact compared to uses already allowed in the AF-5 District.

The current size of the retail building is 5,184 sq. ft. Only about 900 sq. ft. of this building is used for retail sales. The balance of the building is used for storage, office space for the wood business and shops for maintenance and storage of vehicles and equipment. The sales for the retail portion are 3% to 4% of the total sales volume of the business. Retail items sold include boots, gloves, agricultural chemicals and other items uses for agricultural and forest activities. The customers visit the site in their work clothes and buy products to save a trip to either Gaston or Forest Grove. This retail activity is clearly only for customer convenience and not an urban-scale retail use.

The existing dwelling on Tax Lot 2303 has 3,860 sq. ft. of floor area and the shed is approximately 2,000 sq. ft. in area.

An Exception is not requested in this case for this R-COM Plan Amendment even though the existing building exceeds 3,500 sq. ft. in area. Based on an opinion of a DLCD Goal 14 specialist, this issue is whether the scale of the building would be compatible with rural uses and could not reasonably accommodate urban-scale uses. The applicant has provided evidence that the existing use in the building (such as storage and shipping of root stock materials) is customary for rural uses. Therefore, the applicant agrees to a condition which limits any future building to 5,000 sq. ft. in the District (assuming the existing building is demolished). With respect to the R-IND Plan Amendment, an Exception is not required for this portion either because the existing buildings are less than 35,000 square feet in area.

The following are excerpts from the R-COM and R-IND Districts in Washington County. The most intensive uses are identified with the largest amount of estimated traffic volume. According to Washington County, more intensive uses may be allowed in the Commercial and Industrial Districts. However, the intensity of uses are clearly controlled by Washington County CDC Sections 352-3.2 and 354-3.2 which limit intensity of development to support the needs of rural residents and agricultural and forest uses. These standards are implemented by the Type II Procedure which clearly allows Washington County to control the intensity of the uses. In conclusion, the maximum amount of traffic can be determined by a Traffic Engineer.

Potential R-COM USES

Only 4 intensive uses are identified in R-Com District. Use "J", Farm and Forest implement and equipment sales could be developed on this site. However, existing implement sales facilities in Washington County are already established and the demand for such uses is very limited. Minor small equipment sales could occur on this site in the future.

Uses "N" and "U" are already occurring on the site and will probably expand in the future based on the demand from rural residents and agricultural and forest businesses in the area. The primary patrons of Williams Fuel are rural businesses like Stimson Lumber, nurseries, dairies, agricultural businesses and rural residents with hobby farms. The products sold are generally not available in surrounding cities or Washington County urban areas. The existing retail uses on the site will not change much in the future. A convenience market is possible, but the demand is very limited and the use would probably not be justified based on Standards of Washington County CDC Section 352-3.2. Uses "J" and "N" are exempt from Section 352-3.2 Standards, but uses "U" and "V" must comply with these Standards.

Use "V", Service Station and Car Wash are not reasonable because of access and location characteristics. These uses probably cannot be justified under Section 352-3.2 because most of the customers, like a convenience market, would be commuters that pass by the site from the urban portion of Yamhill and Washington Counties. Therefore, these uses are not viable and probably would not be approved by Washington County with a Type II application. Therefore, they should not be considered with this Plan Amendment Application.

The traffic generation from R-COM should be limited to nursery stock, truck deliveries, mineral and wood product sales and a small amount of retail for agricultural and forest supplies. The traffic engineers have determined traffic volumes for these uses.

The Rural Industrial uses are also limited by Washington County CDC Sections 354-3.2 for Type II uses and 354-4.2 for Type III uses. Uses identified in Subsection "G" are exempt from Section 354-3.2 Standards, but uses "I", "M" and "Q" must comply with the Standards. This is the same case for R-Com. The uses will be limited by the Washington County standards. Manufacturing of mineral, farm and forest products are exempt from Section 354-3.2 because they directly serve the rural area and generally are not developed in urban areas.

Type III uses are not expected to be developed on the subject property. These uses require urban utilities and services. Also, Federal, State and County environmental standards in effect today probably prohibit these uses in the rural area. Fire Protection alone will significantly limit the intensity of the uses. Therefore, only storage buildings for equipment and very limited manufacturing are possible on the subject property. None of the Type III Rural Industrial uses are reasonably possible on this site. Therefore, the traffic volumes should be very limited and the Traffic Engineer can calculate the traffic volumes. The following are uses defined in the above paragraphs along with standards and intent and purpose of the R-COM and R-IND Districts.

IV. FINDINGS

A. LCDC

GOAL 1 CITIZEN INVOLVEMENT

COMMENT:

Citizen involvement or legal notice is required for any Plan Amendment. In this case, a notice regarding the public hearing will be mailed to all nearby property owners.

GOAL 2 LAND USE PLANNING

COMMENT:

This Plan Amendment is being reviewed through a public land use planning procedure.

GOAL 3 AGRICULTURAL LANDS

COMMENT:

This Plan Amendment does not involve Goal 3 lands. However, services provided at Williams Fuel provides a needed service to farm uses.

GOAL 9 ECONOMY OF THE STATE

COMMENT:

Williams Fuel provides a service to producers of wood waste (lumber mills) as well as users of the processed wood products (horse stables, nurseries, vineyards, dairies). This Plan Amendment allows these and other uses on-site (such as mushroom composting and retail nursery) to continue operations enhancing the local economy.

GOAL 11 PUBLIC FACILITIES AND SERVICES

COMMENT:

Public services including Forest Grove Fire, Hillsboro Water and Washington County Sheriff are available and currently provide service to the site (See Exhibit 18).

GOAL 12 TRANSPORTATION

COMMENT:

Adequate transportation facilities are available to serve the site include SW Highway 47 and SW Seghers Road.

GOAL 14 URBANIZATION

COMMENT:

The existing use is rural in nature and provides a critical service to rural customers. The proposal does not require an Exception to Goal 14.

B. OREGON ADMINISTRATIVE RULES (OAR)

660-012-0060 Transportation Plan and Land Use Amendments

COMMENT:

The application involves a Plan Amendment to remove the AF-5 designation and apply the R-COM and R-IND designations in accordance with this rule.

660-014-0000 Purpose of New Urban Development on Rural Lands

COMMENT:

No urban-level development is proposed.

660-014-0030 Rural Lands Irrevocably Committed to Urban Levels of Development

COMMENT:

The existing use is rural in character and level of development

660-014-0040 Establishment of New Urban Development on Rural Lands

COMMENT:

No urban-level development is proposed.

660-015-0000 Statewide Planning Goals

COMMENT:

This proposed Plan Amendment is consistent with the applicable Statewide Planning Goals as noted throughout this report.

660-022-0030 Planning and Zoning of Unincorporated Communities

COMMENT:

The proposal Plan Amendment does not involve zoning of an unincorporated community.

C. WASHINGTON COUNTY COMPREHENSIVE FRAMEWORK PLAN FOR URBAN AREA

COMMENT:

This document is for urban areas. The subject site is in rural Washington County; therefore the policies of the Rural/Natural Resource plan apply.

D. RURAL/NATURAL RESOURCE COMMUNITY PLAN

POLICY 1: THE PLANNING PROCESS

It is the policy of Washington County to establish an on-going Planning Program which is a responsive legal framework for Comprehensive Planning, Community Development and Resource Conservation which accommodates changes and growth in the physical, economic and social environment, in response to the needs of the county's citizens. It is the policy of Washington County to provide the opportunity for a landowner or his/her agent to initiate quasi-judicial amendments to the Comprehensive Plan on a semi-annual basis. In addition, the Board of Commissioners, the Planning Director, or the Planning Commission may initiate the consideration of quasi-judicial map amendments at any time deemed necessary.

Implementing Strategies

- o. Require that all plan amendments:
 - 1. Be in conformance with applicable LCDC Goals, State Statutes, and Administrative Rules;
 - 2. Be in conformance with applicable policies and strategies of the Rural/Natural Resource Plan Element, and
 - 3. Be in conformance with applicable policies, strategies, and systems maps of the Transportation Plan Element.
- p. Require that plan map amendments meet the following criteria

As used in the following sections, a mistake means a clerical error or a mistake in the current designation such that it probably would not have been placed on the property had the error been brought to the attention of the Board during the adoption process.

COMMENT:

The multiple uses on the subject property over a 70 year period clearly establish the site has been in use as a business since the 1930s. The services provided by Williams Fuel are needed for the rural residents and agricultural and forestry uses in the area. All standards and requirements of Washington County and the State of Oregon are addressed with this application. Proving a mistake may not be possible since a zone change to Industrial and Commercial was denied by the Washington County Board of Commissioners in 1968. The Washington County Planning Commission recommended approval of Industrial Zoning but not Commercial Zoning. In spite of this decision, the need for Commercial and Industrial uses on the property have existed prior to 1968 and continues today as evidenced by the successful operation of Williams Fuel.

The existing use on the subject property was developed to a point that it should have been considered for R-COM and R-IND designations at the time of the most recent legislative adoption of the County Comprehensive Plan in 1983. Exhibit 12 includes a copy of the State of Oregon fire report on the October 24, 1987 fire which totally destroyed the business and available records that existed at that time. Those records would show the current business had been conducted on the subject property since the late 1960's. Exhibit 12 also contains a copy of a building permit issued in 1975 for a barn and shop used in conjunction with the building destroyed in 1987. A storage cover is located immediately north of the concrete slab where the destroyed building originally stood. The building was used as an office, shop and storage building for the business operation. The owner of Williams Fuel contends that these facts demonstrate that the business existed on the property well in advance of the 1983 Washington County Comprehensive Plan update.

5. Amendments to Rural Industrial shall be based upon

- A. A mistake (clerical error) in this 1983 plan; or**
- B. A demonstration of a need for the proposed use to accommodate a rural or natural resource oriented industry; and**
 - I. An Exception to the applicable LCDC goals through the LCDC Goal 2 Exception Process (OAR Chapter 660, Division 04);**
 - II. Demonstration that an alternative site within the UGB would be inappropriate and no other site, properly designated, is available within a reasonable area;**
 - III. Demonstration that the use is compatible with the surrounding resource uses and will not limit or adversely affect the existing or potential commercial farm or forest uses; and**
 - IV. Demonstration that adequate rural services are or will be available concurrent with the use and that the use will not require extension of any urban services into the area.**
- C. For all amendments there shall be a requirement that the applicant will record in the deed records a restrictive covenant that the occupant of the property will not object to commonly accepted farm or forest practices which may occur on adjacent lands.**

COMMENT:

As stated above, it may not be possible to demonstrate that a mistake was made in 1983. However, it is clear that the existing use is a rural and natural resource oriented industry which is nonconforming to the current AF-5 District. Additionally, the use provides a needed service to rural customers which cannot easily be provided on property inside the UGB in industrial zones due to highway access and centrally-located visibility needs, the mix of commercial landscape supply services (in the proposed R-COM District), and land-extensive resource products such as bark and mushroom compost.

Regarding Policy 1.p.5.B.I, an Exception for the R-IND portion of this application will not be required because the applicant is willing to limit future industrial buildings to less than 35,000 square feet.

With respect to Policy 1.p.5.B.II, an alternatives analysis has been prepared which evaluated other R-IND properties within a 2-mile radius of the site, as well as a search criteria of Industrial-zoned

properties in both Gaston & Forest Grove for parcels of at least 10-acres. A 10-acre minimum was selected because it is the approximate area currently in use for all rural commercial and industrial activities currently operating on-site. A full discussion of this is found in the R-COM section below since the various on-site uses are integral to the operation of the business. In summary, no alternate sites were found that meet all the needs for continued operations of Williams Fuel (Also see Exhibit 13).

Regarding Policy 1.p.5.B.III, the existing uses on-site are compatible with the low-density surrounding lands in the AF-5, AF-20 and EFU Districts. A full discussion of this is found in the R-COM section below since the various on-site uses are integral to the operation of the business (See Exhibits 2 & 4).

With respect to Policy 1.p.5.B.IV, adequate rural services are available and already serve the site. No additional extension of services are necessary, and no urban services are provided (See Exhibit 18).

7. Amendments to Rural Commercial shall be based upon

- A. A mistake (clerical error) in this 1983 plan; or**
- B. A demonstration that there is a need for the proposed use(s) to serve the existing Rural/Natural Resource area population; and**
 - I. Demonstration that an alternative site within Urban Growth Boundaries would be inappropriate and no other site properly designated is available within the area;**

COMMENT:

As stated above, it may not be possible to demonstrate that a mistake was made in 1983. However, it is clear that the existing use is a rural and natural resource oriented industry which is nonconforming to the current AF-5 District. Additionally, the use provides a needed service to rural customers which cannot easily be provided on property inside the UGB in industrial zones due to highway access and centrally-located visibility needs, the mix of commercial landscape supply services (in the proposed R-COM District), and land-extensive resource products such as bark and mushroom compost.

Regarding Policy 1.p.7.B.I, there is a clear need for the services currently being provided by Williams Fuel. It has provided a necessary service to lumber mills (with the removal and re-use of their by-products), and retail/wholesale service to primarily rural customers of landscape materials, firewood, bark, compost and other products for more than 50 years. The location of Williams Fuel is integral with its proximity to Stimson Mill as well as a convenient location to serve rural customers in Washington and Yamhill Counties.

In order to demonstrate that an alternate site is not available on nearby R-COM or R-IND lands, or within the UGB, an alternatives analysis has been prepared which evaluated other properties within a 2-mile radius of the site, as well as a search criteria of Industrial and commercial zoned properties in both Gaston & Forest Grove for parcels greater than 10-acres. A 10-acre minimum was selected because it is the approximate area currently in use for all rural commercial and industrial activities currently operating on-site. As discussed elsewhere in this report and in the letter prepared by the applicant (Exhibit 20), the various land-extensive resource based uses (such as bark, sawdust and compost) together with the retail nursery uses require a large parcel. Additionally, the specialty of

the services and products offered are uniquely rural and safety, noise or odor concerns create impacts which would not be acceptable inside the UGB near residential areas or schools.

Alternatives Analysis

The following property table identifies all Industrial properties greater than 10-acres in Forest Grove and within a 2-mile radius. The search criteria was unable to identify any parcels outside the flood plain in Gaston. The associated maps and aerial photos of these properties are located in Exhibit 15.

Potential Industrial Properties

TAX LOT ID	OWNER	A_T_ ACRES	ZONE	EXISTING USE
1N331A000100	DAVIDSON ERNEST D REV TRUST	23.48	LI	Undeveloped
1N332C000400	WOODFOLD-MARCO MFG INC	18.35	GI	Undeveloped
1N332C000500	WOODFOLD MARCO MFG INC	18.47	GI	Undeveloped
1N332C000700	WOODFOLD-MARCO MFG INC	20.04	GI	Undeveloped
1N332D000104	HENNINGSSEN COLD STORAGE CO	11.55	GI	Undeveloped
1S3050000800	WHITE OAK RIVER INC	26.00	LI	Manufacturing
1S3050001200	MERIX CORPORATION	24.37	LI	Manufacturing
1S3050001300	MERIX CORPORATION	35.06	LI	Undeveloped
1S305C000100	CLEAN WATER SERVICES	13.80	GI	Public
1S306C002500	SAKEONE CORPORATION	10.39	GI	Flood Plain
1S306D000500	CHAMBERLAIN JOSEPH G	10.22	GI	Flood Plain
1S306D001300	CASCADE CONSTRUCTION MGMT	25.13	GI	Undeveloped
1S3080000400	CLEAN WATER SERVICES	54.91	GI	Public
1S4210002100	STIMSON LUMBER CO	152.08	R-IND	Lumber Mill
1S4260000500	LAKESTOP INC	1.28	R-COM	Retail
1S4270000500	FOREST FIBER PRODUCTS CO	154.72	R-IND	Forest land
1S4280000190	WALTA EULA M c/o STIMSON	73.19	R-IND	Farm land
1S4280000201	G&D MOUNTAINDALE LLC &	78.40	R-IND	Forest land

751.44

The above list of 18 properties were found in a search criteria of nearby Industrial-zoned properties greater than 10-acres (with the exception of Tax Lot 1S4260000500 – the only Rural Commercial property within two miles of the site). All of these properties are either located adjacent to Stimson Mill or in Forest Grove.

Regarding the parcels adjacent to Stimson, none are usable or appropriate for the use due to topography or access. Access is limited at this location and visibility for customers is poor. Additionally, development costs would be high for these reasons.

With respect to the Forest Grove properties, two are owned by Clean Water Services (Tax Lots 1S305C000100 & 1S3080000400 and two are in the flood plain. The remaining Tax Lots are considered separately or in groups. There are five properties identified on the north side of Forest Grove adjacent to Highway 47. These include: Tax Lots 1N331A000100, 1N332C000400, 500 & 700, and Tax Lot 1N332D000104. All of these could accommodate the Williams Fuel industrial use, but not the commercial portion. All have good access to Highway 47 and are relatively level. Impacts from the use – including safety (fire), noise and odor (from the mushroom compost) make these sites unacceptable. All are adjacent to new residential neighborhoods.

The remaining tax lots are located on the south side of Forest Grove, also adjacent to Highway 47. Of these, two are committed to existing manufacturing (Tax Lots 1S3050000800 & 1S3050001200). Tax Lot 1S3050001300 is undeveloped by owned by Merix and adjacent to manufacturing, and Tax Lot 1S306D001300 is also adjacent to manufacturing. In spite of the fact that these properties might already be committed to a future use, we have to consider whether they would be appropriate for the use and compatible with the surrounding properties. Both properties are level and have good access. They are also on the east side of Highway 47 away from residential neighborhoods (safety issue). Therefore, they could accommodate a use similar to Williams Fuel without retail sales. It is unlikely, however, that all of the uses various at Williams described previously, and in the applicant's description of the business (Exhibit 20) would be acceptable to Forest Grove. Based on a review of the Forest Grove Zoning Code, retail sales would be prohibited. Therefore, the successful mix of uses which serve both large commercial businesses and the nearby rural community could be replicated on property inside the UGB. For these reasons, the applicant requests approval of the Plan Amendment to both tax lots.

II. An Exception to the applicable LCDC Goals through the LCDC Goal 2 Exception Process (OAR Chapter 660, Division 04);

COMMENT:

As stated previously, the applicant does not request an Exception to Goal 14. Mr. Williams agrees to a restriction of 5,000 sq. ft. maximum building area on the R-COM portion of Tax Lot 2301 (upon future demolition of the existing 5,128 sq. ft. building).

III. Demonstration that the use(s) is (are) compatible with the surrounding agricultural or forestry uses and will not limit or adversely affect the existing or potential commercial farm or forest uses; and

COMMENT:

Williams Fuel, the existing nonconforming use and proposed use under the R-COM & R-IND Districts is compatible with the surrounding agricultural and other rural uses. Not only does the (proposed) use provide a service to other resource-based industries in Washington and surrounding counties, (such as lumber mills, dairies, nurseries, horse stables and vineyards), it provides a convenient service to local residents who otherwise must drive several miles further for needed products. The only other R-COM designated property within a four mile radius of Williams Fuel, is a small parcel at the intersection of Old T.V. Highway and Scoggins Valley Road. This parcel, noted on Exhibit 13, is developed as a convenience store and located one mile from Williams Fuel. Nearby industrial uses include the Stimson Lumber and a few scattered rural industrial uses along Highway 47 south of Gaston in Yamhill County.

A detailed description of surrounding land uses is provided on pages 6 & 7 of this report. In summary, generally large farm uses in the AF-20 and EFU Districts exist to the north, west and east (across Highway 47). Most of these properties farm grain crops or grass seed, and the large parcels to the north and east are partially in the 100-year flood plain. Most properties also contain a farm dwelling. To the south, immediate west and southeast are small residential parcels in the AF-5 District (west of Highway 47). There are also three small residential parcels on the east side of Highway 47 in the EFU District. A large rural residential community is located on the west side of Old Highway 47 and north of the large farm parcels and flood plain associated with O'Neil Creek. All of these residences are located more than 1,500 ft. from the site.

As noted previously, potential impacts to nearby properties from the existing/proposed Williams Fuel use have been well documented. These impacts include noise from equipment and trucks operating on the site or entering and leaving the site. This could be a concern to nearby residents and businesses, but no impacts to accepted farm practices have been identified. Safety can be a concern as well since bark and other combustibles are stored on-site. To minimize the risk of fire, the piles of bark and other materials are constantly move to limit heat buildup. This could be a concern to nearby residents, businesses and farms. For this reason, a safe separation between the use and surrounding properties is necessary. In this case, the nearest resident is located at least 500-ft. south and is separated by SW Seghers Road.

Finally, odors from composting can be significant for nearby residents. This use would be a primary concern if it were considered inside the UGB due to densities of residential and commercial uses near industrial property (as discussed above and shown on Exhibit 15). Any residential uses within 1,000-1,500 would be impacted. In this case, the nearest resident is currently more than 1,000-ft from the mushroom compost pile, and most other residents are much further away. A description of this use and others is provided by owner/manager of Williams Fuel in her letter attached as Exhibit 20. In this case, she notes that the compost pile can be detected up to 2 miles away, but the significant impact should be considered at about 1,000-ft.

As noted above, the proposed use is compatible with the surrounding agriculture or forestry uses – only fire safety has been identified as a potential impact. However, Williams Fuel has made great efforts to mitigate the potential for fire which could impact nearby farms. Noise and odor do not impact farm uses, so it is unlikely that the proposed use increase the cost of farming or ability of operate as they currently do. Additionally, industrial and manufacturing uses have been in existence on the property for 70 years with limited or no known impacts to surrounding properties.

Regarding nearby residential uses, the distance from the site limits noise and odor impacts. For this reason, the subject property and existing AF-5 property in the area received a Statewide Planning Goal 3 and 4 exception in 1985 based upon the "physically developed" criteria. The existing and proposed uses on the property will not limit or adversely affect existing or potential commercial farm or forest uses on adjacent property. Adjacent properties are not considered intensively farmed and no intensive farm uses are anticipated in the future. The subject property is located in a large exception area, as shown by Exhibit 5, with many small lots and non-farm housing units. Extensive farm and forest uses are unlikely to occur on or near the subject property. The commercial uses will be separated from the adjacent rural and farm uses by the industrial zoning. The uses proposed on the industrial property will be forest and agricultural related and are therefore compatible.

As discussed previously, other potential uses on the property are limited to several small-scale businesses which have little or no impacts to surrounding farm/forest uses. This includes rural-

related uses such as a contractor's establishment or an eating-drinking establishment. Although a church is permitted on the property, it would also be limited in scale to meet the rural community. Regarding potential uses on adjacent properties, a Contractor's Establishment of limited scale is permitted on surrounding AF-5 properties through a Type II Procedure. Other uses permitted in the District are also limited in scale such as a church. Farm uses and other resource-based uses would also be compatible with existing uses on the site. Many uses on the subject site and surrounding properties are subject to Type II or III reviews which can consider compatibility or mitigate impacts through conditions of approval.

IV. Demonstration that adequate rural services are available and that the use(s) will not require extension of any urban services into the area.

COMMENT:

The proposed use will be very limited and will not generate any demand or need for additional for rural or urban services. Therefore, the existing rural services are adequate to serve the proposed use and no new urban services will be extended to the site. The sanitary sewer facility is a septic tank and drain field. The City of Hillsboro provides public water. No increase in demand for public water or construction of new water lines are anticipated. All service providers have indicated an adequate level of service for this application (See Exhibit 18).

The only urban services used by the subject property are public water, police and fire. These service providers have provided adequate service provider letters. No other urban services or utility extensions are required to serve this development. The traffic report indicates that Highway 47 and Seghers Road operate at an adequate level of service with or without this development now and into the year 2028. The traffic report also indicates that no significant impact to transportation facilities or re-classification of a road will occur and access onto Highway 47 and Seghers Road are adequate and safe.

- C. For all amendments there shall be a requirement that the applicant will record in the deed records a restrictive covenant that the occupant of the property will not object to commonly accepted farm or forest practices which may occur on adjacent lands.**

COMMENT:

The property owner agrees to record a restrictive covenant that the occupant of the property will not object to commonly accepted farm or forest practices which may occur on adjacent lands.

POLICY 2: CITIZEN INVOLVEMENT

It is the policy of Washington County to encourage citizen participation in all phases of the planning process and to provide opportunities for continuing involvement and effective communication between citizens and their county government.

Implementing Strategy:

- c. Provide the opportunity for citizen involvement in all phases of plan revision and amendment processes.**

COMMENT:

Washington County provides extensive opportunities for involvement and effective communication between citizens and county government regarding this and other proposed quasi-judicial plan amendments. This application will be the subject of public hearings before the county's Planning Commission and Board of Commissioners, which citizens may attend and at which they may participate. Citizens will be notified of the proposed plan amendment.

Pursuant to Development Code Section 202-3, this application is a Type III Application. The Washington County Development Code does not require the Applicants to conduct a neighborhood meeting process for a Type III Application. However, Section 204-4 of the Code sets forth the notice proceedings and posting requirements for Planning staff and the Applicants. The Applicants will comply with all applicable standards contained in Section 204-4, and other relevant County procedures for citizen involvement. Based upon Applicants' willingness to adhere to the notification and posting procedures, and the County's procedures related to citizen involvement, this proposal and application complies with this criteria.

POLICY 6: WATER RESOURCES

It is the policy of Washington County to maintain or improve surface and ground water quality and quantity.

Implementing Strategies

The County will:

- a. Strive to ensure adequate water supplies for all uses by:
 1. Encouraging water conservation programs by water users and purveyors;
 2. Reviewing and revising existing development regulations where necessary or limiting the location or operation of new wells as a condition of development approval, considering advice and/or recommendations received from the State Water Resources Department;
 3. Coordinating with State and Federal agencies in evaluating and monitoring ground water supplies;
 4. Complying with the May 17, 1974, Order of the State Engineer establishing and setting forth control provisions for the Cooper Mountain-Bull Mountain Critical Ground Water Area; and
 5. Requiring applicants for quasi-judicial Plan Map Amendments to provide well reports (well logs) filed with the Water Master for all Public Lands Survey (township and range system) sections within one-half (1/2) mile of the subject site and provide an analysis of whether ground water quality and quantity within the area will be maintained or improved. The analysis should include well yields, well depth, year drilled or other data as may be required to demonstrate compliance with this policy.

- b. Ensure adequate quality of surface and ground water by:
 - 1. Promoting compliance with the Healthy Streams Plan, as adopted by Clean Water Services and in compliance with the CWS-county intergovernmental agreement, to the extent that the Healthy Streams Plan and associated CWS programs apply outside the UGB;
 - 2. Promoting compliance with Department of Environmental Quality water quality standards;
 - 3. Cooperating with the Soil and Water Conservation District in the implementation of effective methods of controlling non-point sources of water pollution in agricultural areas;
 - 4. Cooperating with the Oregon State Department of Forestry in the implementation of effective methods of controlling non-point sources of water pollution in forest areas; and
 - 5. Ensuring that the establishment of subsurface sewage disposal systems (e.g., septic tanks) will not adversely affect ground water quality.
- c. Protect and maintain natural stream channels wherever possible, with an emphasis on non-structural controls when modifications are necessary.
- d. Limit the alteration of natural vegetation in riparian zones and in locations identified as significant water areas and wetlands.
- e. Encourage property owners with qualifying lands to apply for natural resource-related exemption of that land from ad valorem taxation where such programs are available.
- f. Support viable water resources projects which are proposed in the County upon review of their cost benefit analysis, alternatives, and environmental and social impacts.
- g. Coordinate land use actions regarding water projects with agencies and jurisdictions which may be impacted by such projects.
- h. Support measures to conserve vegetation in drainage basin watersheds as a means of controlling the release of water to downstream farm lands and urban areas.
- i. Cooperate with the Division of State Lands, State of Oregon in their review and mitigation of projects that alter water areas and wetlands under their jurisdictions.
- j. Consistent with the recommendations of the Department of Environmental Quality, State of Oregon and Clean Water Services, support the expansion of storm water sampling in the Tualatin Basin and consideration of proper planning and management measures for non-point source problems.

COMMENT:

The existing sanitary sewer drain filed system is designed and in place. The wooden septic tank utilized by the farm house was removed and replaced with a cast concrete septic tank and connected to an operating drain field. No records exist regarding this replacement. Discussion with the Washington County Health Department indicates that if additions are made to the business,

minimal upgrading of the system may be necessary in accordance with Health Department requirements.

This requested Plan Amendment will not result in new development on this subject site or impact ground water quality or quantity. Traffic impact is minimal and adequate public facilities and services are available.

Well log reports were obtained for the section in which the site is located and for adjacent sections within one-half mile. The summary of those well log reports are provided in Exhibit 17. It includes: present data on average well depth; average static level; and average yield to demonstrate ground water quantity in the area has remained plentiful.

Jurisdictional wetlands, 100 year flood plain, a Drainage Hazard Area and Significant Natural Resources exist on the site. As shown on Exhibit 7, the log pond is identified on the National Wetland Inventory. The adjacent drainage is probably also jurisdictional since water flows through the site. A determination from Division of State Lands is not necessary at this time but could be required in the future should any alteration be proposed.

These natural features are sufficiently removed from the existing business so no impacts will occur. Impact to these features will be considered by Washington County when additional development occurs on the site. No plans have been prepared at the present time for expanded commercial or industrial development, but the option exists in the future. Any expansion will require review by Washington County. The site has been paved for a number of years and no additional paving is anticipated. The natural vegetation has long since been removed from the site, except at the north end where the Mill Pond is located and the existing farm fields.

POLICY 8: NATURAL HAZARDS

It is the policy of Washington County to protect life and property from natural disasters and hazards.

Implementing Strategies

The County will:

- a. Regulate new development in flood plain areas identified as being subject to flooding in the event of a 100-year flood (a flood with a 1% chance of occurrence in any year) in the latest H.U.D. or Corps of Engineers flood area studies. Such regulations shall discourage new development in flood plains and alterations of existing identified flood plains. Modifications or additions to existing structures may be allowed subject to engineering requirements which do not increase flood damage potential.
- b. Use Chapter 70 of the Uniform Building Code to regulate grading and/or filling on or near slopes.
- c. Maintain and update information on natural hazards as it becomes available and identify areas on the appropriate land use district.
- d. Review and modify the County's Emergency Services Division Disaster Plan to ensure that it considers all identified natural hazards and disasters, including volcanic eruptions and earthquakes.

Summary Findings and Conclusions:

Floods and earth movements are the two major natural hazards in Washington County. Floods are natural processes whose size and potential destructive impacts can be increased as an area is developed. Property damage due to flooding can be reduced by regulating new development in flood plains and establishment of a drainage management program to deal with existing flooding problems.

Earthquakes are the most severe earth movements. Minimizing the hazard from earth slides requires protection of areas with steep slopes. To regulate excavation and grading in unincorporated areas, the County has adopted Chapter 70 of the Uniform Building Code.

COMMENT:

The northern portion of the site is within the 100 year flood plain and impacted by a Drainage Hazard Area. The development site is well above the flood plain and efforts have been made to keep all materials above the flood plain (except the nursery farm uses). No filling or alteration of the flood plain is proposed. Any new building construction on-site will meet strict building codes.

POLICY 14: PLAN DESIGNATIONS

It is the policy of Washington County to maintain distinct comprehensive plan map designations for the area outside the county's Urban Growth Boundaries and to provide land use regulations to implement the designations.

Implementing Strategies

4. All lands which were zoned urban or suburban residential will be designated either RR-5, AF-5 or AF-10 in accord with the purpose and intent of the appropriate land use district and the character of the surrounding area.
5. All lands which were previously zoned Land Extensive Industrial (MA-E), except those areas put into the Rural Industrial District, shall be designated MA-E.
6. Except as provided in subsection 5 above, lands with lawfully created, existing industrial uses shall be designated Rural Industrial (R-IND).
7. All lands with lawfully created, existing commercial uses shall be designated Rural Commercial (R-COM).
8. Recognize existing, lawfully created commercial or industrial uses or those which predate applicable County Land Use Ordinance to the extent of their current site usage by the appropriate Plan Map designation.

COMMENT:

In the summary of findings and conclusions in the County Comprehensive Plan, "Rural Development" is provided for with the following land use designations:

Agriculture and Forest - 10 acre	Agricultural and Forest - 5 acre
Rural Residential - 5 to 1 acre	Rural Commercial
Rural Industrial	Land Extensive Industrial.

An Exception to LCDC Goal 3, utilizing the Exception Process specified in Goal 2, has been established for lands designated for "Rural Development". The existing designation of AF-5 and the requested designations of R-COM and R-IND are included in the Washington County adopted summary findings and conclusions as suitable for rural development. These findings and conclusions have been accepted by LCDC as a legitimate part of the Comprehensive Plan land use designations for the areas of Washington County located outside acknowledged Urban Growth Boundaries. As indicated earlier, the existing and proposed use of the subject property conforms with County requirements for R-COM and R-IND designations as identified in the Washington County Community Development Code. In addition, this area is identified as an exception area in the County Comprehensive Plan.

Goal 3: Agricultural Lands. The Subject Property is within a Washington County acknowledged exception to Statewide Planning Goal 3.

Goal 4: Forestry Lands. The Subject Property is within a Washington County acknowledged exception to Statewide Planning Goal 4.

The Williams Fuel site is a long-standing rural commercial and industrial use at this location. The 1985 Washington County, adopted in compliance with Oregon Revised Statute Chapter 197 and LCDC Statewide Planning Goals, recognized this site and the surrounding area as exception land. It was then re-zoned AF-5 and was granted an exception to Statewide Planning Goal 3. Applicants assume that the above-mentioned evidence presented for Policy 14 also pertains to, and complies with, the applicable standards of Statewide Planning Goal 7.

The existing designation of AF-5 and the requested designations of R-COM and R-IND are suitable for rural development as identified in the adopted summary findings and conclusions of Washington County. These findings and conclusions have been accepted by LCDC as a legitimate part of the Comprehensive Plan of land use designations for the areas of Washington County located outside the acknowledged Urban Growth Boundaries. As indicated earlier, the existing and proposed use of the subject property conforms with county requirements for the R-COM and R-IND Districts as identified in the Washington County Community Development Code. In addition, this area is identified as an exception area.

POLICY 18: RURAL LANDS

It is the policy of Washington County to recognize existing development and provide lands which allow rural development in areas which are developed and/or committed to development of a rural character.

Implementing Strategies

The County will:

- a. Recognize "Rural Lands" with the following plan map designations:

1. Agricultural and Forestry-10 (AF-10)
 2. Agricultural and Forestry-5 (AF-5)
 3. Rural Residential-5 (RR-5)
 4. Rural Commercial (R-COM)
 5. Rural Industrial (R-IND)
 6. Land Extensive Industrial (MA-E)
- b. During the plan adoption and revision processes, provide the opportunity for citizens to present testimony indicating additional land which they believe to be developed and committed for development.
 - c. Consider the identification of additional lands for the "Rural Lands" plan map designations through the plan amendment procedures in Policy 1.
 - d. Ensure that proposed development will not adversely affect surrounding agricultural and/or forestry activities by requiring that applicants for residential, commercial or industrial uses on land designated for rural development record a waiver of the right to remonstrate against accepted farm or forestry practices on nearby lands.

Summary Findings and Conclusions

In the Rural/Natural Resource portion of Washington County, many areas are currently developed and/or committed to small acreage home sites, non-commercial farms, or commercial and industrial uses, some of which provide support to the rural residents. In preparing this Plan, the County must recognize this type of development which has resulted from previous decisions of the County and of individual landowners. Because of this existing development on lands which would otherwise meet the definitions of agriculture and forest lands in Goals 3 and 4, Washington County has taken an exception, as required by LCDC Goal 2. Taking exception through Goal 2 will allow these uses to continue and will allow some additional development where these lands have been previously committed to limited farm and forest uses. Where development does occur in rural areas, the public facilities and services necessary will be available at a level adequate to serve the proposed development. Services necessary for development will include an adequate supply of drinking water, roads, schools, and police and fire protection.

Of the public facilities and services provided in rural Washington County, it is the County road system and police protection services which have fallen most seriously behind the levels necessary to adequately serve the rural population.

COMMENT:

Policy 18, Rural Lands, recognizes AF-5, R-IND and R-COM zoned lands as "Rural Lands". Washington County took an exception to Statewide Planning Goals 3 and 4 for these lands. Because AF-5, R-IND and R-COM are identified as rural lands, this Comprehensive Plan Amendment for the Williams Fuel property from AF-5 to R-COM and R-IND will not change the rural nature of the property. Williams Fuel is a long-standing rural commercial and industrial use on the subject property. Washington County's 1985 Comprehensive Plan, adopted in compliance with Oregon Revised Statute Chapter 197 and LCDC Statewide Planning Goals, recognized this site as an appropriate rural use, granting it an exception to Statewide Planning Goal 3 and it was designated

AF-5. If the property owner provided more information to Washington County about the existing use of the site and future plans, the site may have been designated R-COM and R-IND instead of AF-5.

The Subject Property is surrounded AF-5 District lands except to the west and north which is in the AF-20 District. The owners will record a waiver of the right to remonstrate against accepted farm and forest practices on nearby lands.

The following are ESEE reasons to support need for a Plan Amendment to R-COM & R-IND:

ECONOMIC

1. Typical advantages of using the proposed area for a use not allowed by a goal.

COMMENT:

The Williams Fuel business will receive a significant economic advantage by keeping the existing 5,128 square foot building at the current location to serve both the R-COM and R-IND portion of the site. As mentioned before, only 900 square feet of this building is used for retail. Even if this building was converted to another retail business in the future, the current R-COM District requirements automatically restrict the use of the property. For example, it is doubtful that someone could justify a 5,000 square foot (future area) convenience store and restaurant combination in the future and still comply with the Washington County R-COM District requirements.

Because of the special location needs of the proposed use within proximity to the existing Williams Fuel business, the existing building is in the only location to warrant evaluation. Other sites in the area are not feasible or economical because the distance from the existing William Fuel business. Williams Fuel is served with public water from the City of Hillsboro which may not be available to other sites in the area that developed the same business as Williams Fuel.

2. Typical disadvantages of using the proposed area for a use not allowed by a goal.

COMMENT:

Developing this AF-5 site as a retail use will permanently remove the potential for agricultural use. The site has been used for business for 70 years and is committed to non-farm and non-forest uses.

3. Typical positive consequences resulting from the use at the proposed site.

COMMENT:

The positive benefits from this use is the provision of convenient retail and industrial services for rural residents and the farm and forest community.

4. Typical negative consequences resulting from the use at the proposed site.

COMMENT:

The proposed use will permanently remove the potential for agriculture. Due to its isolation from surrounding farm uses and the long-standing non-use of the proposed site for agricultural purposes, the long-term adverse economic impacts of developing the site for retail are either non-existent or

insignificant. The long-term economic benefits to the Williams Fuel business and its suppliers and customers are substantial.

ENVIRONMENTAL

1. Typical advantages of using the proposed area for a use not allowed by a goal.

COMMENT:

The advantages of this location are no identified impacts to existing commercial farm and forest uses in the area. Another location for this business could potential have more impacts to farm and forest uses. The site does not contain any significant or unique wildlife habitat areas or sensitive resources, except for wetlands and the 100 years flood plain at the north end of the property. The environmental conditions are limited on this site on the project site. Therefore, this proposed retail business would not have an environment impact. This site is served with public water from the City of Hillsboro which reduces the impacts to existing wells in the area.

2. Typical disadvantages of using the proposed area for a use not allowed by a goal.

COMMENT:

The typical disadvantages of this use would be additional development outside the UGB and potential increase use of public facilities and services designed form rural and resource development.

3. Typical positive consequences resulting from the use at the proposed site.

COMMENT:

Re-designating the subject property from AF-5 to R-COM in order to allow the existing building to be retained will conserve energy and resources and utilize an existing structure already located outside of the UGB. This eliminates the need to use new resources and building materials and construct extensive site improvements to build the same building in another location. Removing 1,500 square feet of the existing building would be a waste of energy and resources and significantly impact the Williams Fuel business, its suppliers and customers. As explained before, the site is served with public water from the City of Hillsboro which reduces the impacts on existing wells in the area.

4. Typical negative consequences resulting from the use at the proposed site.

COMMENT:

The typical negative consequences from this use would be additional development outside the UGB and potential increase use of public facilities and services designed for rural and resource development and not urban development. No adverse long-term environmental impacts will occur from retaining the 5,128 square foot retail building or depletion of any significant natural resource such as wildlife, wetlands or increased run off to nearby drainage ways. The building is already in existence, so no additional impact is possible.

SOCIAL

1. Typical advantages of using the proposed area for a use not allowed by a goal.

COMMENT:

The subject site is optimal location for the convenience of customers and suppliers in the area. Access is adequate and there is a proven need for this business to serve the surrounding area. The location of this business in the rural area of Washington County reduces vehicle trips and retains scarce urban commercial and industrial land in the UGB for more intensive uses which need a higher level of public facilities and services.

Developing another site for this use would create more long-term social disadvantages compared to the existing Williams Fuel use. Such an action would necessitate the demolition of 1,500 square feet of the existing building and disrupt an existing business and inconvenience the customers and suppliers.

2. Typical disadvantages of using the proposed area for a use not allowed by a goal.

COMMENT:

There are no notable social disadvantages to retaining the existing 5,128 square foot building except a potential for a change in use with a greater impact. Such a use would be required to comply with the R-COM standards in the Washington County CDC which significantly limits uses on R-COM land.

3. Typical positive consequences resulting from the use at the proposed site.

COMMENT:

The typical positive consequences from this use are the provision of retail services for the convenience of suppliers and customers of Williams Fuel and retaining an existing business. This existing building provides multiple uses such as office space for the industrial portion of the business, storage, vehicle parking and a covered maintenance and repair shop for the equipment used on the site.

4. Typical negative consequences resulting from the use at the proposed site.

COMMENT:

No adverse social consequences will occur as a result of this development. Any alternate site may have greater impact the rural area compared to the existing site. Development of the proposed parking site will produce positive social consequences for the surrounding rural population by providing retail services in a safe and convenient location.

ENERGY

1. Typical advantages of using the proposed area for a use not allowed by a goal.

COMMENT:

Retaining the existing building will save energy and natural resources and eliminate the need for construction of a new building and site improvement at another location. Retaining the existing business will reduce vehicle trips for customers and suppliers and take advantage of access on a State Highway with an adequate level of service to the year 2028.

2. Typical disadvantages of using the proposed area for a use not allowed by a goal.

COMMENT:

No energy disadvantages exist except the business will probably increase in the future. This increase will be offset by reduced vehicle trips to the UGB which saves energy.

3. Typical positive consequences resulting from the use at the proposed site.

COMMENT:

The typical positive energy consequences are retaining the existing business and saving resources already committed to the existing business.

4. Typical negative consequences resulting from the use at the proposed site.

COMMENT:

Negative energy consequence is increased customer use. However, this increase will be off-set by reduced vehicle trips in the UGB.

POLICY 19: RURAL RESIDENTIAL DEVELOPMENT

It is the policy of Washington County to allow rural housing in rural areas.

Implementing Strategies

The County will:

- a. Adopt and implement three separate residential plan designations that will apply to lands which have developed, or are committed to development in a rural character. The three plan designations are:
 1. Agricultural and Forest-5 (AF-5)
 2. Agricultural and Forest-10 (AF-10)

3. Rural Residential-5 (RR-5)

In addition, the Development Code may provide for a Rural Planned Development process and certain overlay districts.

- b. Through the Community Development Code, establish residential land use district regulations which:
 - 1. Contain a minimum lot size appropriate to retain the rural character of the area;
 - 2. Permit as primary uses, residential dwellings and accessory structures, and farm and forest activities; and
 - 3. Contain lot of record provisions.
- c. Require the filing of a waiver of remonstrance in conjunction with the issuance of a building permit for a residential use which recognizes that the proposed dwelling may be subject to customary and accepted farm and forest practices.

Summary Findings and Conclusions

Although the Regional Urban Growth Boundary will constrain urbanization of productive agricultural and forest lands beyond that needed for growth by the year 2000, land divisions on existing lots of record and other existing uses have resulted in the continued loss of lands with agricultural and forestry potential. The amount of land devoted to commercial farm and forest use has declined due to competitive pressures for non-farm, non-forest uses. If this trend continues, commercially viable agriculture and forest lands will shift to smaller scattered acreages. This begins to limit commercial farm and forest use of the land. Many rural residential landowners supplement their income with food and fiber production. However, many of these lands are no longer suitable for commercial farm or forest operations, because of the parcel sizes. Agriculture and forest activities are encouraged and are considered to be an integral element of the environment of these areas. The establishment or continuation of a rural residence on a parcel of land adjacent to or near land being used for agriculture or forestry production will be allowed only with the understanding that residents on these rural residential tracts will be subject to the normal and accepted farming and forestry practices.

COMMENT:

The subject property is already in the AF-5 District with a granted exception to Goal 3. Because of the long history of the use of the subject property for commercial and industrial activities, no recourse farm or forest land will be taken out of production and no impact to existing AF-20 land will occur. As mentioned before, the Williams Fuel business provides a critical service to the rural area, including farms, dairies, horse stables and vineyards in the community.

POLICY 20: RURAL COMMERCIAL DEVELOPMENT

It is the policy of Washington County to provide rural commercial lands for support of rural residential, agricultural and forest activities.

Implementing Strategies

The County will:

- a. Allow commercial uses which support the needs of rural residents and agricultural and forest uses.
- b. Evaluate proposed rural commercial uses to determine if they are needed to support the Rural and Natural Resource area.
- c. Recognize existing, lawfully created commercial uses and allow reasonable expansion where urban services are not required, where there is conformance with the plan and where conflicts with surrounding uses can be minimized.

Summary Findings and Conclusions

Within the Rural/Natural Resource areas of the County there are rural commercial facilities which are necessary to support rural residential, agricultural and forest activities. These commercial facilities are small in size, rural in character, and do not require urban services. The continuation of rural commercial uses to provide for the basic convenience and service needs of the rural and natural resource community, without an adverse impact on surrounding farm and forest activities, is important to the communities.

COMMENT:

As indicated by the Summary of Findings and Conclusions adopted by Washington County and accepted by LCDRC, rural commercial facilities may be permitted which are necessary to support rural residential agricultural and forest activities. The findings and conclusions go further to state that these commercial facilities are small in size, rural in character, and do not require urban services. The existing and proposed use on the subject property provides exactly the type of service envisioned in these findings and conclusions. The Williams Fuel operation utilizes waste and secondary resources from surrounding agricultural and forest activities, assembles stores and markets these products to users predominantly in the rural southwestern portion of Washington County. In addition, the propagation, storage, and shipping of root stock materials are definite agricultural activities. The sale of nursery stock further provides a service to both agricultural producers and residential users within the immediate area. A full description of uses is included in the applicant's letter (Exhibit 20).

Exhibit 16 lists supply sources for Williams Fuel in the year 1989 by address and product type. A majority of the Oregon suppliers were located either in Washington or Yamhill Counties. This exhibit also lists the locations of customers in 1989 by a rural or urban address. This information was listed from checks give to Williams Fuel for purchase of supplies. At that time, 60% of the customers lived in rural locations with more than half of those rural customers living in the surrounding area of Gaston and Forest Grove. These two exhibits illustrate that the source of products and ultimate consumers are from rural areas of Washington and Yamhill Counties. The customer list for the year 2007 shows that 75% of the customers live in Washington County and 13% in Yamhill County. Although this is "historic" data which changes with product mix and markets, this information as well as the updated information in Exhibit 20 provide substantial evidence that the use provides an important service to the rural community.

This information clearly shows the Williams Fuel business is needed to serve rural residents and the existing farm and forest community. This Plan Amendment will not require any additional public facilities and services. The only urban service available is public water from the City of Hillsboro. No expansion of the water system is anticipated as a result of this Plan Amendment. Other sections of this report address compliance with all applicable plan policies and non-impact to surrounding farm and forest uses.

The applicant requests a plan change from AF-5 to R-COM and R-IND to accommodate the expected normal business growth of the Williams Fuel business. The current use of the site is predominately rural in nature and compatible with adjacent and nearby resource uses. Re-designation to R-COM and R-IND would permit other commercial uses on the property associated with nursery, wood processing and landscape materials. Granting the request will not commit adjacent or surrounding resource land to non-resource uses. Any future use of the site would be subject to the strict R-COM and R-IND requirements contained in the Washington County Community Development Code as acknowledged by the State of Oregon.

POLICY 21: RURAL INDUSTRIAL DEVELOPMENT

It is the policy of Washington County to provide areas for resource-related industrial uses and to recognize existing lawful industrial uses.

Implementing Strategies

The County will:

- a. Allow farm and forest-related industrial uses and to encourage them to locate in the rural area.
- b. Evaluate proposed new industrial uses to determine if they are needed to support the natural resource base and that they are consistent with the rural character and rural level of services.
- c. Recognize existing, lawfully created industrial uses and allow reasonable expansion where urban services are not required, where there is conformance with the plan and where conflicts with surrounding uses can be minimized.
- d. Maintain two industrial plan designations in the Rural/Natural Resource area. The two designations are:
 1. The rural industrial designation which provides for resource-related industrial uses, and
 2. The land extensive industrial designation which recognizes land previously zoned MA-E pursuant to the 1973 Comprehensive Plan.

Summary Findings and Conclusions

There are several areas in the County outside the established Urban Growth Boundary where industrial development has occurred. This development primarily relates to resource-related

operations such as farm products processing, lumber mills and the processing and mining of mineral and aggregate resources. Some non-resource related industrial uses have been lawfully established based upon past County policies. It is recognized that rural resource industrial lands are necessary to strengthen the County's economy.

COMMENT:

All of the comments for the R-COM designation above are applicable for this R-IND designation. The primary reason for the R-IND designation is to buffer adjacent AF-20 designated land and provide a location for processing wood products and storage of nursery stock and other materials sold to customers. The wood processing activities and storage consumes a large portion of the site. All of Tax Lots 2301 and 2303 are included in this Plan Amendment to provide sufficient opportunity for the business to grow and especially the wood processing portion of the business. In the future, additional needs for the farm and forest community will occur and Williams Fuel will have adequate land to accommodate those needs. Because of the 15.16 acre size of Williams Fuel site, it is unlikely that another use on another site will be needed in the immediate future. The amount of acreage proposed with this Plan Amendment will give Williams Fuel room to grow with the needs of Washington and Yamhill Counties. The applicant understands that the change of Tax Lot 2303 will result in creating a nonconforming residential use. He agrees to apply for a Type I "Caretaker Residence" for the property.

POLICY 22: PUBLIC FACILITIES AND SERVICES

It is the policy of Washington County to provide Public Facilities and Services in the Rural/Natural Resource Area in a coordinated manner, at levels which support rural type development, are efficient and cost effective, and help maintain public health and safety.

Implementing Strategies

The County will:

- a. Review the adequacy of the following public services and facilities in conjunction with new development:
 1. Schools
 2. Fire and Police protection

Summary Findings and Conclusions

Public facilities and services generally include sanitary and water facilities, solid waste collection and disposal, fire protection, police protection, energy and communication facilities, health services, educational facilities, and other governmental services. In the Rural/Natural Resource area of the County, the types and levels of public facilities and services needed to support development are different from those required in the more urbanized portions of the County. Generally in the rural areas, greater reliance is placed on providing on-site facilities to satisfy needs for water, sewage disposal and drainage management. This is appropriate since rural area development is (and will continue to be) largely dispersed, at a level of intensity that does not require more capital-intensive facilities evident in the urban areas. Public facilities and services provided in the Rural/Natural Resource area are the responsibility of a variety of jurisdictions, agencies, and organizations, including Washington County. The County has the additional responsibility and legislative authority to

coordinate the activities of these entities in order to ensure that public facilities and services are provided in an efficient manner and at levels appropriate to support Comprehensive Plan designations of the areas being served.

COMMENT:

All service providers have written letters indicating public facilities and services are adequate to serve the existing and proposed use on the subject property. This application is consistent with this Policy because future expansion of the Williams fuel business will not create any need for additional public facilities and services nor interfere with the delivery of any existing facilities and services.

Williams Fuel is served with a private sanitary sewer septic system. Public water is provided by the City of Hillsboro. The Hillsboro water system is very large and can easily accommodate any use on the site. The service letter states no impact to the water system. The uses will be commercial and industrial which create no need for school services. The Forest Grove Fire District responded that service level is adequate. The Washington County Sheriff indicated that the service level is adequate. This policy notes that "in the rural areas, greater reliance is placed on providing on-site facilities to satisfy needs for water, sewage disposal and drainage management." This application meets these policy requirements. Washington County DLUT and ODOT will provide comments on this Plan Amendment after review of all information including the Traffic Study.

POLICY 23: TRANSPORTATION

It is the policy of Washington County to regulate the existing transportation system and to provide for the future transportation needs of the County through the development of a Transportation Plan as an Element of the Comprehensive Plan.

Implementing Strategies

The County will:

- a. Combine the transportation features of the urban and rural areas in a single County-wide Transportation Plan. The Transportation Plan will address the major roadway system (i.e. non-local roads) and designate roads and streets that are part of the major system. The Rural/Natural Resource Plan and the Community Plans will address the local road system and designate the streets and roads that are part of that system;
- b. Specify the necessary transportation improvements, maintenance and reconstruction activities needed to carry out the Comprehensive Plan in the Transportation Plan.
- c. Implement the Transportation Plan capital improvements and maintenance programs through a combination of public expenditures, private development actions and the assessment of impact fees.

- d. In cases of direct conflict between the Transportation Plan and a Community Plan or the Rural/Natural Resources Plan Element functional classification and/or location of a proposed road, the Transportation Plan shall take precedence.
- e. The addition of new roads or streets to the major roadway system will be designated through the Transportation Plan unless specified otherwise by the Transportation Plan. New neighborhood routes may also be designated through the development review process. New local streets or roads will be designated through the development review process or by amendments to the Community Plans or the Rural/Natural Resource Plan;
- f. Amendments to the Rural/Natural Resource Plan shall be consistent with the applicable policies and strategies of the Transportation Plan.

Summary Findings and Conclusions

The transportation system and planning for that system must go beyond meeting daily travel demands. Transportation planning must recognize that transportation systems have significant impacts on the physical, social and economic characteristics of the areas they serve. In order to have an integrated and consistent plan for transportation, the transportation needs for the urban and rural areas are combined in a single document. The Transportation Plan is a comprehensive analysis and identification of transportation needs associated with the support and implementation of the development patterns described in the Community Plans and the Rural/Natural Resource Plan. Prepared from both the county-wide and community planning areas perspectives, the Transportation Plan addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The Transportation Plan designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the Transportation Plan. New neighborhood routes may also be designated through the development review process. The local street system is designated on the Rural/Natural Resource Plan and the Community Plans. New local streets and special area local streets are identified through the development review process or by amendments to the Community Plans or the Rural/Natural Resource Plan.

The Rural/Natural Resources Plan Element and the Community Plans will define the location and level of demand the transportation system will be expected to accommodate. The policies and strategies of the Transportation Plan are aimed at defining the role transportation services will play in shaping the County's urban and rural areas. A major factor in determining the timing and sequence of growth will be the availability of an adequate transportation system.

COMMENT:

A detailed traffic report has been prepared which demonstrates this Plan Amendment will not have a significant effect on the existing transportation system (See Exhibit 22). The traffic study was extended to the year 2028 and no significant impacts to the transportation system were identified. Existing access on Seghers Road and Highway 47 were found to be adequate now and in the year 2028. No required improvements or mitigation are identified. We anticipate that ODOT and Washington County will agree with the traffic report findings. Therefore, traffic impact should not be considered as a reason to deny of this application.

E. WASHINGTON COUNTY TRANSPORTATION PLAN

1.0 TRAVEL NEEDS POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.

COMMENT:

The Williams Fuel business reduces vehicle trips and congestion in the surrounding urban area by providing whole sale and retail sale of materials to the rural community. This will accommodate the diverse travel needs of Washington County residents and businesses.

2.0 SYSTEM SAFETY POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION SYSTEM THAT IS SAFE.

COMMENT:

The current access to Williams Fuel on Seghers Road and Highway 47 is safe and adequate as determined by the traffic report.

4.0 SYSTEM FUNDING POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO AGGRESSIVELY SEEK ADEQUATE AND RELIABLE FUNDING FOR TRANSPORTATION FACILITIES AND SERVICES, AND TO ENSURE THAT FUNDING IS EQUITABLY RAISED AND ALLOCATED.

COMMENT:

The owners of Williams Fuel, along with their customers and suppliers pay taxes to help support this County policy.

5.0 SYSTEM IMPLEMENTATION AND PLAN MANAGEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO EFFICIENTLY IMPLEMENT THE TRANSPORTATION PLAN AND TO EFFICIENTLY MANAGE THE TRANSPORTATION SYSTEM

COMMENT:

The Washington County Transportation Plan can be implemented with or without this Plan Amendment. This amendment will have no effect on implementation of the Transportation Plan because no significant impacts are identified.

6.0 ROADWAY SYSTEM POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT THE ROADWAY SYSTEM IS DESIGNATED IN A MANNER THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS OF THE TRANSPORTATION SYSTEM.

COMMENT:

ODOT is responsible for the Highway 47 and the portion of Seghers Road providing access to Williams Fuel. No improvements, mitigation or changes to the transportation system or changes to the classification of the roads are required if this Plan Amendment is approved.

10.0 FUNCTIONAL CLASSIFICATION

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THE ROADWAY SYSTEM IS DESIGNED TO OPERATE EFFICIENTLY THROUGH THE USE OF A ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM.

COMMENT:

Highway 47 is State Highway and Seghers Road is a local road. Re-classification of either of these roads is not required if this Plan Amendment is approved

19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN THE PLANNING PROCESS

COMMENT:

This proposed plan amendment is subject to Washington County Plan Policy 2, Citizen Involvement, which assures opportunities for citizen participation in the process of reviewing this request. Coordination with other agencies is assured by the application of the Transportation Planning Rule, OAR 660, Division 12, to this plan amendment application.

F. WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE

ARTICLE II - PROCEDURES

SECTION 202: PROCEDURE TYPES AND DETERMINATION OF PROPER PROCEDURE

Section 202-3: Type III Procedure

202-3.2 The following are Type III actions:

C. Quasi-judicial plan amendments.

COMMENT:

The proposed Plan Amendment will be reviewed through a Type III Procedure.

ARTICLE III – LAND USE DISTRICTS

SECTION 348: AF-5 DISTRICT

Section 348-1: Intent and Purpose

COMMENT:

According to Section 348-1, the intent and purpose of the AF-5 District is to retain an area's natural character and conserve the natural resources. The intent is also to provide for rural residential uses. The intent and purpose of the surrounding property in the AF-5 District will not be compromised by this Plan Amendment. The Subject Property is already bordered on two sides by AF-5 District property and two sides by AF-20 District property. Land across Highway 47 is located in the EFU District.

SECTION 352: RURAL COMMERCIAL DISTRICT (R-COM)

Section 352-1: Intent and Purpose

The intent and purpose of the Rural Commercial District is to implement the rural commercial policies of the Comprehensive Plan and to meet convenience goods and service needs of rural residents while protecting the historic character of rural centers and the agricultural or forestry character of the area. Rural Commercial centers shall be designed to be compatible with the surrounding environment and generally not to exceed five (5) acres.

COMMENT:

The site is presently developed with several structures and work areas (See Exhibits 2 & 3). An oblique aerial photograph looking north across the site was taken on July 7, 1989 and the second photo was taken in the summer of 2005 (See Exhibit 11). The southerly portion of the site immediately adjacent to Seghers Road is used for the storage/display/sale of firewood and bark dust. The existing buildings are clustered near the center of the site. Customer and employee parking and the nursery stock display areas are located around the existing building.

The main building on the site is 5,128 square feet in area and used as an office, display room, root stock work area/cooler storage/shipping, equipment storage for front end loaders and miscellaneous small equipment and a repair shop.

The former mill pond is located north of the proposed 3.50 acres requested for a R-COM designation. The existing use of the property is land extensive requiring sizeable areas for the assembly, storage, and display of natural and partially processed natural materials. Presently, active business operations on the subject property include buildings, hard surfaced areas, open material storage areas, parking and circulation which account for about 6 acres of the 15.16 acre site.

It is the Applicant's contention that the existing use of the subject property meets the intent of OAR 660-04-0018 and OAR 660-04-0025. The property in question is physically developed as a resource commercial and industrial use which collects and stores materials for resale to the public as identified

in Exhibit 20. Furthermore, the subject property is served by public water as a part of the City of Hillsboro Municipal Water System and has direct access to the regional highway network (State Highway No. 47) via Seghers Road (County Road 329).

The applicant requests the change in designation from AF-5 to R-COM to accommodate the expected normal business growth of his present operations. Current uses on the site are predominantly rural in nature and compatible with adjacent and nearby resource uses. Re-designation to R-COM and R-IND would permit development of ancillary commercial and industrial uses normally associated with nursery/landscape materials sales. Granting the request will not commit adjacent or nearby resource land to non-resource uses. Any future use of the site would be subject the requirements of the Washington County Community Development Code as acknowledged by the State of Oregon. The use of the subject property provides a service both to resource providers and area users. Landscape material supplies are assembled, stored and sold from this site. Most of these materials such as firewood, bark dust, decorative rock, plant materials and natural fertilizers require extensive land areas for assembly and storage, (See Exhibit 3, Site Plan).

Although certain uses on the site are agricultural in nature (manure storage, root stock and nursery stock) and could continue under the present land use district, the applicant is requesting R-COM and R-IND designations to allow retail sales, wholesale and manufacturing and storing of products on the site. Including the agricultural use permits optimum functional use of existing on-site facilities. As the business operations change, uses could be easily shifted from one portion of the site to another. Due to the land extensive nature of the business and the need for substantial open material storage areas, the applicant is requesting 3.5 acres for R-COM and 11.66 acres for R-IND. The "general" guide for the maximum size of designating a site R-COM site is 5 acres. The proposed 3.5 acres is below this maximum. The 3.5 acres chosen provides a reasonable area for current use and anticipated expanded use for the existing business. Additionally it includes a relatively level area the use.

According to Section 352-1, the intent and purpose of the R-COM District is to implement rural commercial policies of the Comprehensive Plan and to meet convenience goods and service needs of rural residents while protecting the historic character of rural centers and the agricultural or forestry character of the area. Justification for this R-COM designation is provided throughout this report. Repeating the justification in this section is not necessary.

SECTION 354: RURAL INDUSTRIAL DISTRICT (R-IND)

354-1: Intent and Purpose

The Rural Industrial District is intended to provide areas for industrial uses outside the Urban Growth Boundary where an exception to Goals 3 or 4 has been taken and where a full range of urban services will not be required. The purpose of the district is to provide for the processing and manufacture of timber and forest related products, farm crops and produce, minerals and aggregates near the resources, and for the repair of mechanical equipment related to farm and forest uses.

COMMENT:

Approximately 11.66 acres will be designated R-IND. The purpose of the district will provide opportunities for Williams Fuel to expand its resource-based operations to support the local lumber mills and farms. It is appropriate for the operation to be located outside the UGB and this designation allows the necessary uses required by the business.

V. CONCLUSION

This Plan Amendment request from AF-5 to R-COM and R-IND is not intended to remove agricultural land from production, but, rather, to recognize a legitimate rural retail and industrial business which serves rural residents and the agricultural and forest uses in the immediate area.

Although records are sketchy, it appears that the business, at a smaller scale, existed on this property in the late 1960's and as such should have been shown as a Rural Commercial Use on the Washington County Comprehensive Plan. Since the late 1960's, the business has grown steadily. Over the past 40 years, no complaints have been received about the conduct of the business on this property.

Williams Fuel is a family owned local business which serves primarily the southwestern portion of Washington County and northern Yamhill County. The business utilizes resource base materials gathered from the area, stores and re-sells these materials to local end users. As such, the existing business meets the requirements and policies of the adopted Washington County Rural/Natural Resource Plan, OAR 660-04-18(2) and OAR 660-04-025.

Applicants request that this application be approved based upon on the evidence contained in this report and evidence that support the following findings:

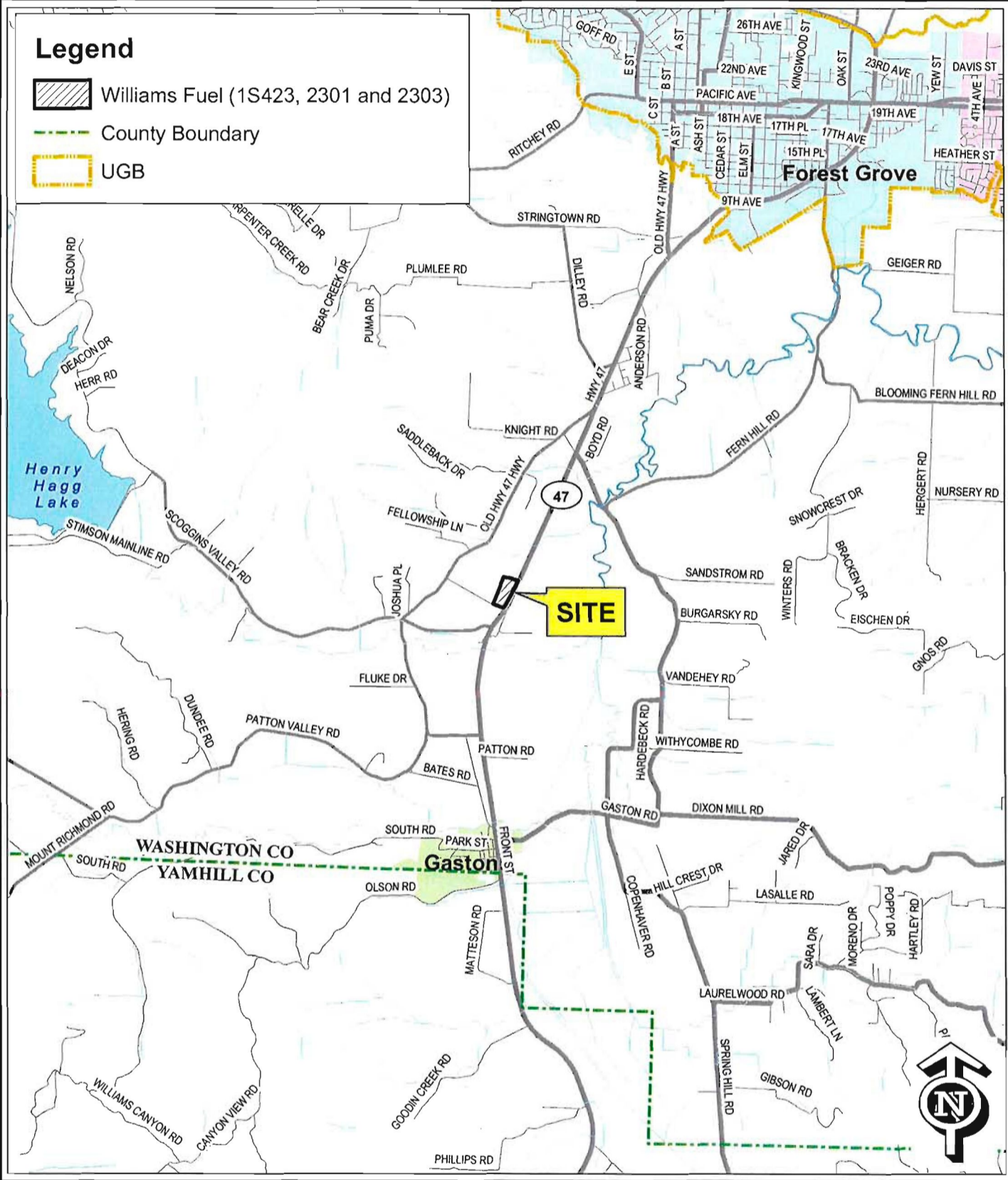
1. The proposed use will support the needs of the rural residents and agricultural and forest uses in the surrounding area;
2. There are no alternate sites available within the UGB, particularly Forest Grove and Gaston, which would support the type of uses and services which are offered by Williams Fuel.
3. The proposed use will not require any urban services, except public water which already is available to the subject property, and use is compatible with the surrounding agricultural uses;
4. That the proposed use is limited to basic convenience and service needs of the rural and natural resource community and will not cause adverse impacts on surrounding farm and forest activities.
5. Adequate public facilities and services are available to accommodate the proposed use.

**“WILLIAMS FUEL COMPREHENSIVE PLAN AMENDMENT
AF-5 TO R-COM & R-IND”**




Exhibit No.	Exhibit Title
1	Vicinity Map
2	Aerial Photo - 2008
3	Existing Site Plan with Proposed Land Use Districts
4	Surrounding Tax Lots with Flood Plain Overlay
5	Rural Comprehensive Plan Maps with Detail Map
6	CDC Sections 348, 352 & 354
7	Topography Map
8	Soils Map with Description
9	Tax Map
10	Significant Natural Resources
11	Aerial Perspective of Site 1989 & 2005
12	Existing Building Floor Plan & Permit Records
13	Alternative Site Analysis - 2-mile radius map
14	City of Forest Grove & City of Gaston Zoning Maps
15	Alternate Site Analysis - Maps
16	Williams Fuel Customer List 1989 & 2007
17	Well Logs
18	Service Availability Letters
19	Pre-application Conference Notes & Notice of Incomplete
20	Description of Williams Fuel Business
21	Site Photographs
22	Traffic Study

Vicinity Map

Exhibit No. 1



Legend

-  Williams Fuel (1S423, 2301 and 2303)
-  County Boundary
-  UGB

NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

Vicinity Map
 Williams Fuel
 Washington County, Oregon

Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010

Date:
03/29/2010

Scale:
1 inch = 1 mile

Project #:
N0138

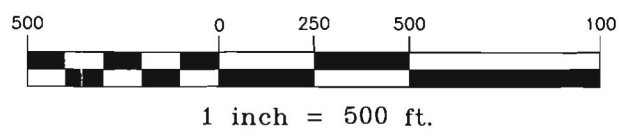
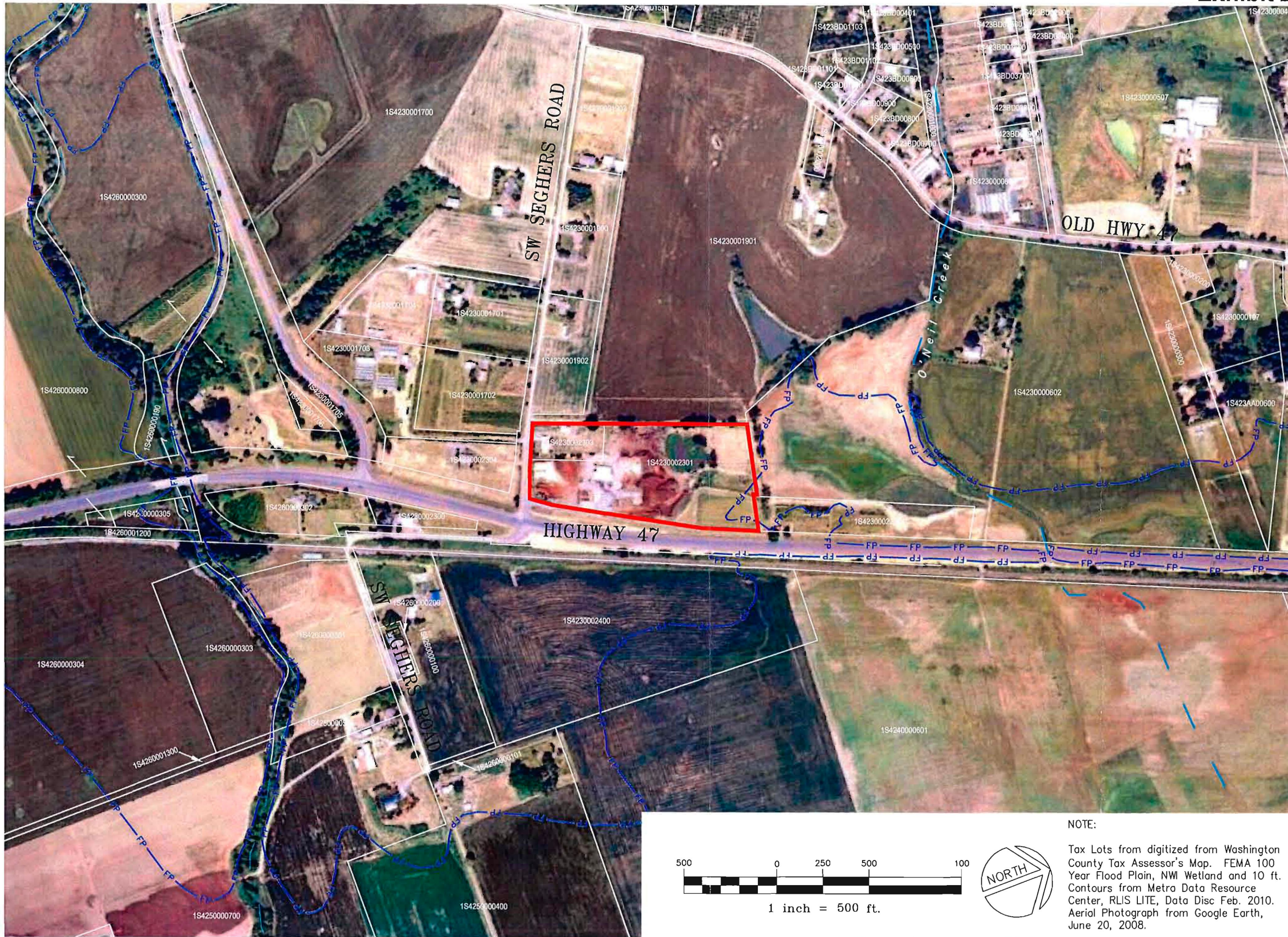
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Aerial Photo - 2008

Exhibit No. 2

Exhibit 2



NOTE:
 Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RLIS LITE, Data Disc Feb. 2010. Aerial Photograph from Google Earth, June 20, 2008.

WILLIAMS ENGINEERS
 Engineering & Planning
 19075 NW Tansbourne Drive, Suite 150
 Hillsboro, OR 97124
 503 801 4401 503 801 4402 -fx

FOR: WILLIAMS FUEL
 LARRY WILLIAMS
 44975 SW SEGHERS ROAD
 GASTON, OREGON 97119
 SITE: TAX MAP 1S423
 WASHINGTON COUNTY, OREGON

WILLIAMS FUEL
 NO138
 AERIAL PHOTOGRAPH - 2008

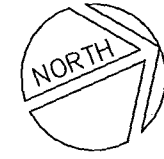
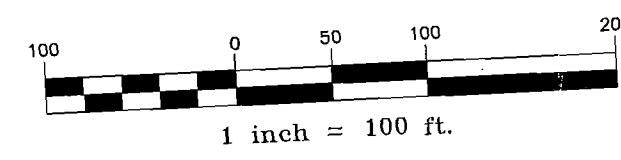
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

AERIAL

Existing Site Plan with Proposed Land Use
Districts

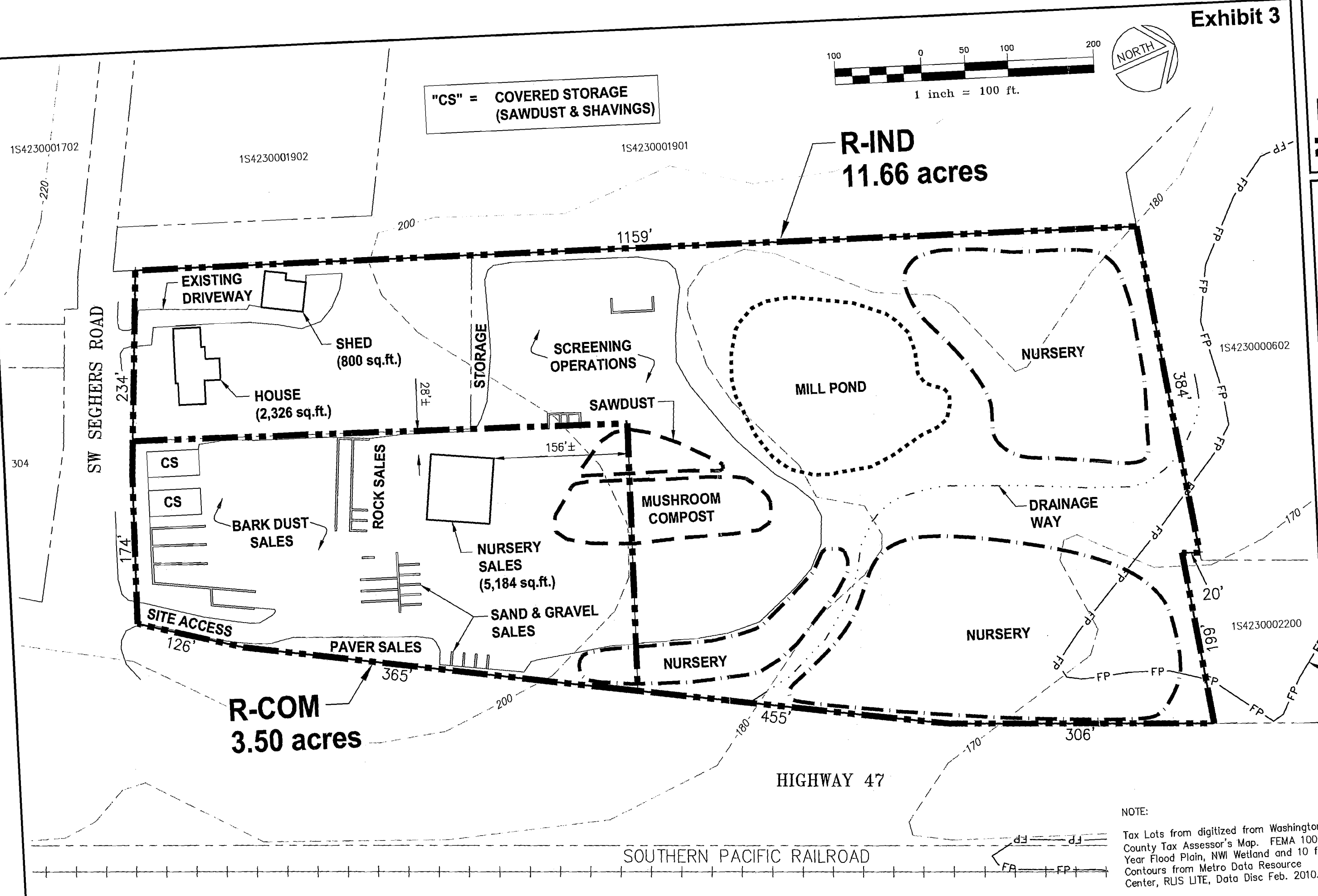
Exhibit No. 3



"CS" = COVERED STORAGE
(SAWDUST & SHAVINGS)

R-IND
11.66 acres

R-COM
3.50 acres



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FOR: WILLIAMS FUEL
LARRY WILLIAMS
44975 SW SEGHERS ROAD
GASTON, OREGON 97119
SITE: TAX MAP 1S423
TAX LOTS 2301 AND 2303
WASHINGTON COUNTY, OREGON

WILLIAMS FUEL
NO138
EXISTING SITE PLAN WITH
PROPOSED LAND USE DISTRICTS

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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

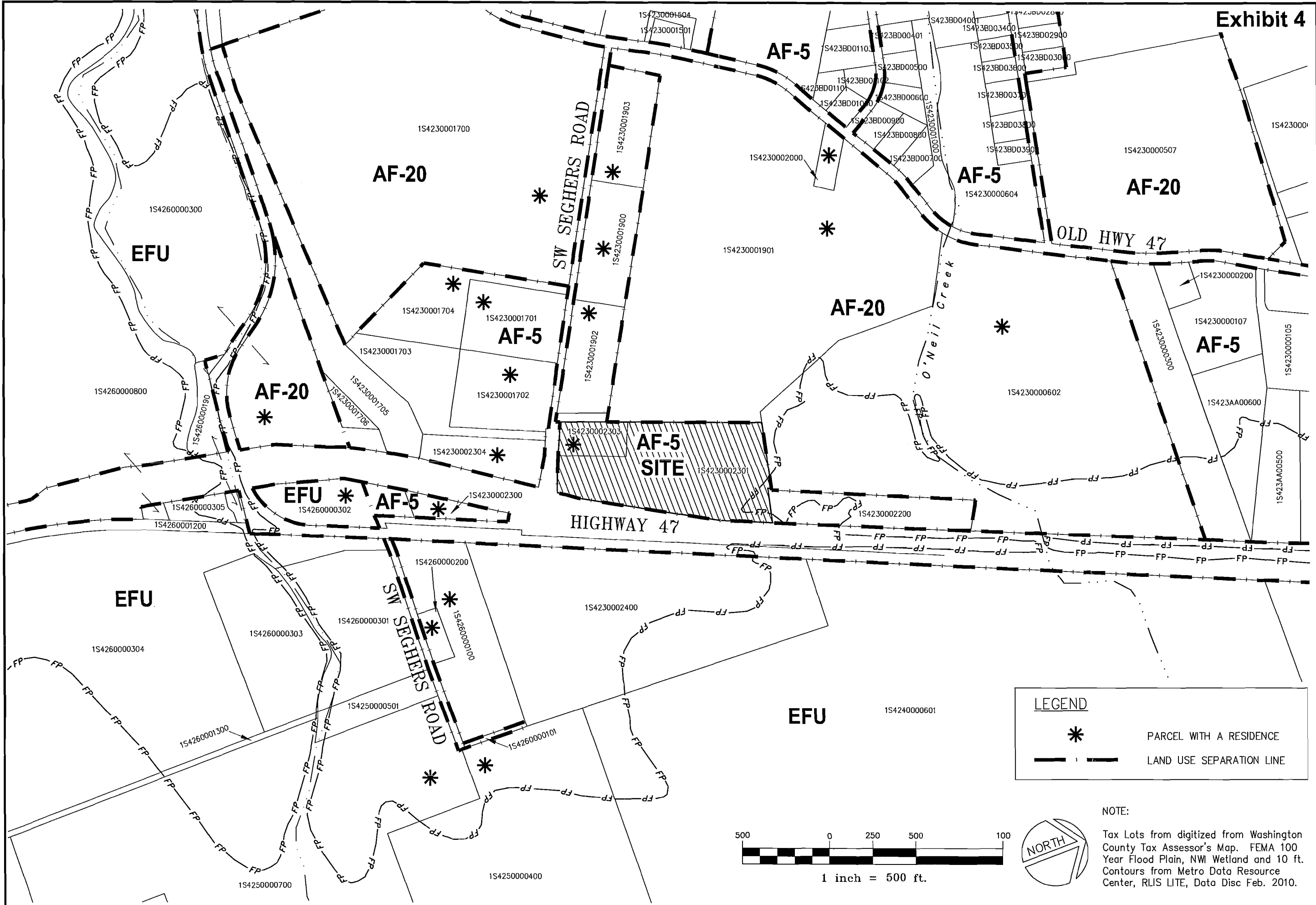
SITE

NOTE:
Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RUS LITE, Data Disc Feb. 2010.

Surrounding Tax Lots with Flood Plain Overlay

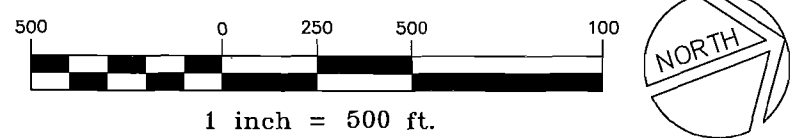
Exhibit No. 4

Exhibit 4



LEGEND

- * PARCEL WITH A RESIDENCE
- LAND USE SEPARATION LINE



NOTE:
 Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RLIS LITE, Data Disc Feb. 2010.

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FOR: WILLIAMS FUEL
 LARRY WILLIAMS
 44975 SW SEGHERS ROAD
 GASTON, OREGON 97119
 SITE: TAX MAP 1S423
 WASHINGTON COUNTY, OREGON

WILLIAMS FUEL
 NO138
 SURROUNDING TAX LOTS WITH
 FLOOD PLAIN OVERLAY

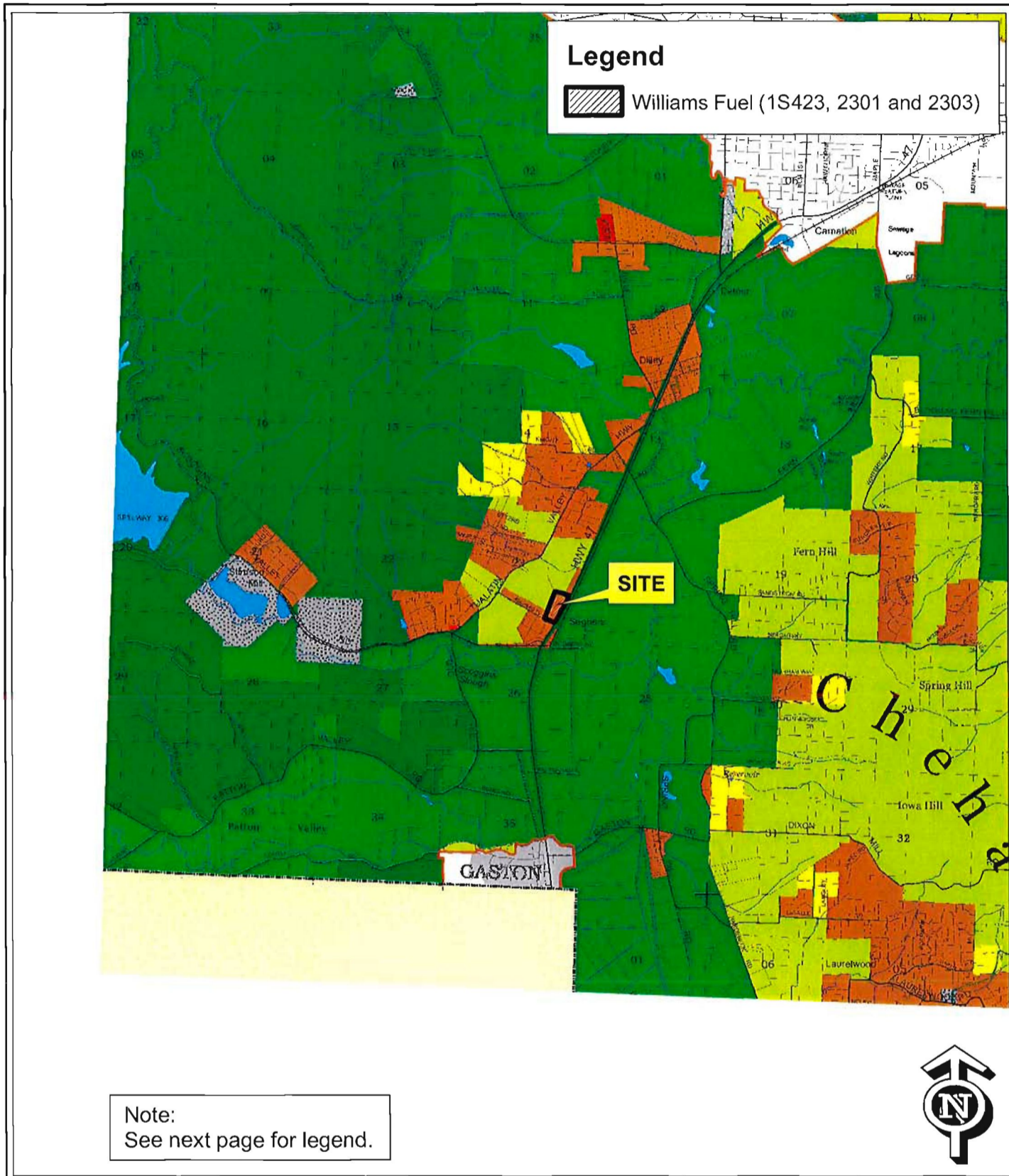
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

AREA

Rural Comprehensive Plan Maps with Detail Map

Exhibit No. 5



Note:
See next page for legend.

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SUITE 160
HILLSBORO, OREGON 97124
PHONE: 503-601-4401

Land Use Designation Map
Williams Fuel
Washington County, Oregon

Source:
Washington County Rural Natural Resource Plan Maps

Date: 03/29/2010
Scale: 1 inch = 1 mile
Project #: N0138
Drawn By: CEB

RURAL / NATURAL RESOURCE PLAN LAND USE DISTRICTS

(GENERAL DESCRIPTION)

This is a generalized description of the Land Use Districts. A complete description of each District and the uses permitted within each district is contained within the Washington County Community Development Code. For additional information, please refer to the Code.

EXCLUSIVE FOREST AND CONSERVATION (EFC)

Intended to provide for forest uses and the continued use of lands for renewable forest resource production, retention of water resources, recreation and other related or compatible uses. Prohibits uses of land which are not compatible with the management and development of forest resources. Application for most uses, including dwellings are reviewed for compatibility with the Plan designation. In most cases, new lots must be a minimum of 80 (eighty) acres.

EXCLUSIVE FARM USE (EFU)

Intended to preserve and maintain commercial agricultural land for farm use consistent with existing and future needs for agricultural products, forests and open spaces. Prohibits uses of lands which are not compatible with farm uses and agricultural land. Applications for most uses, including dwellings, are reviewed for compatibility with the Plan designation. No minimum lot size requirements for land divisions, however there are specific review standards for the creation of new parcels.

AGRICULTURE AND FOREST - 20 (AF-20)

Intended to preserve and maintain agricultural land in uses consistent with those included in an exclusive farm use district. Recognizes that certain lands therein may be of "marginal" use for agricultural and forestry purposes and provides a process and criteria for identifying marginal lands within the District. Applications for most uses, including dwellings, are reviewed for compatibility with the Plan designation. Creation of new lots for farm uses requires at least a 20 (twenty) acre minimum lot size. There are specific review standards provided in the Code for the creation of new parcels in the AF-20 District.

AGRICULTURE AND FOREST - 10 (AF-10)

Retains the area's rural character and conserves natural resources while providing for rural residential uses. This District is applied to rural lands with steep topographic characteristics where there are limited public facilities and services. A 10 (ten) acre minimum lot size is normally required for the creation of new parcels.

AGRICULTURE AND FOREST - 5 (AF-5)

Retains the area's rural character and conserves natural resources while providing for rural residential uses. Intended to recognize parcelization and diverse ownerships existing at the time of adoption of the Comprehensive Plan. A 5 (five) acre minimum lot size is normally required for creation of new parcels.

RURAL RESIDENTIAL - 5 (RR-5)

Recognizes rural areas which have been committed or developed for suburban residential uses with minimum farm and forest uses. Prohibits mobile homes. A 5 (five) acre minimum lot size is normally required for creation of new parcels, although divisions of land down to one acre are allowed in limited areas, through procedures specified in the Community Development Code.

RURAL COMMERCIAL (R-COM)











Provides for commercial activities which serve the convenience goods and service needs of rural residents while protecting the historic character of rural centers and the agricultural or forestry character of the area.

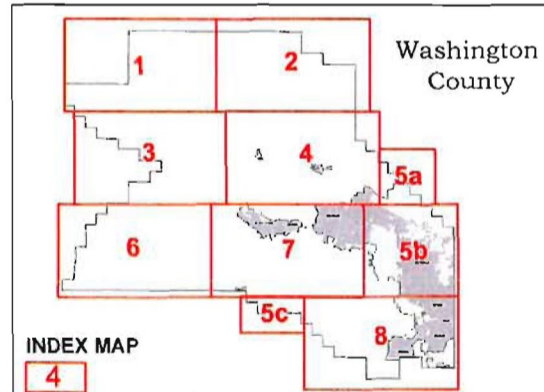
LAND EXTENSIVE INDUSTRIAL (MA-E)

Provides land for farm and forest-related industrial uses needed to support the natural resource base consistent with the rural character and level of services. Recognizes land designated MA-E pursuant to the 1973 Comprehensive Plan. Proposed industrial uses are evaluated to determine consistency with the Plan designation. Existing lawfully created industrial uses are recognized and allowed reasonable expansion, subject to certain conditions.

RURAL INDUSTRIAL (R-IND)

Provides for industrial uses in the County needed to support the natural resource base consistent with the rural character and rural level of services. Allows industrial uses which are primarily resource-related, such as: processing and manufacture of timber and forest-related products, farm crops and produce, and minerals and aggregates near the resource sites, and for the repair of mechanical equipment related to farm and forest activities. Proposed new industrial uses are evaluated to determine consistency with the Plan designation. Existing lawfully created industrial uses are recognized and allowed reasonable expansion, subject to certain conditions.

-  Regional Trafficway / Principal Arterial Routes
-  Primary Roadways
-  Secondary Roadways
-  Local Roads and other Minor Routes
-  Gravel or Unimproved Roads
-  Railroads
-  Spot elevation in feet
-  Urban Growth Boundary
-  County Boundary
-  Rivers
-  Incorporated Urban Areas



INDEX MAP

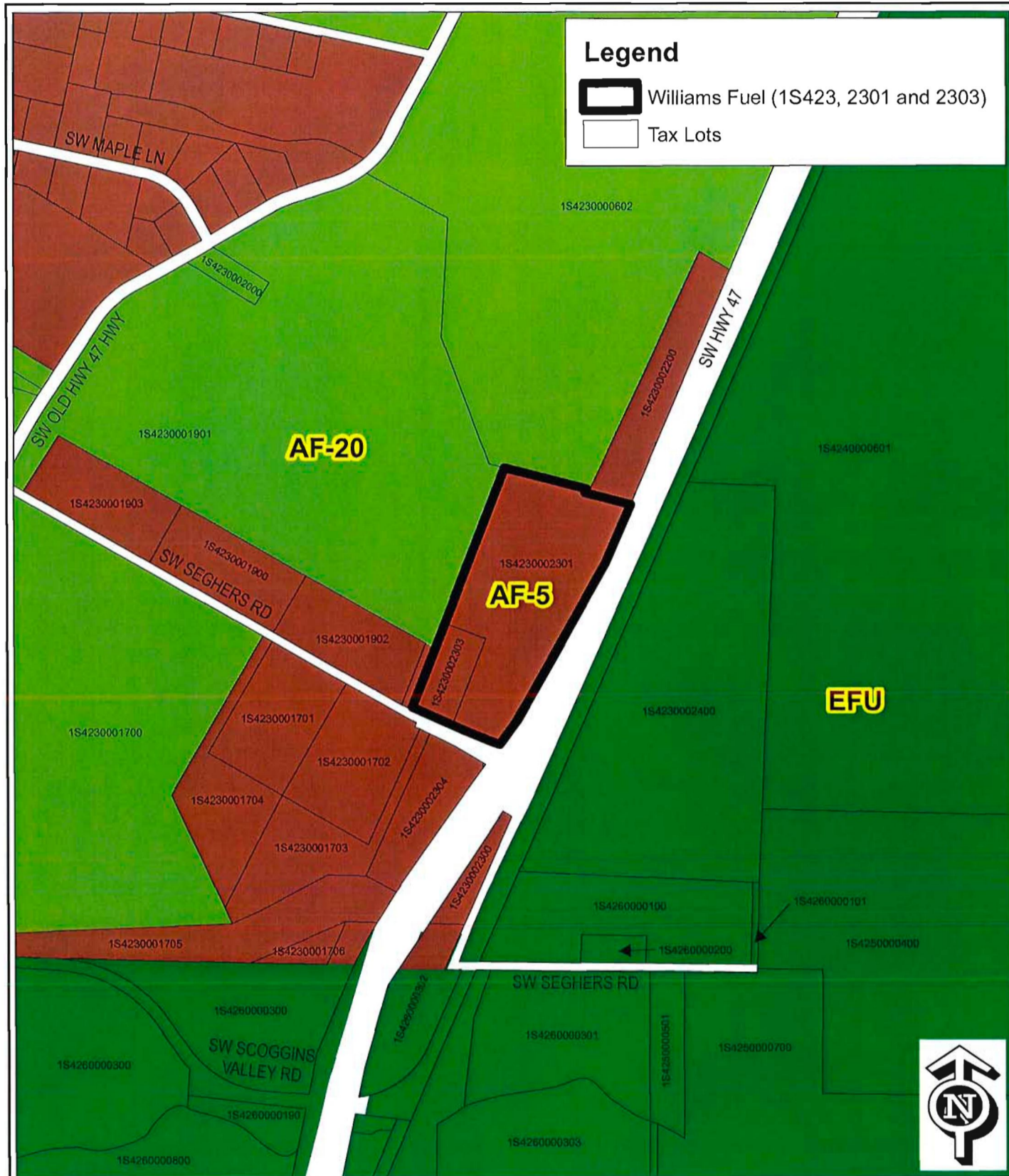
The map above shows the locations of the ten indexed maps for the Washington County Rural Natural Resource Plan. Each map is at a scale of 1:60,000 or 1 inch represents 5000 feet.

NW ENGINEERS
Engineering & Planning
19075 NW TANASBOURNE DRIVE,
SUITE 160
HILLSBORO, OREGON 97124
PHONE: 503-601-4401

Land Use Designation Legend Williams Fuel Washington County, Oregon

Source:
Washington County Rural Natural Resource Plan Maps

Date:	03/29/2010
Scale:	N/A
Project #:	N0138
Drawn By:	CEB



19075 NW TANASBOURNE DRIVE,
SUITE 160
HILLSBORO, OREGON 97124
PHONE: 503-601-4401

Land Use Designation Map Detail Williams Fuel Washington County, Oregon

Source:
Washington County Rural Natural Resource Plan Maps

Date:	03/29/2010
Scale:	1 inch = 600 feet
Project #:	N0138
Drawn By:	CEB

CDC Sections 348, 352 & 354

Exhibit No. 6

348 AGRICULTURE AND FOREST DISTRICT (AF-5)

348-1 Intent and Purpose

The AF-5 District is intended to retain an area's rural character and conserve the natural resources while providing for rural residential use in areas so designated by the Comprehensive Plan.

The purpose of this agricultural and forestry district is to promote agricultural and forest uses on small parcels in the rural area, while recognizing the need to retain the character and economic viability of agricultural and forest lands, as well as recognizing that existing parcelization and diverse ownerships and uses exist within the farm and forest area. Residents of rural residential tracts shall recognize that they will be subject to normal and accepted farming and forestry practices.

348-2 Uses Permitted Through a Type I Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

- 348-2.1 Accessory Uses and Structures - Section 430-1.
- 348-2.2 Conservation Areas and Structures (public and private) for the conservation of water, soil, open space, forest or wildlife resources (exempt from waiver).
- 348-2.3 Detached Dwelling Unit (one), on a lot of record or legally created lot.
- 348-2.4 Home Occupation - Section 430-63.1.
- 348-2.5 Property Line Adjustment - Section 610-1.1.
- 348-2.6 Parks - Section 430-97.
- 348-2.7 Temporary Use - Sections 430-135.1 C. (6) and (7); 430-135.1 H.
- 348-2.8 Alteration, restoration or replacement of a lawfully established dwelling on a lot or parcel upon which two (2) or more lawful dwellings exist. In the case of replacement, the existing dwelling shall be removed, demolished, or converted to an accessory structure, pursuant to Section 430-8.1. For required standards see Section 430-8.1.
- 348-2.9 Boarding or training of horses for profit, not to exceed a total of fourteen (14) horse stalls (includes stalls for the owner's horses) - Section 430-21.
- 348-2.10 Co-located antennas, excluding those antennas exempt pursuant to Sections 430-109.1 and 201-2 - Section 430-109.3.

- 348-2.11 Facility 2 communication towers to a maximum height of one-hundred (100) feet, excluding those towers exempt pursuant to Sections 430-109.1 and 201-2 – Section 430-109.4.

348-3 Uses Permitted Through a Type II Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

- 348-3.1 Family Day Care Provider - Section 430-53.6.
- 348-3.2 Home Occupation - Section 430-63.2.
- 348-3.3 Parks - Section 430-97.
- 348-3.4 Public Utility - (except commercial facilities for the purpose of generating power for public use by sale) - Section 430-105.3 through 430-105.7.
- 348-3.5 Co-located antennas, not otherwise allowed through a Type I Procedure – Section 430-109.
- 348-3.6 Stockpiling of aggregate, sand and gravel for road maintenance purposes - Section 430-132.
- 348-3.7 Temporary Use - Section 430-135.2 A. and B.
- 348-3.8 Day Care Facility - Section 430-53.2 I.
- 348-3.9 Alteration, restoration or replacement of a lawfully established dwelling on a lot or parcel upon which two (2) or more lawful dwellings exist that is not permitted through a Type I procedure. For required standards see Section 430-8.2.
- 348-3.10 Boarding or training of horses for profit with fifteen (15) or more horse stalls (includes stalls for the owner's horses) - Section 430-21.
- 348-3.11 Unless exempt under 201-2, importing fill material as a customarily accepted farming practice or for a use allowed in the district – Section 410.
- 348-3.12 Clean Fill Site as defined by DEQ rules – Section 410.

348-4 Uses Which May be Permitted Through a Type III Procedure

The following uses may be permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. Unless the use is specifically

exempted, the Review Authority shall make specific findings with respect to the standards in Section 348-4.2.

348-4.1 Uses which may be allowed:

- A. Airport, including associated hangar, maintenance and service facilities - Section 430-7.
- B. Campground - Section 430-25.
- C. Cemetery - Section 430-27.
- D. Church - Section 430-29.
- E. Contractor's Establishment - Section 430-34.
- F. Day Care Facility - Section 430-53.2.
- G. Golf Course - Section 430-50.
- H. Heliport - Section 430-59.
- I. Housing for Seasonal Farm and Forest Labor - Section 430-67.
- J. Hunting and Fishing Preserve (including a trout farm) Section 430-69.
- K. Kennel - Section 430-73.
- L. Operation for Exploration of Geothermal Resources as defined in ORS 522.005.
- M. Private Club - Section 430-99.
- N. Public Building, limited to Governmental Structures, community buildings and museums, which serve the local area - Section 430-103.
- O. Schools - Section 430-121.
- P. Shooting Clubs - Section 430-125.
- Q. Utility Facility (Commercial) for the generation of power for sale for public use and transmission towers over two-hundred (200) feet in height - Section 430-141.
- R. Veterinary or Animal Hospital.
- S. Winery - May include accessory tasting room and incidental sales - Section 430-145.2.
- T. Emergency Response/Safety Training Center - Section 430-44.
- U. Facility 3 and 4 communication towers, to a maximum height of one-hundred (100) feet - Section 430-109.

- V. Home Occupation - Section 430-63.3.
- W. Broadcast Towers a maximum height of one hundred (100) feet - Section 430-109.

348-4.2 Required Findings:

- A. The requested use is compatible with the surrounding uses or may be made more compatible through conditions of approval.
- B. The proposed use does not interfere seriously with "accepted farming practices" as defined in ORS 215.203(2)(c) or forestry uses on adjacent lands devoted to farm or forest use.
- C. The applicant has signed and recorded in the Deed and Mortgage Records of the County a waiver of the right to remonstrate against customarily accepted farming practices.

348-5 Prohibited Uses

- 348-5.1 Structures or uses of land not specifically authorized by Section 348.
- 348-5.2 The use of a recreational vehicle for a residence, except as provided for under Section 430-135.2 A.
- 348-5.3 Outdoor advertising displays, advertising signs or structures except as provided in Section 414.
- 348-5.4 The location of service facilities which house groups of people and public assembly facilities in airport approach zones. These facilities shall be avoided within any existing June, 1983 Airport Year 2000 LDN fifty-five (55) contour.
- 348-5.5 Mounting a communication tower or antenna, that is not a permitted accessory use, on a detached dwelling.
- 348-5.6 Mounting an antenna, that is not a permitted accessory use, on a communication tower that is accessory to a detached dwelling.
- 348-5.7 Auto wrecking yards.
- 348-5.8 The outdoor parking or storage of any five (5) or more operable vehicles on a single lot or parcel for more than forty-eight (48) hours, except in conjunction with an approved development or with a farm use.
- 348-5.9 Any parking or storage of tractor trailers, semi-trucks, or heavy equipment, except in conjunction with an approved development or with a farm or forest use.

348-6 Dimensional Requirements

348-6.1 Lot Area:

- A. Lot area as used in this subsection shall be determined as follows:

- (1) The lot area shall be the entire area described in the deed to which the owner holds title, including such land as may be described in the deed as "subject to the rights of the public to any portion lying within the right-of-way," or similar clause. If the lot described in the deed has not been surveyed, a survey may be required to determine the exact acreage.
- (2) If the lot was created by a plat, the lot area is the sum of the net area for the lot as shown on the plat plus land contiguous to the lot shown as having been dedicated to the public for road right-of-way.

B. The minimum lot area shall be five (5) acres except:

- (1) For lots of record; and
- (2) The lot area for new lots or parcels created through the land division process of Article VI may be varied by twenty (20) percent provided there is no increase in lot density.

348-6.2 Yard Requirements:

The minimum yard requirements shall be:

- A. Thirty (30) foot front yard;
- B. Ten (10) foot side yard;
- C. Twenty (20) foot rear yard;
- D. Thirty (30) foot street side yard; and
- E. Additional setbacks may be required as specified in Section 418.

348-6.3 Height:

- A. Maximum height of dwellings and residential accessory structures shall be thirty-five (35) feet.
- B. Normal building appurtenances and projections such as spires, belfries, cupolas, chimneys, ventilators, elevator housings or other structures placed on or extending above roof level may exceed the thirty-five (35) foot building height limit to a maximum height of sixty (60) feet.
- C. The height of telecommunication facilities are regulated by the Permitted Use sections of this Land Use District, Sections 201, 430-1, 430-109 and other applicable provisions of this Code.
- D. No structure or structural part shall exceed the height standards established for any airport in the County established in accordance with Federal Aviation Administration's Aviation Regulations.

348-6.4 Minimum lot width at the street:

The minimum lot width at the street shall be thirty (30) feet, or the lot shall have an easement of record at least thirty (30) feet at the street or as approved by the appropriate fire marshal.

348-7 Access

All lots in this District shall either:

348-7.1 Abut a public street; or

348-7.2 Have an easement of record at least thirty (30) feet wide at the street or as approved by the appropriate fire marshal.

348-7.3 Access roadways shall be approved, developed and maintained in accordance with the requirements of the appropriate fire protection agency for the geographical location. Where no fire protection agency has jurisdiction, access roadways shall meet the requirements of the nearest or most likely fire protection jurisdiction to annex the property under consideration.

348-8 Article IV - Development Standards

In addition to the requirements of this district, the standards of Article IV - Development Standards, including Section 422 (Significant Natural Resources), are applicable as required by Subsection 403-4.

352 RURAL COMMERCIAL DISTRICT (R-COM)

352-1 Intent and Purpose

The intent and purpose of the Rural Commercial District is to implement the rural commercial policies of the Comprehensive Plan and to meet convenience goods and service needs of rural residents while protecting the historic character of rural centers and the agricultural or forestry character of the area.

Rural Commercial centers shall be designed to be compatible with the surrounding environment and generally not to exceed five (5) acres.

352-2 Uses Permitted Through a Type I Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

352-2.1 Accessory Uses and Structures - Section 430-1.

352-2.2 Bus Shelters - Section 430-23.

352-2.3 Residential use in conjunction with a permitted commercial use provided:

- A. The residence is situated on the principal lot;
- B. The residence has an approved sanitary sewage disposal system; and
- C. There is only one (1) dwelling structure per lot.

352-2.4 Temporary Uses - Section 430-135.1 A., B., C. (4 and 5), D., E., F., and H.

352-2.5 Facility 3 and 4 Communication Towers that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and
- B. Are located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site- Section 430-109.

352-2.6 Co-located antennas, excluding those antennas exempt pursuant to Sections 430-109.1 and 201-2 – Section 430-109.3.

352-2.7 Facility 2 Communication Towers, excluding those towers exempt pursuant to Sections 430-109.1 and 201-2, that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and

- B. Are located on a lot or parcel of which more than fifty (50) percent of the perimeter abuts a residential district. Notwithstanding, Facility 2 communication towers may be located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site - Section 430-109.4.

352-3 Uses Which May Be Permitted Through a Type II Procedure

The uses listed in Section 352-3.1 are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. Unless the use is specifically exempted, the Review Authority shall make specific findings with respect to the standards in Section 352-3.2. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

352-3.1 Permitted Uses:

- A. Ambulance Service - Section 430-9.
- B. Auto Repair within an enclosed building.
- C. Bus and Train Terminals.
- D. Church – Section 430-29.
- E. Commercial Recreation Facilities such as indoor theaters, bowling alleys, indoor skating rinks or similar uses when:
 - (1) The use is conducted wholly within a fully enclosed building; and
 - (2) Yards are no less than fifty (50) feet from any abutting residential, agriculture and forest, or natural resource district boundaries.
- F. Contractor's establishment for such things as installation of drain tiles, logging contractor, farming contractor and similar uses – Section 430-34.
- G. Eating and Drinking Establishments.
- H. Fabrication, Processing and Repair Facilities, appropriate for the rural community and which serve the rural/natural resource population base. These uses are exempt from Section 352-3.2.
- I. Farm or forest related equipment, machinery or truck repair, including associated service parts facilities, within an enclosed building. These uses are exempt from Section 352-3.2.

- J. Farm or forest implement equipment and related merchandise sales when the sales area is fenced or a landscaped buffer is provided. These uses are exempt from Section 352-3.2.
- K. Institutional uses, including institutions for human care, educational, social institutions including but not limited to grange hall, community center, public buildings and service institutions, serving the local area, when the application includes:
 - (1) A total site plan indicating any proposed buildings, parking, landscaping and future phased development; and
 - (2) A schedule for development.
- L. Lumber Yard, provided there is:
 - (1) A site obscuring fence no higher than eight (8) feet; or
 - (2) A Type #3 landscape buffer approved through Development Review.
 - (3) This use is exempt from Section 352-3.2.
- M. Offices.
- N. Open air businesses, except as provided for by Section 430-135.1 B. (1) and (2), for the sale of farm or forest products for such uses as plant material, produce and firewood. These uses are exempt from Section 352-3.2.
- O. Personal Service Establishment.
- P. Public Building, limited to governmental structures, community buildings and museums, serving the local area - Section 430-103.
- Q. Public Utility - Facilities necessary for public service (except commercial facilities for the purpose of generating power for public use by sale) - Section 430-105.3 through 430-105.7.
- R. Private Club - Section 430-99.
- S. Radio Station.
- T. Recycling Center - Section 430-115.
- U. Sale of merchandise in an enclosed building.
- V. Service Station and/or Car Wash - Section 430-123.
- W. Temporary Use - Section 430-135.2 A. This use is exempt from Section 352-3.2.
- X. A Type I or Type II Home Occupation in a nonconforming residence as an interim temporary use subject to the standards of Section 430-63.1 - Type I Home

Occupation or Section 430-63.2 - Type II Home Occupation. This use is exempt from Section 352-3.2.

Y. Veterinarian or Animal Hospital.

Z. Winery, including a tasting room and sales - Section 430-145.2.

AA. Communication Towers greater than seventy-five (75) feet and up to two-hundred (200) feet in height - Section 430-109.

BB. Uses Accessory and Incidental to an Allowed Use:

- (1) Garages for storage and maintenance of motor vehicles used by the principal use.
- (2) Storage of motor fuels and lubricating oils for vehicles used by the principal use.
- (3) Maintenance and utility shops for equipment used by the principal use.
- (4) Central heating, air conditioning and refrigeration plants.
- (5) Water storage, drainage and treatment facilities.
- (6) Buildings for storage of documents, records, testing and research equipment, experimental models and other personal property related to the principal use.
- (7) Day care facilities primarily for employees.
- (8) Electrical substations.

CC. Co-located antennas, not otherwise allowed through a Type I Procedure – Section 430-109.

352-3.2 Required findings:

- A. That the proposed use will support the needs of the rural residents and agricultural and forest uses;
- B. That the proposed use meets the criteria of being small in size, rural in character and that it does not require urban services; and
- C. That the proposed use is limited to basic convenience and service needs of the rural and natural resource community and will not cause adverse impacts on surrounding farm and forest activities.

352-4 Uses Which May Be Permitted Through a Type III Procedure

The uses listed in Section 352-4.1 may be permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article

IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. Unless the use is specifically exempted, the Review Authority shall make specific findings with respect to the standards in Section 352-4.2.

352-4.1 Uses which may be allowed:

- A. Special Recreation Uses - Section 430-131.
- B. Communications Towers greater than two-hundred (200) feet in height - Section 430-109.
- C. Broadcast Towers – Section 430-109.

352-4.2 Required findings:

- A. That the proposed use will support the needs of the rural residents and agricultural and forest uses;
- B. That the proposed use meets the criteria of being small in size, rural in character and that it does not require urban services;
- C. That the proposed use is limited to basic convenience and service needs of the rural and natural resource community without adverse impact on surrounding farm and forest activities; and
- D. That the applicant has signed and recorded in the Deed Records of the County, a waiver of the right to remonstrate against customarily accepted farm or forestry practices.

352-5 Prohibited Uses

- 352-5.1 Structures or uses of land not specifically authorized by Section 352.
- 352-5.2 The use of a recreational vehicle for a residence.
- 352-5.3 The location of service facilities which house groups of people and public assembly facilities in airport approach zones. Such facilities shall be avoided within any existing June, 1983 Airport Year 2000 LDN fifty-five (55) contour.
- 352-5.4 Auto wrecking yards.

352-6 Dimensional Requirements

352-6.1 Lot Area:

The minimum lot area shall be twenty-thousand (20,000) square feet where a community water system is available, and two (2) acres where a community water system is not available.

352-6.2 Yard Requirements:

The minimum yard requirements shall be as follows:

- A. Twenty (20) foot front yard;
- B. Side and Rear Yards:
 - (1) When abutting a district which is not a commercial or industrial district, the side or rear yard shall be no less than required by the abutting district;
 - (2) On corner lots, the side or rear yard adjacent to the street shall be twenty (20) feet;
 - (3) Except as in (1) and (2) above, there is no required side or rear yard; and
 - (4) The side or rear yard may be eliminated where the side or rear yard is adjacent to a railroad;
- C. Additional setbacks may be required as specified in Sections 411 and 418; and
- D. Front yards and street side yards existing before March 26, 1984 which are made nonconforming by the provisions of this Section shall be deemed in conformity with the provisions of this Section relating to front and street side yards for the purpose of otherwise lawful changes or alterations in the structures or use thereof provided the structure or use is not made more nonconforming by the change or alteration.

352-6.3 Height:

- A. The maximum building height shall be seventy-five (75) feet except as may be modified by Section 419.
- B. No structure or structural part shall exceed height standards established for any airport in the County established in accordance with Federal Aviation Administration's Aviation Regulations.
- C. The height of telecommunication facilities are regulated by the Permitted Use sections of this Land Use District, Sections 201, 430-1, 430-109 and other applicable provisions of this Code.

352-6.4 Minimum Lot Width and Depth:

- A. The minimum average lot width shall be one-hundred (100) feet;
- B. The minimum average lot depth shall be one-hundred (100) feet; and
- C. The minimum lot width at the street shall be forty (40) feet or as approved through Development Review.

352-6.5 Access:

All lots in this District shall abut a public street or have access as approved through Development Review.

352-7 Article IV - Development Standards

In addition to the requirements of this district, the standards of Article IV - Development Standards, including Section 422 (Significant Natural Resources), are applicable as required by Subsection 403-4.

354 RURAL INDUSTRIAL DISTRICT (R-IND)

354-1 Intent and Purpose

The Rural Industrial District is intended to provide areas for industrial uses outside the Urban Growth Boundary where an exception to Goals 3 or 4 has been taken and where a full range of urban services will not be required.

The purpose of the district is to provide for the processing and manufacture of timber and forest related products, farm crops and produce, minerals and aggregates near the resources, and for the repair of mechanical equipment related to farm and forest uses.

354-2 Uses Permitted Through a Type I Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

354-2.1 Accessory Uses and Structures - Section 430-1, and

- A. Restaurant or cafeteria facilities for employees within an existing structure; and
- B. Caretaker or dormitory residence in conjunction with a permitted use provided:
 - (1) The residence has an approved sanitary sewage disposal system; and
 - (2) There shall be only one (1) dwelling structure on the site.

354-2.2 Temporary Uses - Sections 430-135.1 A. and C. (5); 430-135.1 H.

354-2.3 Forest Products - Temporary, portable facility for primary processing, not including structures, as defined by Section 106-205. See Section 430-47 for required standards.

354-2.4 Facility 3 and 4 Communication Towers that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and
- B. Are located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district as defined by Section 430-109. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site- Section 430-109.

354-2.5 Co-located antennas, excluding those antennas exempt pursuant to Sections 430-109.1 and 201-2 – Section 430-109.3.

354-2.6 Facility 2 Communication Towers, excluding those towers exempt pursuant to Sections 430-109.1 and 201-2, that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and
- B. Are located on a lot or parcel of which more than fifty (50) percent of the perimeter abuts a residential district. Notwithstanding, Facility 2 communication towers may be located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site - Section 430-109.4.

354-3 Uses Permitted Through a Type II Procedure

The uses listed in Section 354-3.1 are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. Unless the use is specifically exempted, the Review Authority shall make specific findings with respect to the standards in Section 354-3.2. A waiver of the right to remonstrate against commonly accepted farm or forest practices shall be recorded for each permitted use.

354-3.1 Permitted Uses:

- A. Ambulance Service - Section 430-9.1
- B. Contractor's Establishment – Section 430-34. These uses are exempt from Section 354-3.2.
- C. Farm or forest related equipment, machinery and truck repair, including associated service parts facilities. These uses are exempt from Section 354-3.2.
- D. Manufacturing of tile, pottery and ceramics, including storage and wholesale distribution.
- E. Public Building, limited to governmental structures, community buildings and museums, which serve the local area - Section 430-103.
- F. Public Utility - Facilities necessary for public service (except commercial facilities for the purpose of generating power for public use by sale) - Section 430-105.3 through 430-105.7.
- G. Primary processing, packaging, treatment, bulk storage and wholesale distribution of any of the products produced from the following:
 - (1) Manufacture and processing of mineral and aggregate materials (includes batch plant);

- (2) Production, processing, assembling, packaging, treatment of farm crops or forest products; and
- (3) These uses are exempt from Section 354-3.2.
- H. Communication Towers greater than seventy-five (75) feet and up to two-hundred (200) feet in height - Section 430-109.
- I. Recycling Center - Section 430-115.
- J. Restaurant or cafeteria facilities for employees in a new building when in conjunction with a permitted use.
- K. Sawmills and lumber manufacturing, which are exempt from Section 354-3.2. For required standards see Section 430-119.
- L. A second caretaker's residence in conjunction with a permitted use provided:
 - (1) The residence has an approved sanitary sewage disposal system; and
 - (2) The applicant demonstrates a need for the second dwelling for such things as security or maintenance.
- M. Stockpiling of aggregate, sand and gravel for road maintenance purposes - Section 430-132.
- N. Temporary Use - Section 430-135.2 A. This use is exempt from Section 354-3.2.
- O. A Type I or Type II Home Occupation in a nonconforming residence as an interim temporary use subject to the standards of Section 430-63.1 - Type I Home Occupation or Section 430-63.2 - Type II Home Occupation. This use is exempt from Section 354-3.2.
- P. Veterinarian or Animal Hospital.
- Q. Winery, including an accessory tasting room and incidental sales - Section 430-145.2.
- R. Logscaling and Weigh Stations.
- S. Uses Accessory and Incidental to an Allowed Use:
 - (1) Garages for storage and maintenance of motor vehicles used by the principal use;
 - (2) Storage of motor fuels and lubricating oils for vehicles used by the principal use;
 - (3) Maintenance and utility shops for equipment used by the principal use;
 - (4) Central heating, air conditioning and refrigeration plants;

- (5) Water storage, drainage and treatment facilities;
- (6) Fire protection facilities;
- (7) Buildings for storage of documents, records, testing and research equipment, experimental models and other personal property related to the principal use;
- (8) Clinics, lounges and recreational facilities for employees;
- (9) Day care facilities primarily for employees;
- (10) Electrical substations; and
- (11) Administrative Offices.

T. Co-located antennas, not otherwise allowed through a Type I Procedure – Section 430-109.

U. Bulk storage and wholesale distribution and sales (excludes retail sales) of farm crops or forest products. These uses are exempt from Section 354-3.2.

354-3.2 Required Findings:

- A. That the proposed use will support the needs of the rural residents and agricultural and forest uses;
- B. That the proposed use meets the criteria of being small in size, rural in character and that it does not require urban services; and
- C. That the proposed use is limited to basic convenience and service needs of the rural and natural resource community and will not cause adverse impacts on surrounding farm and forest activities.

354-4 Uses Which May be Permitted Through a Type III Procedure

The uses listed in Section 354-4.1 may be permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5. Unless the use is specifically exempted, the Review Authority shall make specific findings with respect to the standards in Section 354-4.2.

354-4.1 Uses which may be allowed:

- A. Auto Wrecking Yard - Section 430-15.
- B. Heavy Industrial Uses - Section 430-57.
- C. Solid Waste Transfer Station - Section 430-129.

- D. Special Recreational Use - Section 430-131.
 - E. Utility Facility (commercial) for the generation of power for sale for public use, and transmission towers over two-hundred (200) feet in height.
 - F. Communication Towers greater than two-hundred (200) feet in height - Section 430-109.
 - G. Broadcast Towers – Section 430-109.
- 354-4.2 Required Findings:
- A. That the proposed use will support the needs of the rural residents and agricultural and forest uses;
 - B. That the proposed use meets the criteria of being small in size, rural in character and that it does not require urban services;
 - C. That the proposed use is limited to basic convenience and service needs of the rural and natural resource community and will not cause adverse impacts on surrounding farm and forest activities; and
 - D. That the applicant has signed and recorded in the Deed Records of the County, a waiver of the right to remonstrate against customarily accepted farm or forestry practices.
- 354-5 Prohibited Uses**
- 354-5.1 Structures or uses of land not specifically authorized by Section 354.
 - 354-5.2 New residences except as provided in Section 354-2.1 B., Section 354-3.1 L. and Section 354-3.1 N.
 - 354-5.3 The location of service facilities which house groups of people and public assembly facilities in airport approach zones. Such facilities shall be avoided in existing June, 1983 Airport Year 2000 LDN fifty-five (55) contour.
- 354-6 Environmental Requirements**
- All industrial uses shall comply with the environmental performance standards of Section 423.
- 354-7 Dimensional Requirements**
- 354-7.1 Lot Area:
The minimum lot area, except for a lot of record, shall be five (5) acres.
 - 354-7.2 Yard Requirements:
The minimum yard requirements shall be:

- A. Forty (40) foot front yard for all structures;
- B. Side and Rear Yards:
 - (1) Where abutting a district which is not an industrial or commercial district, the side and rear yard shall be no less than that required by the abutting district;
 - (2) On a corner lot, the side or rear yard abutting the street shall be twenty (20) feet; and
 - (3) Except in (1) and (2) above, there are no required side or rear yards.
 - (4) The side or rear yard may be eliminated where the side or rear yard is adjacent to a railroad.
- C. Additional setbacks may be required as specified in Sections 411 and 418.
- D. Front yards and street side yards existing before March 26, 1984 which are made nonconforming by the provisions of this Section shall be deemed in conformity with the provisions of this Section relating to front and street side yards for the purpose of otherwise lawful changes or alterations in the structures or uses provided the structure or use may not be made more nonconforming by the change or alteration.

354-7.3 Height:

- A. There is no maximum height requirement in the R-IND District.
- B. No structure or structural part shall exceed height standards established for any airport in the County established in accordance with Federal Aviation Administration's Aviation Regulations.
- C. The height of telecommunication facilities are regulated by the Permitted Use sections of this Land Use District, Sections 201, 430-1, 430-109 and other applicable provisions of this Code.

354-7.4 Minimum lot width and depth:

- A. The minimum average lot width shall be one-hundred (100) feet;
- B. The minimum average lot depth shall be one-hundred (100) feet; and
- C. The minimum lot width at the street shall be fifty (50) feet.

354-8 Access

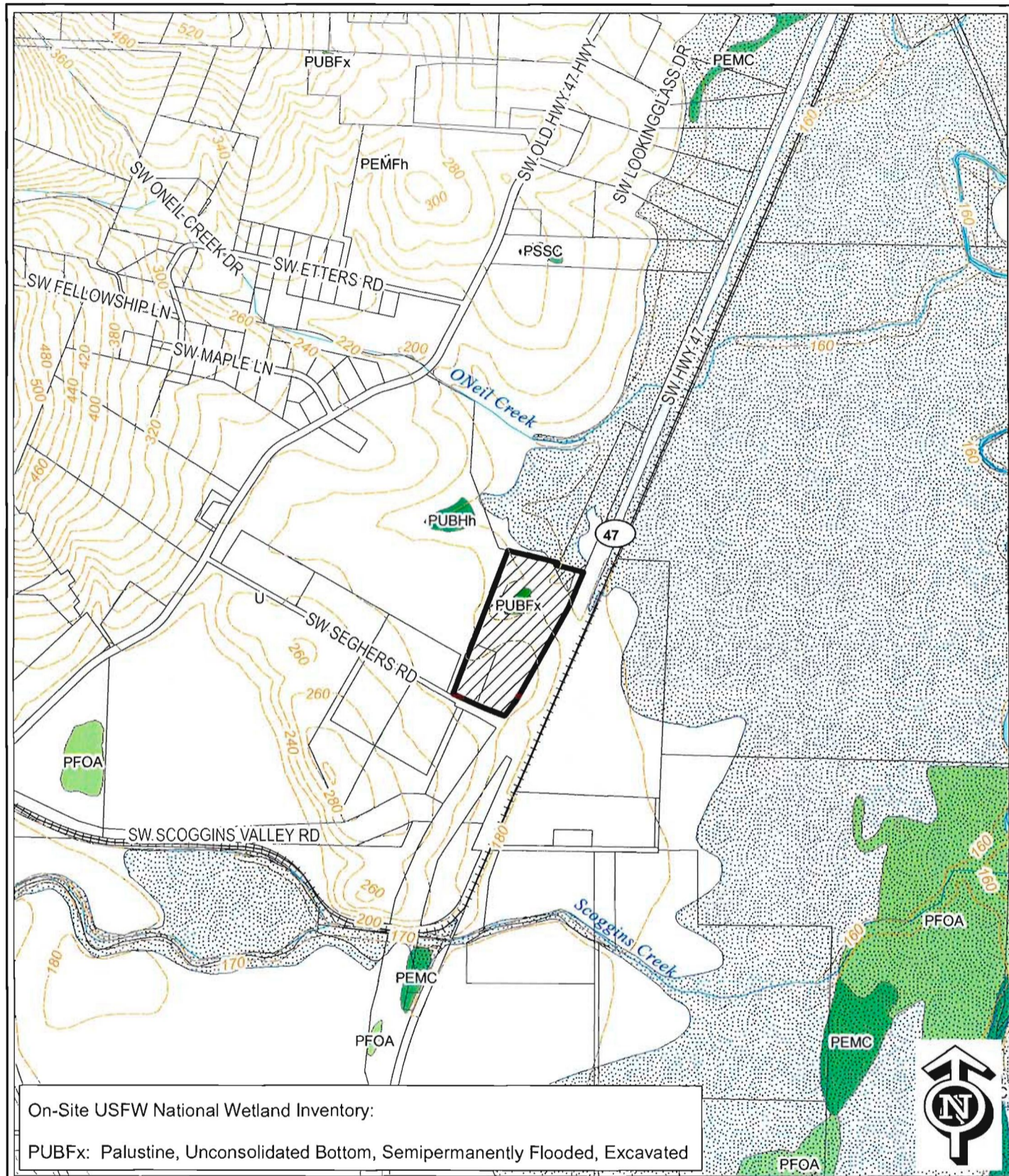
All lots in this District shall abut a public street or have access as approved through Development Review.

354-9 Article IV - Development Standards

In addition to the requirements of this District, the standards of Article IV - Development Standards, including Section 422 (Significant Natural Resources), are applicable as required by Subsection 403-4.

Topography Map

Exhibit No. 7



On-Site USFW National Wetland Inventory:
 PUBFx: Palustine, Unconsolidated Bottom, Semipermanently Flooded, Excavated

NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

Topography Map
 Williams Fuel
 Washington County, Oregon

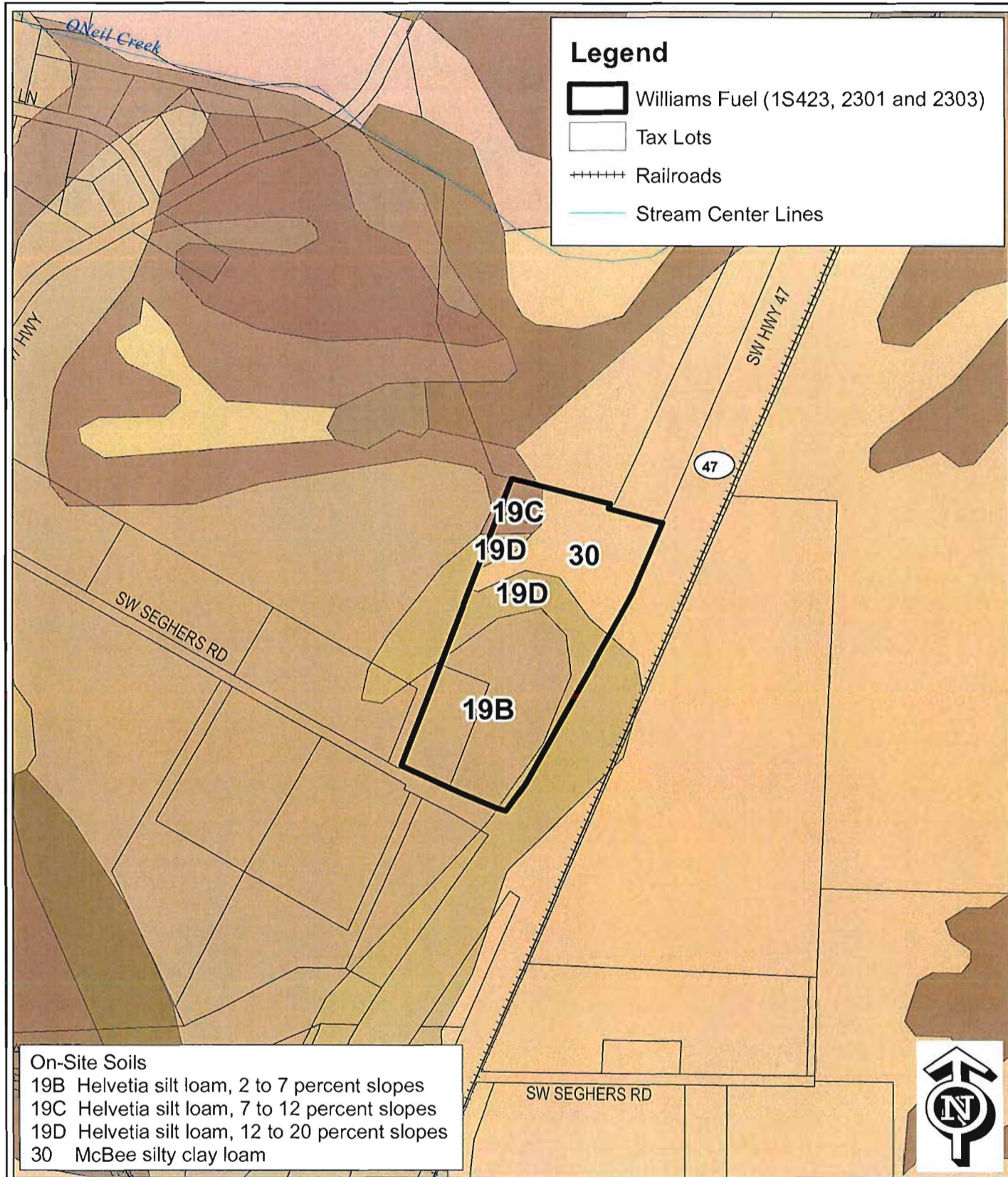
Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010

Date:
 03/29/2010
 Scale:
 1 inch = 1,000 feet
 Project #:
 N0138
 Drawn By: CEB

P:\N0138\03 Working\3.3 GIS\3.3.3 Maps\3.3.3.3 Plan\N0138_TOPO.mxd

Soils Map with Description

Exhibit No. 8



On-Site Soils
 19B Helvetia silt loam, 2 to 7 percent slopes
 19C Helvetia silt loam, 7 to 12 percent slopes
 19D Helvetia silt loam, 12 to 20 percent slopes
 30 McBee silty clay loam

NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

**Soils Map
 Williams Fuel
 Washington County, Oregon**

Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010


Date:
 03/29/2010
 Scale:
 1 inch = 500 feet
 Project #:
 N0138
 Drawn By: CEB

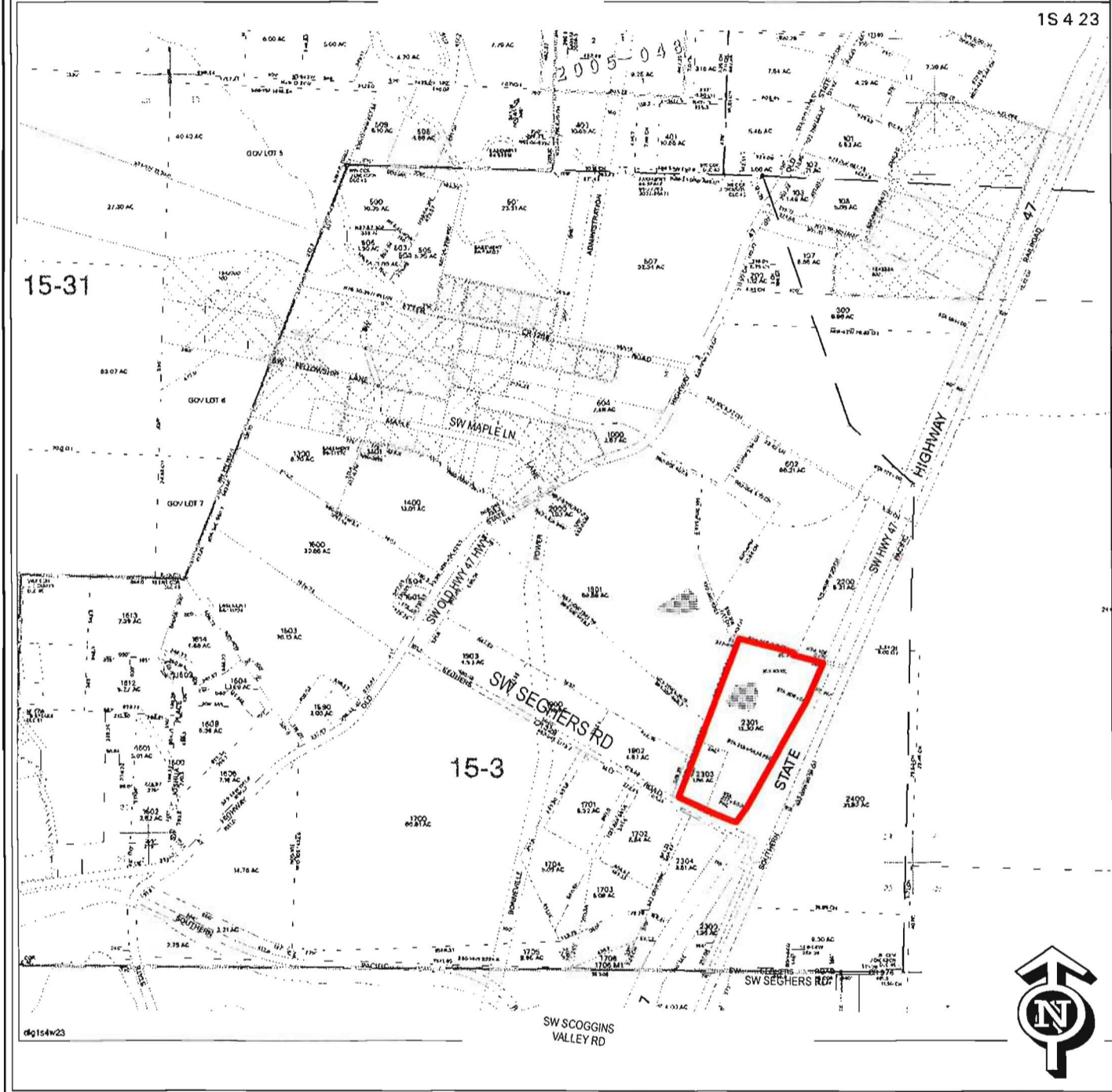
Tax Map

Exhibit No. 9

Exhibit 9

Legend

 Williams Fuel (1S423, 2301 and 2303)



19075 NW TANASBOURNE DRIVE,
SUITE 160
HILLSBORO, OREGON 97124
PHONE: 503-601-4401

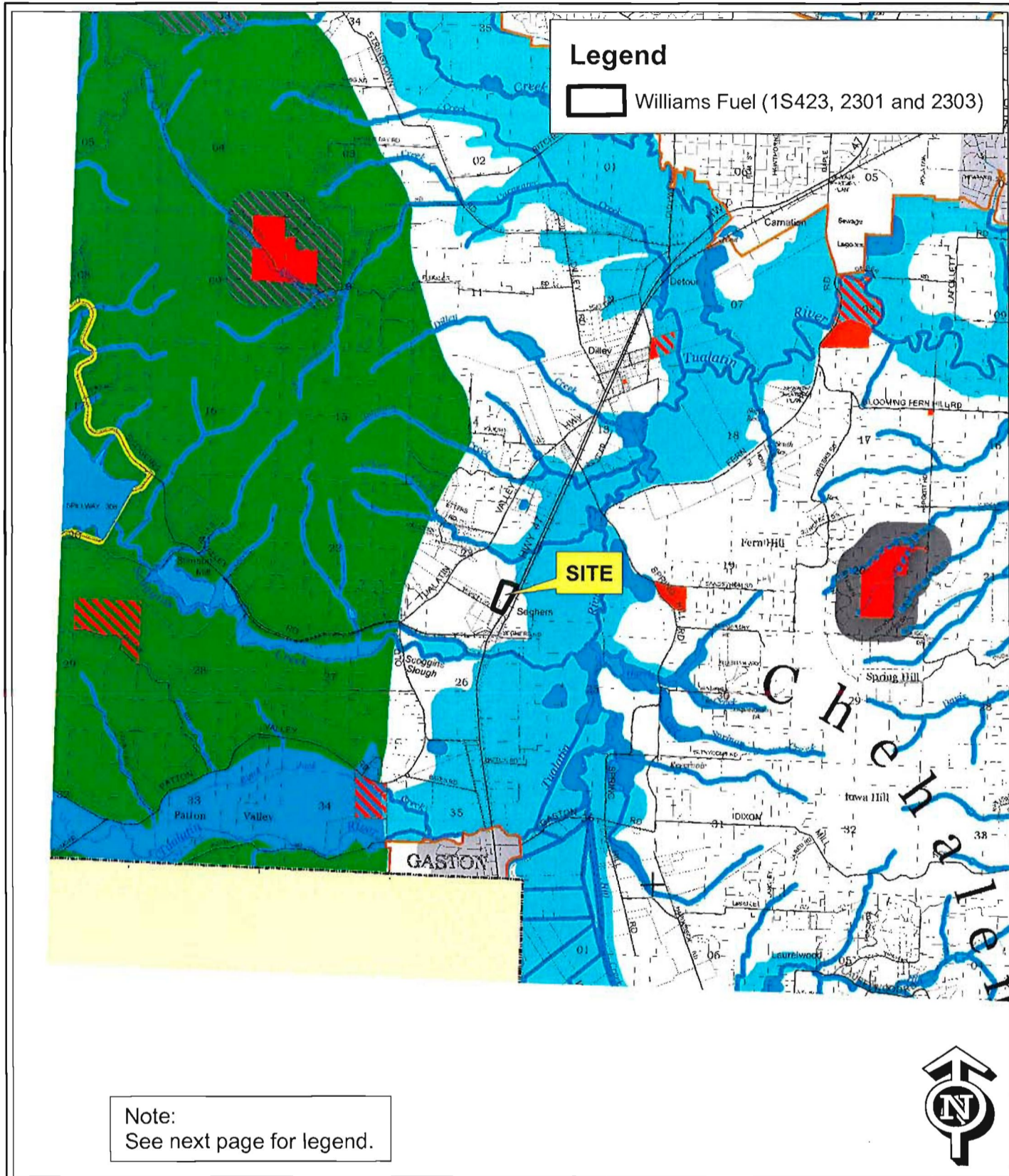
**Tax Map
Williams Fuel
Washington County, Oregon**

Source:
Washington County InterMap Webpage

Date: 03/29/2010
Scale: 1 inch = 1,000 feet
Project #: N0138
Drawn By: CEB

Significant Natural Resources

Exhibit No. 10



NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

Significant Natural Resources
 Williams Fuel
 Washington County, Oregon

Source:
 Washington County Rural Natural Resource Plan Maps

Date: 03/29/2010
Scale: 1 inch = 1 mile
Project #: N0138
Drawn By: CEB

RURAL / NATURAL RESOURCE PLAN SIGNIFICANT NATURAL RESOURCES

(GENERAL DESCRIPTION)

This is a generalized description of the significant resources. Additional information concerning each identified resource is available from the Washington County Department of Land Use and Transportation.

MINERAL AND AGGREGATE OVERLAY

Protects mineral and aggregate resources for future use; provides for the development of utilization of resources currently needed for economic development; regulates extraction and processing activities to minimize their impact on adjacent

DISTRICT A
Applied only to sites upon which extraction, processing and stockpiling activities are currently undertaken and to sites which may be utilized for such activities in the future. Provides regulations which minimize impacts of resource extraction and processing on adjacent land use.

DISTRICT B
Applied to land within one thousand feet of District A boundaries. Regulates the establishment of new noise sensitive uses which may be affected by mineral and aggregate extraction activities. Intended to reduce conflicting land uses and ensure that future extraction of minerals and aggregate will not be precluded by other development.

WATER AREAS AND WETLANDS

100 Year flood plain, drainage hazard areas and ponds, except those already developed.

WILDLIFE HABITAT

Sensitive habitats identified by the Oregon Department of Fish and Wildlife, and forested areas coincidental with water areas and wetlands.

WATER AREAS, WETLANDS & FISH AND WILDLIFE HABITAT

Water areas and wetlands that are also fish and wildlife habitat.

SIGNIFICANT NATURAL AREAS

Sites of special importance, in their natural condition, for their ecologic, scientific, and educational value.

HISTORIC AND CULTURAL RESOURCES

Historic Resources described in the Washington County Cultural Resources Inventory, including sites, structures, objects and buildings. Historic buildings and structures are protected by regulations in the County's Historic and Cultural Resource Overlay District.

RESOURCE OVERLAP

Indicates that more than one significant natural resource is located on this site. In such cases, the provisions of the Plan and Code for each resource apply.

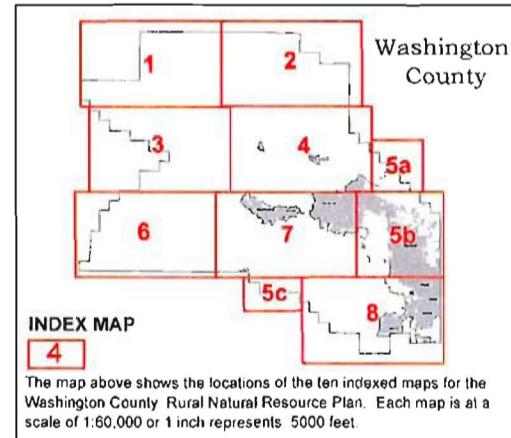
SCENIC RESOURCES

Scenic Routes
Roads identified as excellent scenic roads and those sections of good scenic roads which offer a vista of the Tualatin Valley or the Cascade Mountains. Scenic Routes also include those stretches of streams which are identified as candidate routes for inclusion in the National Wild and Scenic River system.

Scenic Views
Viewpoints providing a vista of the Tualatin Valley, the Cascade Mountains, or other scenic features.

Scenic Features
Land forms, vegetation or water courses with aesthetic value to the surrounding area.

- Regional Trafficway / Principal Arterial Routes
- Primary Roadways
- Secondary Roadways
- Local Roads and other Minor Routes
- Gravel or Unimproved Roads
- Railroads
- Spot elevation in feet
- Urban Growth Boundary
- County Boundary
- Rivers
- Incorporated Urban Areas



19075 NW TANASBOURNE DRIVE,
SUITE 160
HILLSBORO, OREGON 97124
PHONE: 503-601-4401

Significant Natural Resources Legend Williams Fuel Washington County, Oregon

Source:
Washington County Rural Natural Resource Plan Maps

Date:
03/29/2010

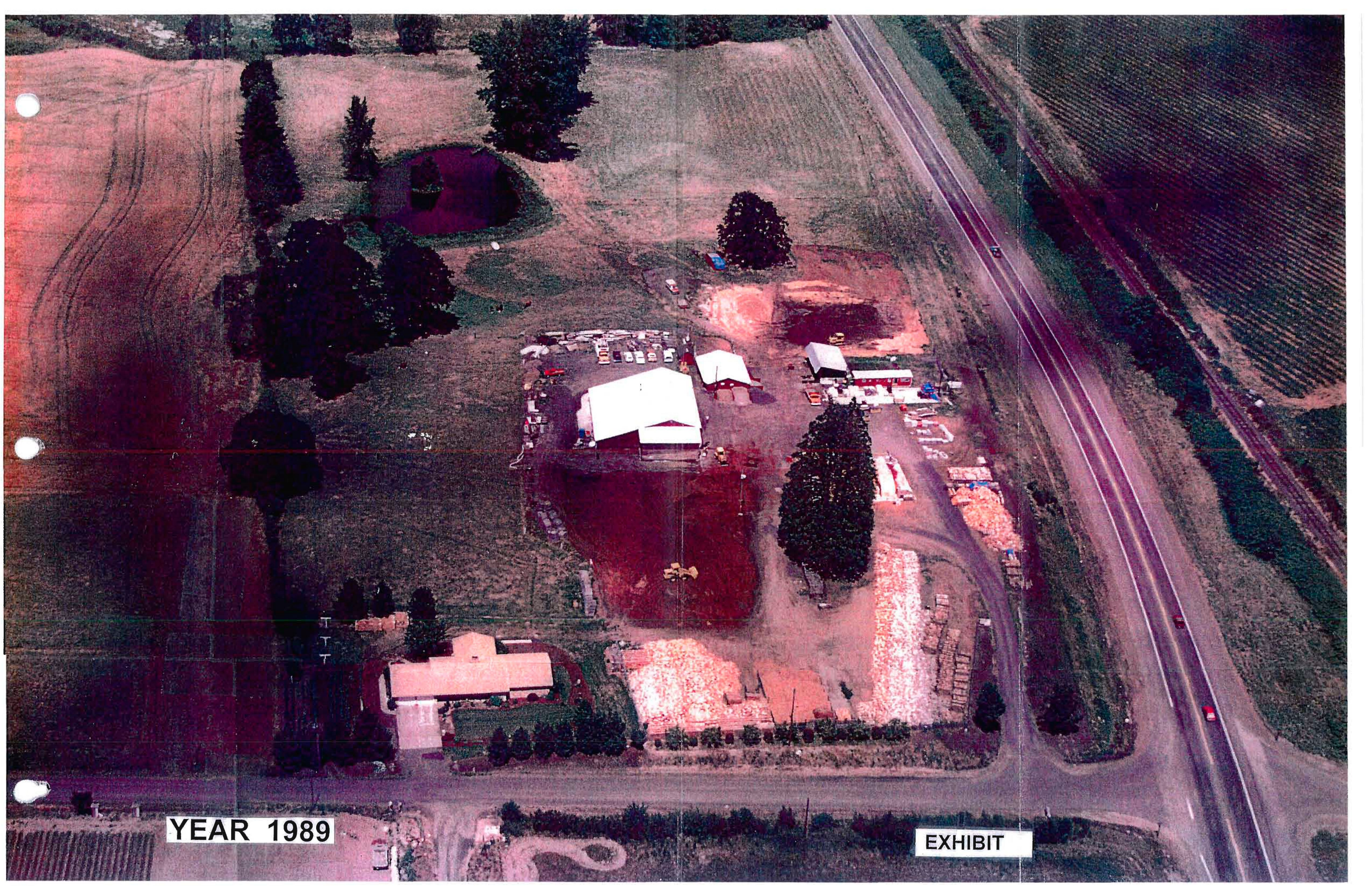
Scale:
N/A

Project #:
N0138

Drawn By: CEB

Aerial Perspective of Site 1989 & 2005

Exhibit No. 11



YEAR 1989

EXHIBIT



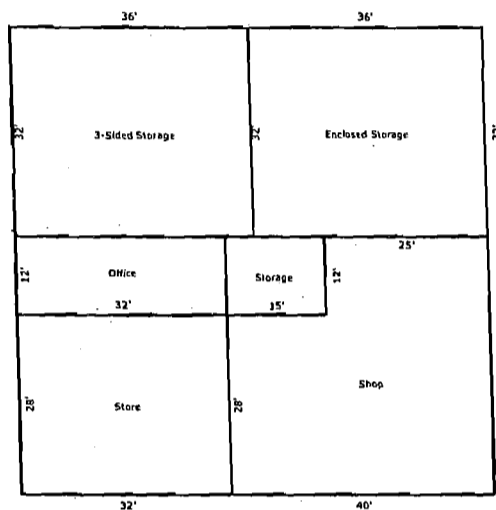
YEAR 2005

Existing Building Floor Plan & Permit Records

Exhibit No. 12

FLOORPLAN

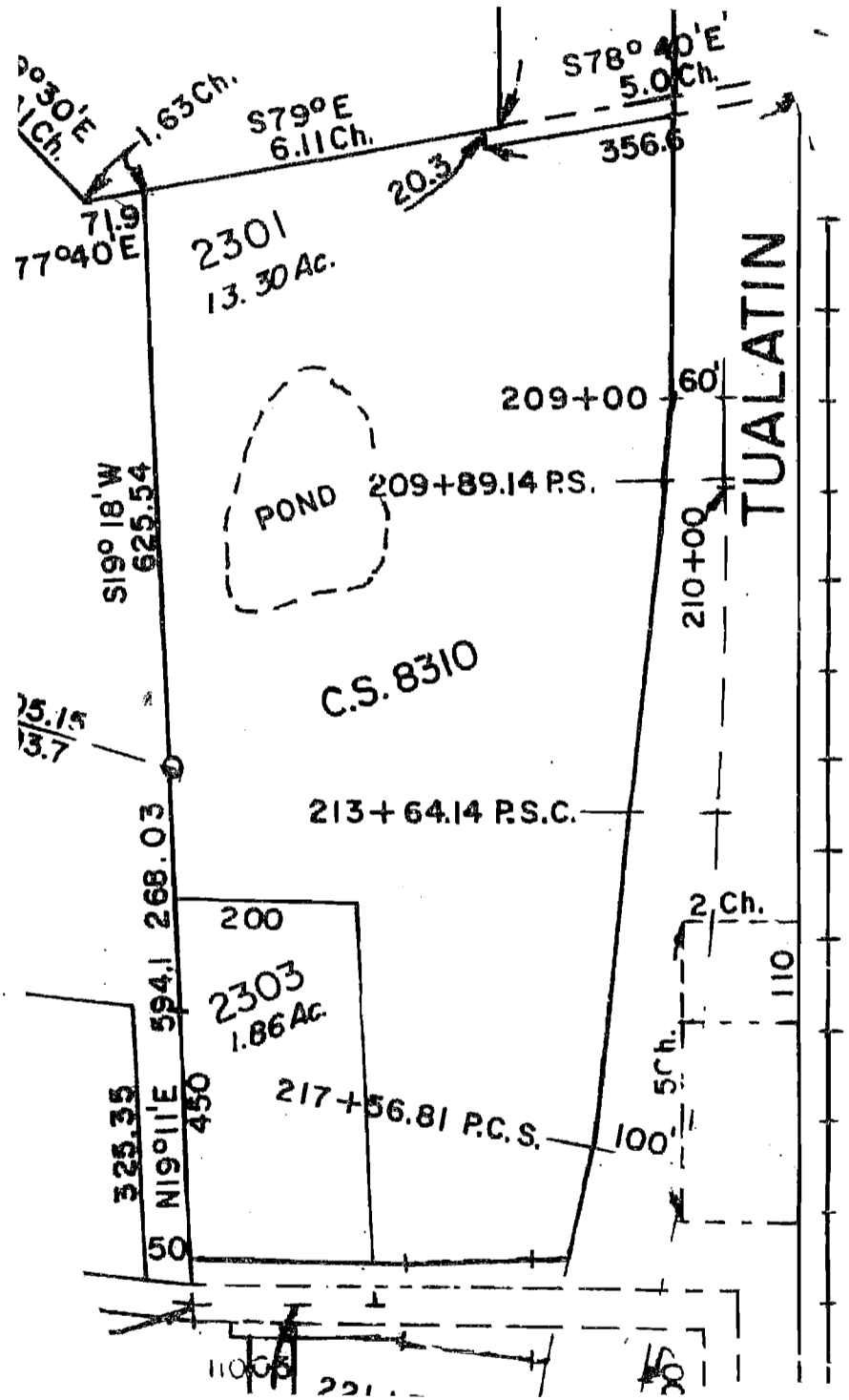
Borrower: WILLIAMS, LARRY File No.: WilliamsFuel
 Property Address: 44975 SW SEGHERS ROAD Case No.:
 City: GASTON State: OR Zip: 97119
 Lender:



Sketch by Apex Measure™

Comments:

AREA CALCULATIONS SUMMARY			BUILDING AREA BREAKDOWN			
Code	Description	Net Size	Net Totals	Breakdown	Subtotal	
GBA1	3-Sided Storage	1152.00	5184.00	3-Sided Storage	36.00 x 32.00	1152.00
	Enclosed Storage	1152.00		Enclosed Storage	36.00 x 32.00	1152.00
	Office	384.00		Office	32.00 x 12.00	384.00
	Storage	180.00		Storage	15.00 x 12.00	180.00
	Shop	1420.00		Shop	25.00 x 12.00	300.00
	Store	896.00		Store	28.00 x 40.00	1120.00
OTH	Lean-To	680.00	680.00	Store	28.00 x 32.00	896.00
Net BUILDING Area (rounded)		5184	7 Items	(rounded)	5184	



1" = 200'

STATE OF OREGON FIRE REPORT
STATE FIRE MARSHAL

District of Incident FOREST GROVE County WASH Dept. Responding FOREST GROVE

1 MO		DAY	YEAR	DAY OF WEEK	ALARM TIME	ARRIVAL TIME	TIME BACK IN
10		24	20	8	0025	0232	0754
2 INCIDENT ADDRESS				ZIP	CENSUS TRACT	ISO CLASS	
RT. 1 EX. 101 GASTON, OR				6555	330	8	
3 OCCUPANT NAME (Last, First, MI)					DOB (optional)	TELEPHONE	
WILLIAMS FUEL CO.					/ /	357-6730	
ADDRESS RT. 1 EX. 101 GASTON, OR							
4 BUSINESS OWNER NAME (Last, First, MI)					DOB (optional)	TELEPHONE	
WILLIAMS, LARRY SR					/ /	357-5025	
ADDRESS RT. 1 EX. 101 GASTON, OR							
5 OWNER NAME (Last, First, MI)					DOB (optional)	TELEPHONE	
WILLIAMS, LARRY SR					/ /	357-5025	
ADDRESS RT. 1 EX. 101 GASTON, OR							
6 FIRE REPORTED BY (Last, First, MI)					DOB (optional)	TELEPHONE	
WILLIAMS, LARRY SR.					/ /	357-5025	
ADDRESS RT. 1 EX. 101 GASTON, OR							
7 METHOD OF ALARM				Mutual Aid (extinguish or investigate only)			
TELEPHONE DIRECT				REC'D GASTON			
8 # OF FIRE SERVICE PERSONNEL RESPONDED		# OF ENGINES RESPONDED		# OF AERIAL APPARATUS RESPONDED		# OTHER VEHICLES RESPONDED (do not include PA's)	
3		3		0		3	
9 TYPE OF SITUATION FOUND				TYPE OF ACTION TAKEN			
STRUCTURE FIRE				EXTINGUISH			
10 METHOD OF EXTINGUISHMENT: PRE-CONNECT HOSE/HYDRANT							
11 FIXED PROPERTY USE			PROPERTY COMPLEX (if applicable)			MOBILE PROPERTY (Complete line M)	
OFFICE/STORAGE			WOOD LOT			NONE	
M MOBILE PROPERTY		YEAR	MAKE	MODEL	SERIAL #	LICENSE #	
12 ROOM AREA OF FIRE ORIGIN				EQUIPMENT INVOLVED IN IGNITION (Complete Line E)			
CEILING ABOVE RESTROOM				WOOD STOVE			
EQUIPMENT INVOLVED IN IGNITION		YEAR	MAKE	MODEL	SERIAL #	VOLTAGE	
			HOME BUILT				
13 IGNITION FACTOR: PROPER CLEARANCES TO COMBUSTIBLES AROUND FLUE							
14 FORM OF HEAT OF IGNITION			MATERIAL FIRST IGNITED WAS MADE OF			ITEM FIRST IGNITED	
RADIATED			WOOD			FRAMING MEMBERS	
15 LEVEL OF FIRE ORIGIN: GRADE LEVEL TO 2FT							
16 VALUE		Building	Contents	Vehicle and Contents	Other	TOTAL	
		10000 .00	35000 .00	0 .00	0 .00	45000 .00	
LOSS		31000 .00	35000 .00	0 .00	0 .00	66000 .00	
17 NUMBER OF STORIES							
18 BUILDING AGE (In Years): 30 BUILDING SIZE (Grnd Flr Only): 600							
19 CONSTRUCTION TYPE: UNPROTECTED WOOD FRAME							
20 EXTENT OF DAMAGE CONFINED TO:		Flame	Smoke	DETECTOR PERFORMANCE		SPRINKLER PERFORMANCE	
STRUCTURE OF ORIGIN				NO DETECTOR PRESENT		Sprinklers Controlled Fire	
STRUCTURE OF ORIGIN				NO EQUIPMENT PRESENT		# of Heads Opened	
21 Weather Conditions: Windspeed _____ Direction _____ Condition: CLEAR Temp: 40							
21a REMARKS: WINDS ALONG WITH GASTON PERSONNEL USED MULTIPLE 1 1/2" AN... UNABLE TO EXTINGUISH THE FIRE. THE STRUCTURE WAS TOTALLY INVOLVED WITH APPROX...							
Follow Up Investigation Requested				If yes, who will investigate			
Number of Injuries		Fire Service		Other		Number of Fatalities	
0		0		0		0	
24 Member Making Report: [Signature]				Title: [Title]		Date: 10/25/00	
25 Additional Information by:				Title:		Date:	

COMPLETE FOR ALL HOSTILE FIRES

COMPLETE FOR ALL HOSTILE FIRES

COMPLETE FOR ALL HOSTILE FIRES

STRUCTURE FIRES ONLY

34678

1:49
Corryman Hwy & Dog Run

PERMIT NO APPLICATION FOR BUILDING PERMIT

WINDSOR COUNTY
DEPARTMENT OF PLANNING
BURLINGTON OFFICE

FOR APPLICANT TO FILL IN

BUILDING ADDRESS: 411 Box 131 GASTON

LEGAL DESCRIPTION: 154 23 2301

AREA OF LOT: 16 SA NO. OF BLDGS NOW ON LOT: 3

USE OF EXISTING BLDG: Home Bldg S.A.P.

OWNER: L.E. Williams TEL NO: 357 5025

ADDRESS: Box 131

CITY: GASTON ORG

ARCHITECT OR ENGINEER: SELF TEL NO: SAME

ADDRESS:

CONTRACTOR: SELF TEL NO: SAME

ADDRESS:

CITY:

DESCRIPTION OF WORK

NEW	ADD	ALTER	REPAIR	REGULATORY
-----	-----	-------	--------	------------

NO. FT. 2x4: 960 NO. OF WINDOWS: 1 NO. OF DOORS: 1

NO. BEDROOMS: NO. OF BATHROOMS:

USE OF BUILDING: ~~Home Bldg S.A.P.~~

VALUATION: \$880

P.L. FILE # 19 OF PERMITS FILE # 24 OF PERMITS

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT I AM NOT PROVIDING ANY INFORMATION TO ANY OTHER AGENCY OR STATE AGENCY THAT I AM PROVIDING TO THIS AGENCY.

SIGNATURE OF PERMITTEE: [Signature]

ADDRESS:

LOCALITY: Dog Run

THE PROPERTY OWNED BY: [Name]

TYPE OF CONSTRUCTION: [Type]

SPILLING WASTE: NONE

TURNING APPROVED BY: [Name] DATE: [Date]

TYPE OF SANITATION: [Type]

ON-LINE SITE VISUAL FINISH FRONT VIEW: [Type]

ON-LINE SITE VISUAL FINISH REAR VIEW: [Type]

CONCRETE CURB: YES NO

NO. OF PERMITS: [Number]

NO. OF PERMITS: [Number]

FREE FOR	ANNUAL FEE	RECEIPT NO.	DATE
MINIMUM COMPLIANCE	5.00	2102	1/20

DESIGN REVIEW: [Type]

FIRE MANUAL: [Type]

FINAL INSPECTION: 373 DATE: [Date]

BY: [Name]

PLAN CHECK VALIDATION: [Type] NO. [Number]

PERMIT VALIDATION: [Type] NO. [Number]

RECEIPT NO. 23132 DATE 1/21/15 RECEIPT NO. 23057 DATE 1/17/15



WASHINGTON COUNTY
 DEPARTMENT OF LAND USE AND TRANSPORTATION
 LAND DEVELOPMENT SERVICES DIVISION
 CONSTRUCTION INSPECTION SECTION
 189 NORTH FIRST AVENUE
 HELLSCROCK, OREGON 97114

PHONE 640-3470

GENERAL PERMIT APPLICATION

73552
 PERMIT NUMBER
 WA. CONSTRUCTION DIVISION
 PAY U.S. NATIONAL BANK
 LUT ACCOUNT# 0007-119
 ATLAS 11-00
 11-00
 11-00
 11-00

066000 08-31-09 104132

CLASS

154 23 2301

PROJECT ADDRESS
 R# 131 GASTON VA 97119

ADDITIONAL DIRECTIONS TO SITE
 47 R SEGHERS RD
 R# 131 GASTON VA 97119

OWNER
 LARRY WILLIAMS
 R# 131 Box 131 GASTON
 97119 9625 PHONE 357.6730

APPLICANT
 LARRY WILLIAMS
 R# 131 Box 131 357.6730

INSURANCE
 LARRY WILLIAMS
 R# 131 Box 131
 GASTON OR
 97119 PHONE 357.6730

WORK TO BE PERFORMED
 AF-S
 30 front 10 side
 20 rear

Ag only. Not for
 Commercial Use. No
 building on rear side

GOOD FOR 180 DAYS ONLY
 ALL PERMITS MUST BE INSPECTED

NOTE: IF THIS PROJECT INVOLVES A DEVELOPMENT IN A
 FIRE PRONE AREA OR VOLUME OR AFFECTS TO STRUCTURAL, FIRE
 PREVENTION, FIRE DETECTION, OR FIRE SUPPRESSION
 COMPONENTS A PLAN CHECK WILL BE REQUIRED PRIOR
 TO WORK COMMENCING.

FEES \$32.00

SCHEDULE # CHECKS

SHOWN X

BELOW THIS LINE FOR OFFICIAL USE ONLY

ADDITIONAL COMMENTS
 PD # addition to
 an existing Ag Building

DATE RECEIVED BY INSPECTOR

PER FE CHECKS

OFFICE CALCULATOR

PER SCHEDULE NO

ADJUSTMENT

FOR INSPECTION CALL 640-3470 - IN HOUSE RECORDS
 PLEASE GIVE ONE WORKING DAY NOTICE

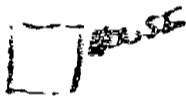
ACTIVE FILE

PLOT

L.F. WILLIAMS
Rt 1 Box 131
GASTON ORG



SEGER'S ROAD

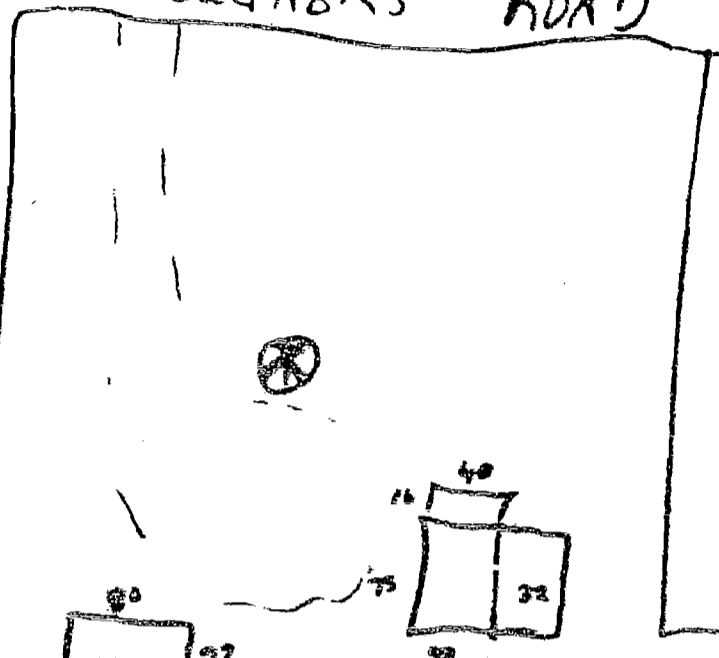


AD BILLOW

AS
APR
MAY

1916

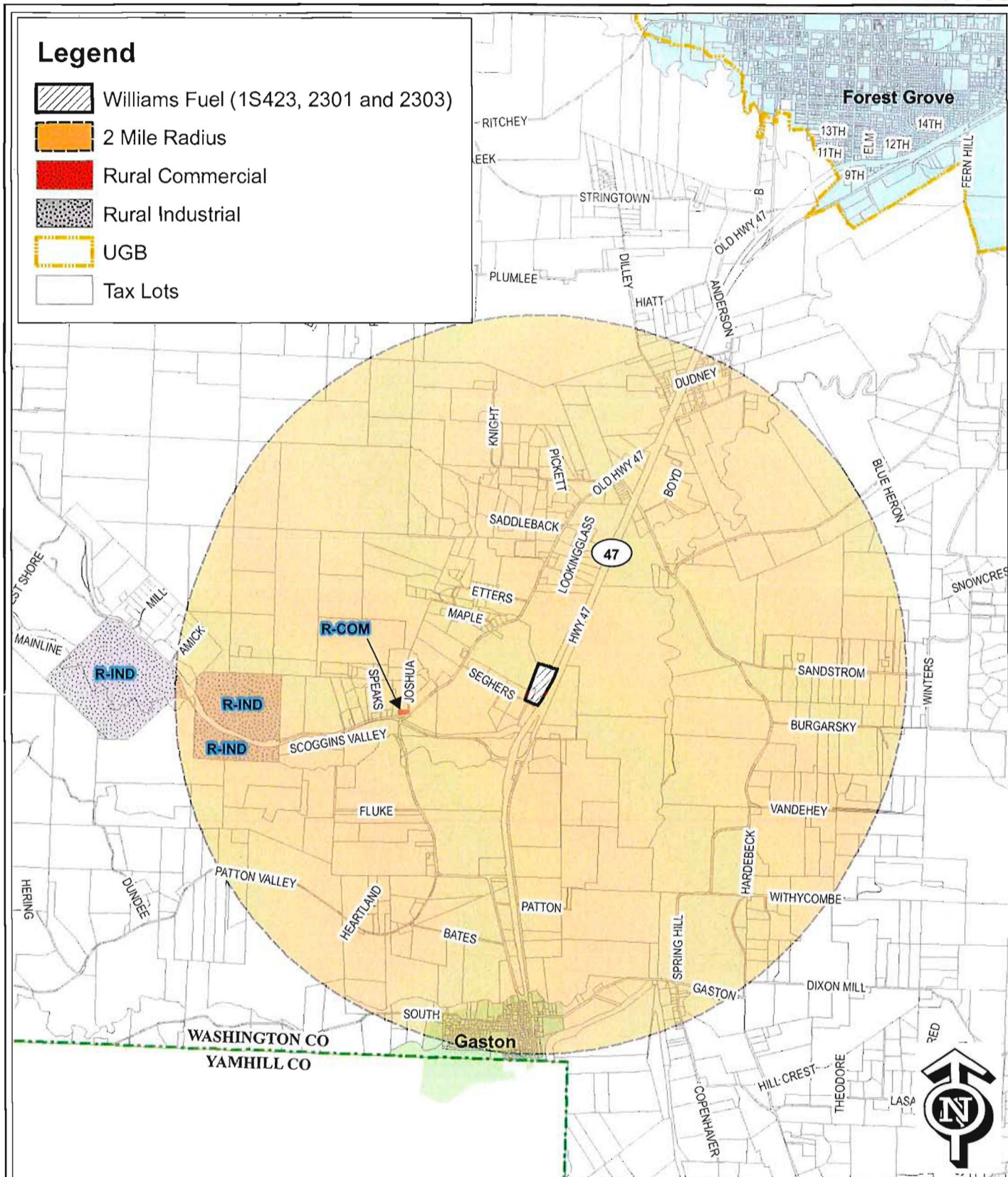
SEGHERS ROAD



		AF-5	
FRONT SETBACK	<u>22</u> FT.	REQUIREMENTS	
REAR SETBACK	<u> </u> FT.	<input checked="" type="checkbox"/> NO BUILDING ON OR OVER EASEMENTS	
SIDE SETBACK	<u>10</u> FT.	<input type="checkbox"/> INSTALL SIGNAGE	
SCREENING	<u> </u> FT.	<input type="checkbox"/> PLANT STREET TREES	
RECYCLED	<u>20</u> FT.	<input type="checkbox"/>	
APPROVAL NO: <u>100-530-89</u>			

Alternative Site Analysis – 2-mile Radius Map

Exhibit No. 13



<p>NW ENGINEERS Engineering & Planning</p> <p>19075 NW TANASBOURNE DRIVE, SUITE 160 HILLSBORO, OREGON 97124 PHONE: 503-601-4401</p>	<p>Alternate Site Analysis: 2-Mile Radius Map Williams Fuel Washington County, Oregon</p>		<p>Date: 03/29/2010</p>
	<p>Source: Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010</p>		<p>Scale: 1 inch = 0.75 miles</p>
			<p>Project #: N0138</p>
			<p>Drawn By: CEB</p>

**City of Forest Grove & City of Gaston Zoning
Maps**

Exhibit No. 14

City of Forest Grove Zoning Map

Zone Districts

- CC Community Commercial (20.28 du/net acre*)
- CN Commercial-Neighborhood
- CPD Commercial Planned Development (20.28 du/net acre*)
- FD-10 Future Development (Washington County)
- GI General Industrial
- LI Light Industrial
- SR Single Family Residential (1.00 du/net acre*)
- R-5 Single Family Residential (8.70 du/net acre*)
- R-7 Single Family Residential (6.22 du/net acre*)
- R-10 Single Family Residential (4.35 du/net acre*)
- RML Multifamily (Low) Residential (12.00 du/net acre*)
- RMH Multifamily (High) Residential (20.28 du/net acre*)
- PD Planned Development

Town Center Districts

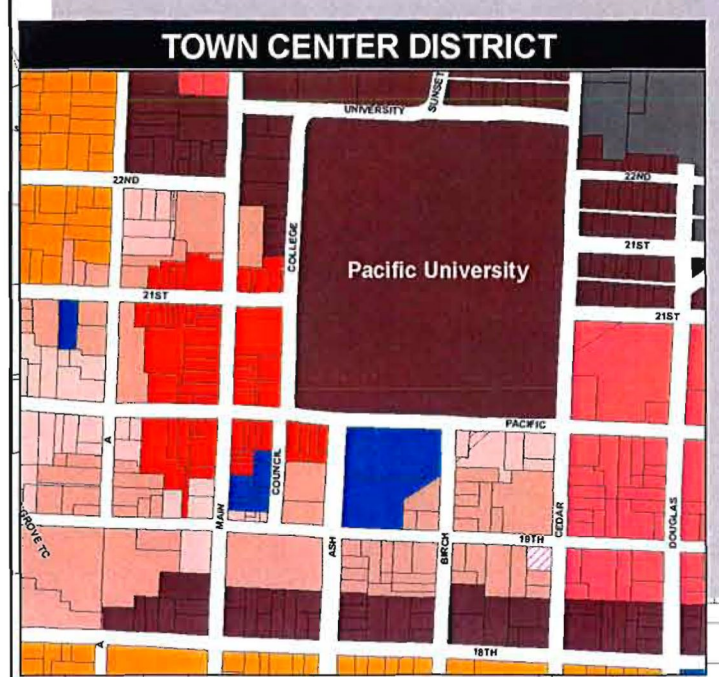
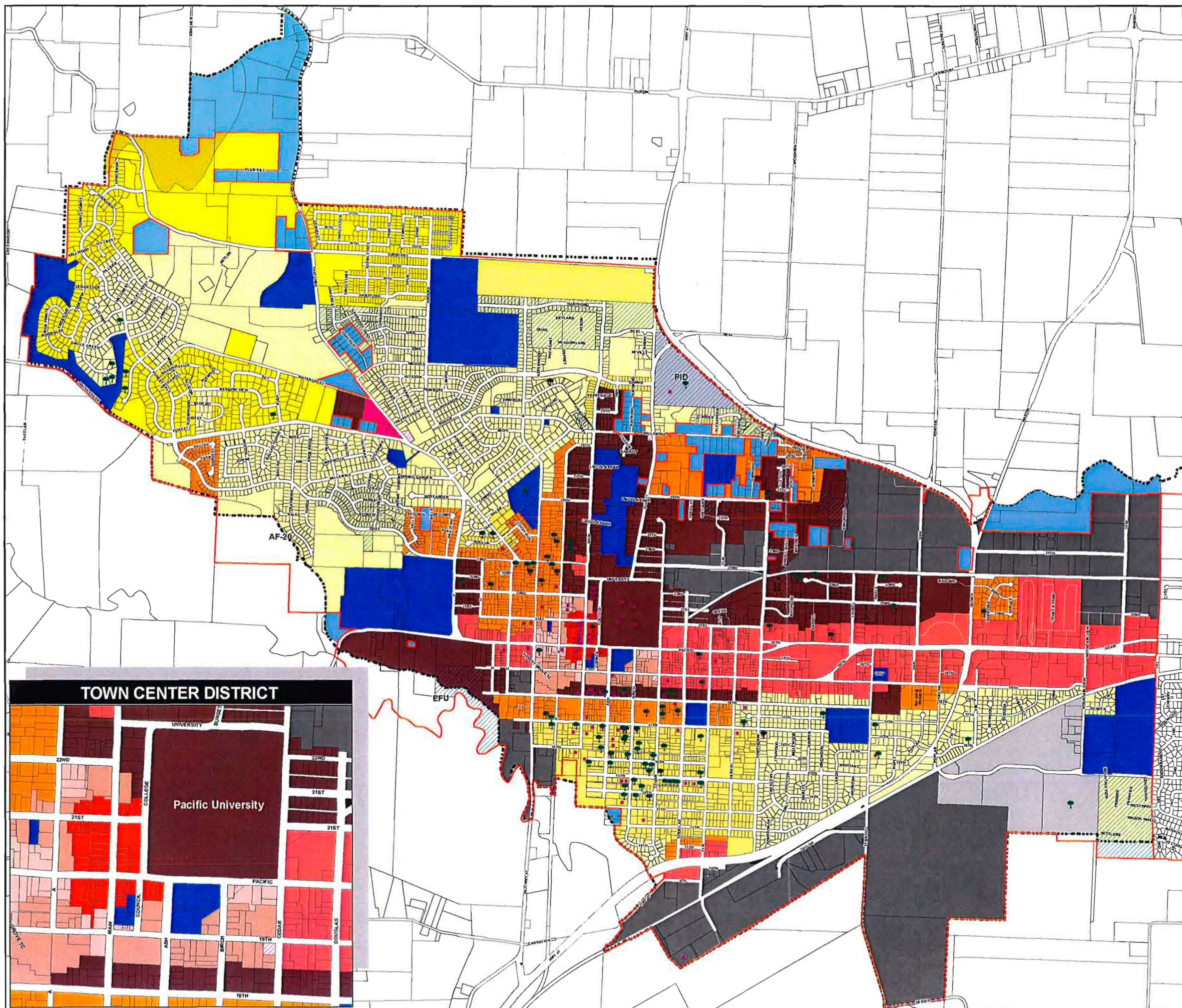
- TCC Town Center Core
- TCS Town Center Support
- TCT Town Center Transitional

Institutional Districts

- Institutional

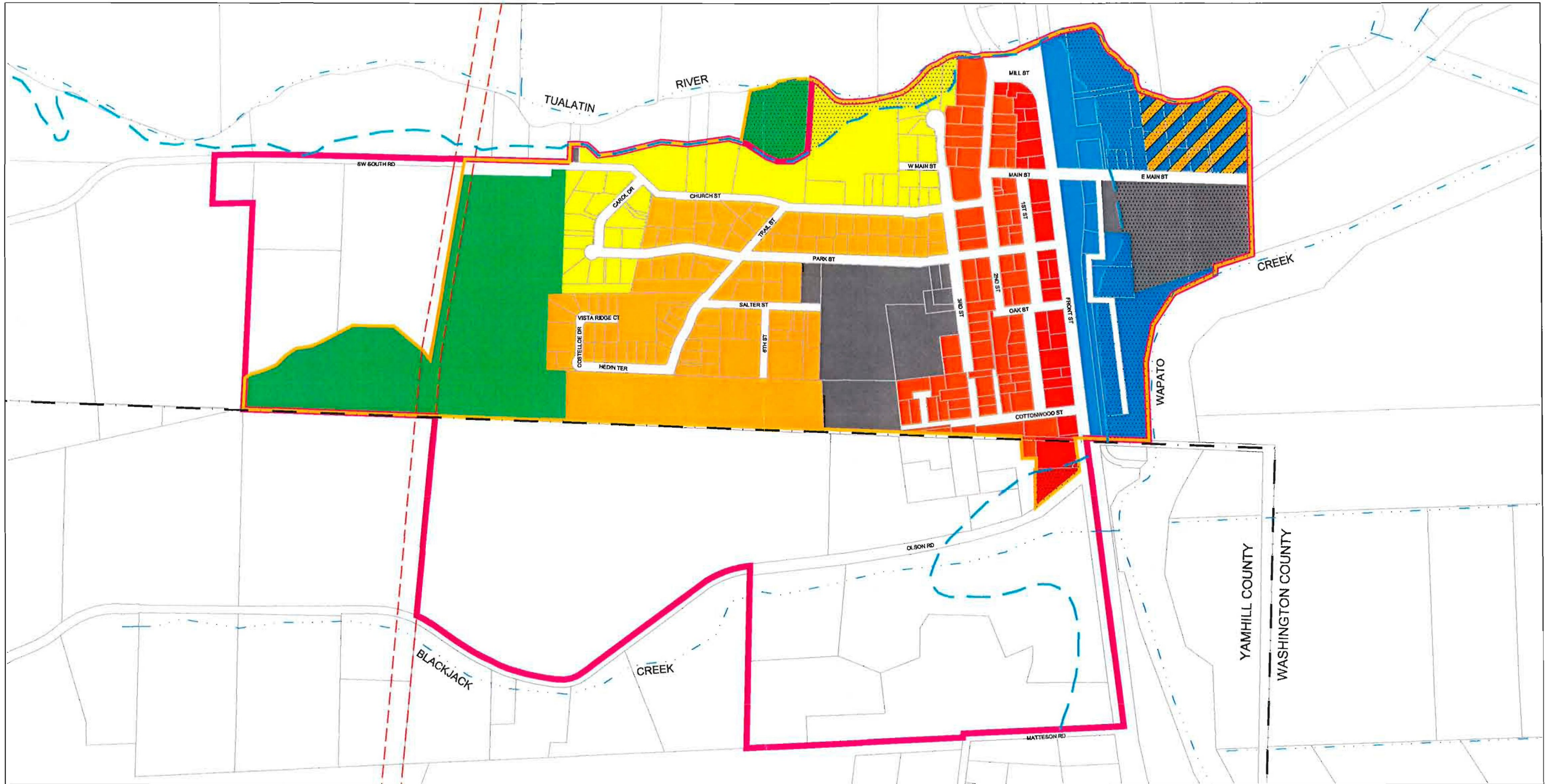
Legend

- Register of Significant Trees
- HL Historic Landmark
- City Limits
- Urban Growth Boundary
- Target Density



City of Forest Grove - Engineering Department
 Map shown may not reflect all the City of Forest Grove
 Zoning District Designations Product ED04-03-10
 Map current as of May 2009 Print Date: 06-15-09

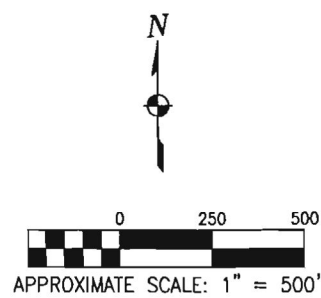




NOTE: FLOODPLAIN BOUNDARIES ARE APPROXIMATE

LEGEND

- | | | | |
|---|------------------------|---|---------------------------|
|  | SR-1 |  | FLOOD PLAIN |
|  | R-1 |  | TAXLOTS |
|  | R-2 |  | FEMA 100 YEAR FLOOD PLAIN |
|  | R-3 / MHP |  | STREAM |
|  | COMMERCIAL |  | UTILITY CORRIDOR |
|  | INDUSTRIAL |  | COUNTY LINE |
|  | INSTITUTIONAL / PUBLIC |  | CITY LIMITS |
|  | SPECIAL DISTRICT |  | UGB |



JANUARY 2009

Kennedy/Jenks Consultants

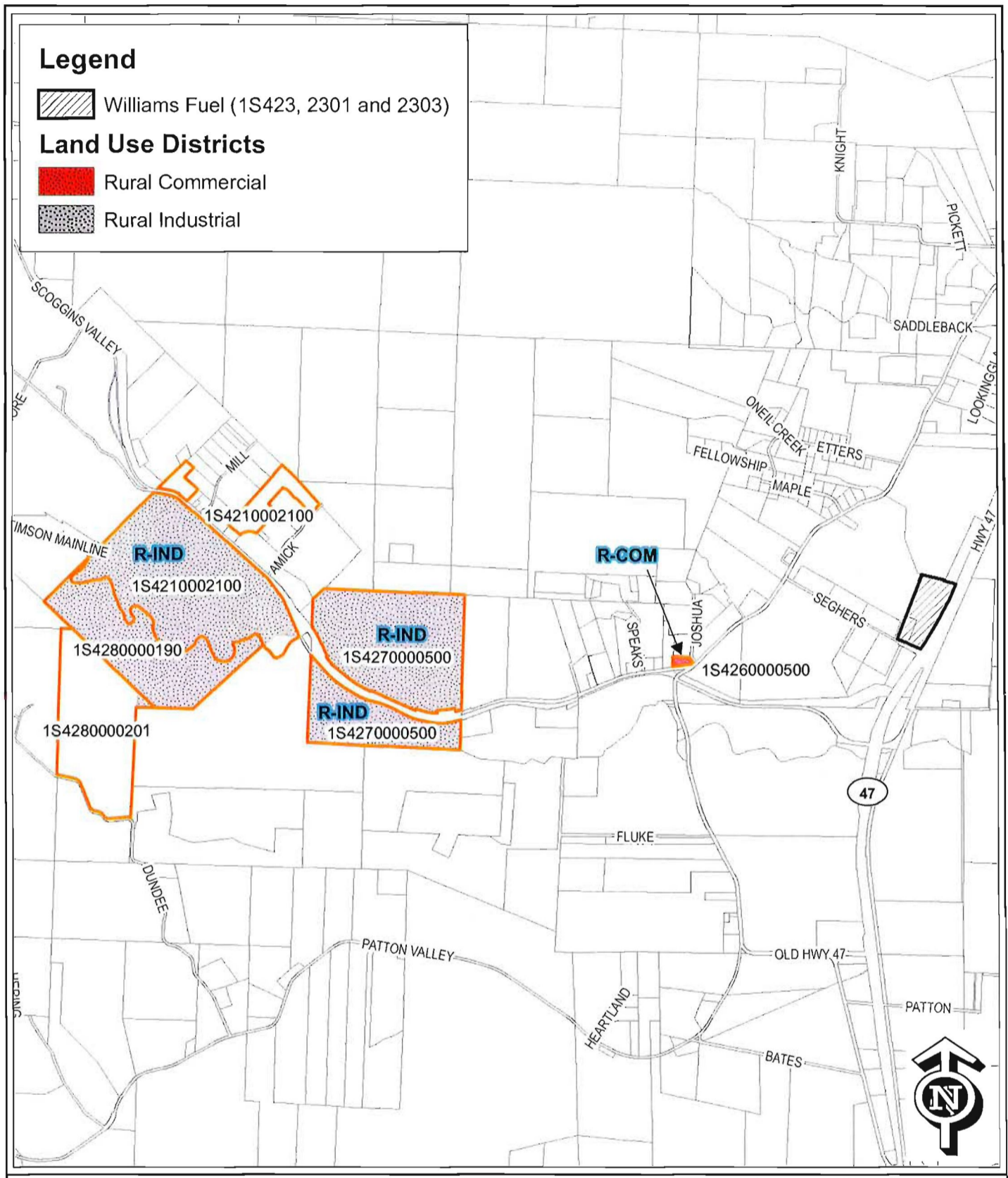
CITY OF GASTON
WASHINGTON COUNTY, OREGON

ZONING MAP

K/J 0891012.00

Alternative Site Analysis - Maps

Exhibit No. 15



NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

Alternate Site Analysis - Rural Washington County
 Williams Fuel
 Washington County, Oregon

Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010

Date:
 03/29/2010

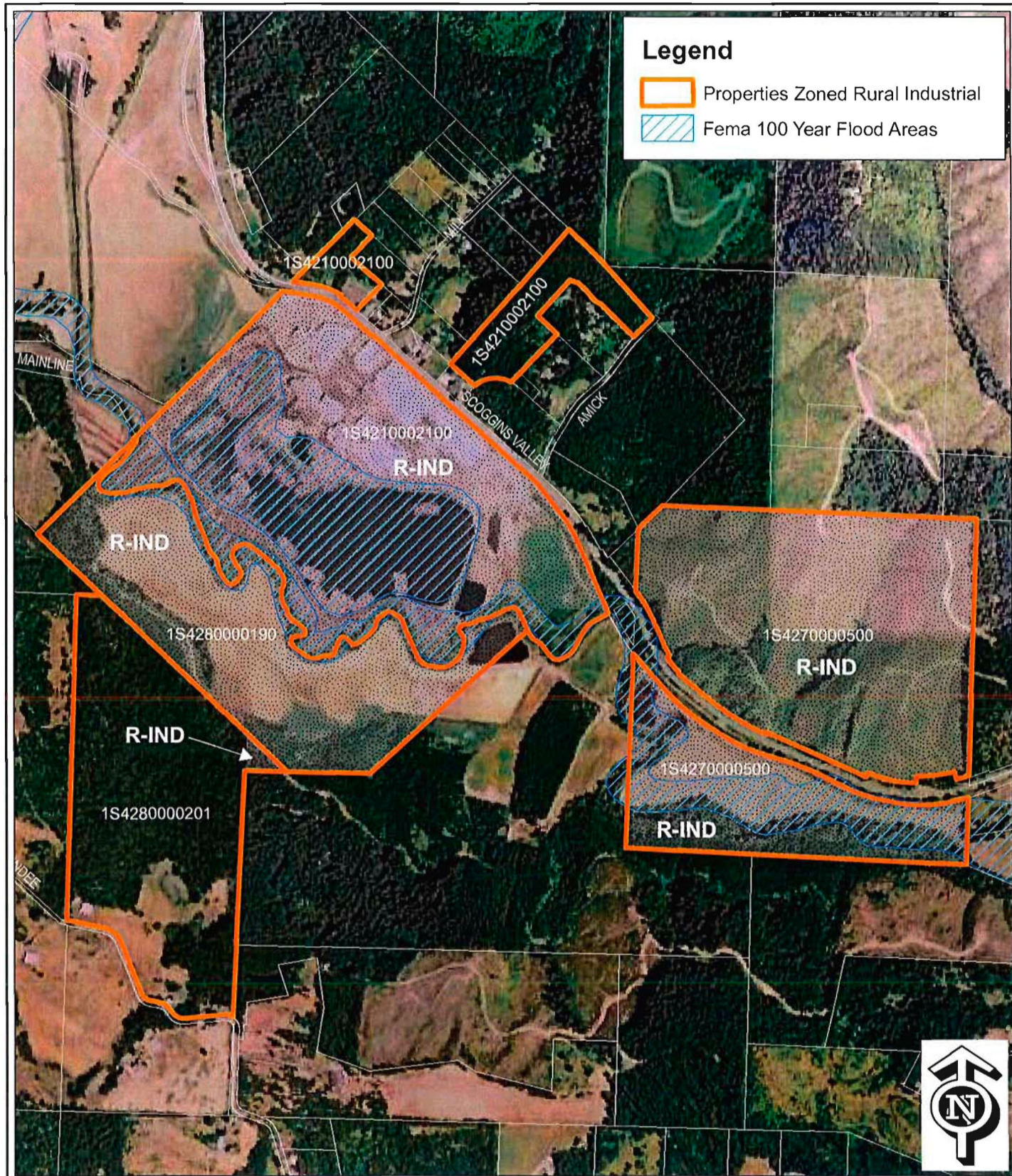
Scale:
 1 inch = 2,200 feet


Project #:
 N0138

Drawn By: CEB

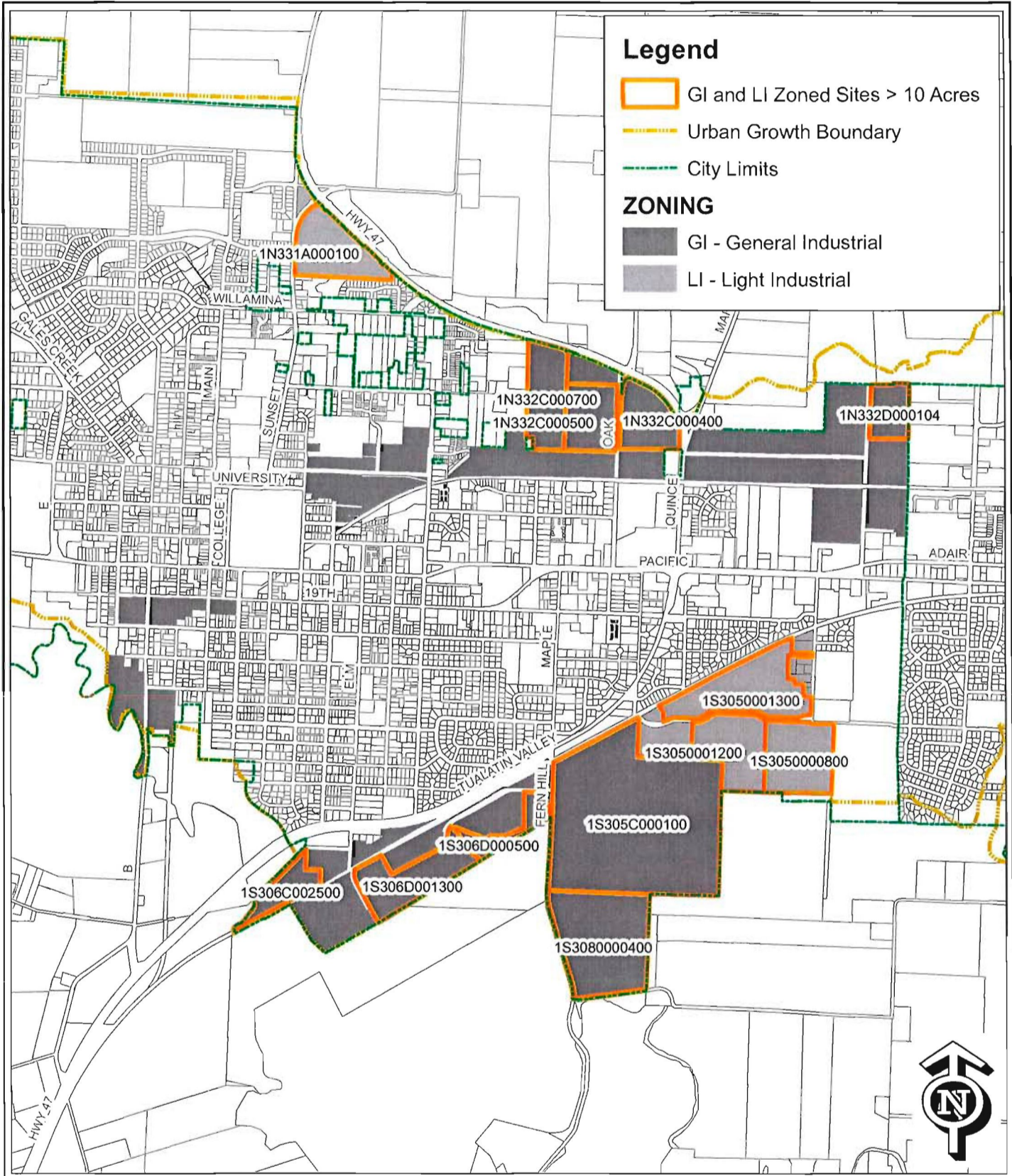
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Exhibit 15A



 <p>NW ENGINEERS Engineering & Planning</p> <p>19075 NW TANASBOURNE DRIVE, SUITE 160 HILLSBORO, OREGON 97124 PHONE: 503-601-4401</p>	<p>Alternate Site Analysis - Rural Washington County Williams Fuel Washington County, Oregon</p> <p>Source: Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010 and Google Earth</p>	<p>Date: 03/29/2010</p> <p>Scale: 1 inch = 1,000 feet</p> <p>Project #: N0138</p> <p>Drawn By: CEB</p>
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P:\N0138\03 Working\3.3 GIS\3.3.3 Maps\3.3.3.3 Plan\N0138_ANALYSIS_CNTY_DISTRICTS_AERIAL.mxd



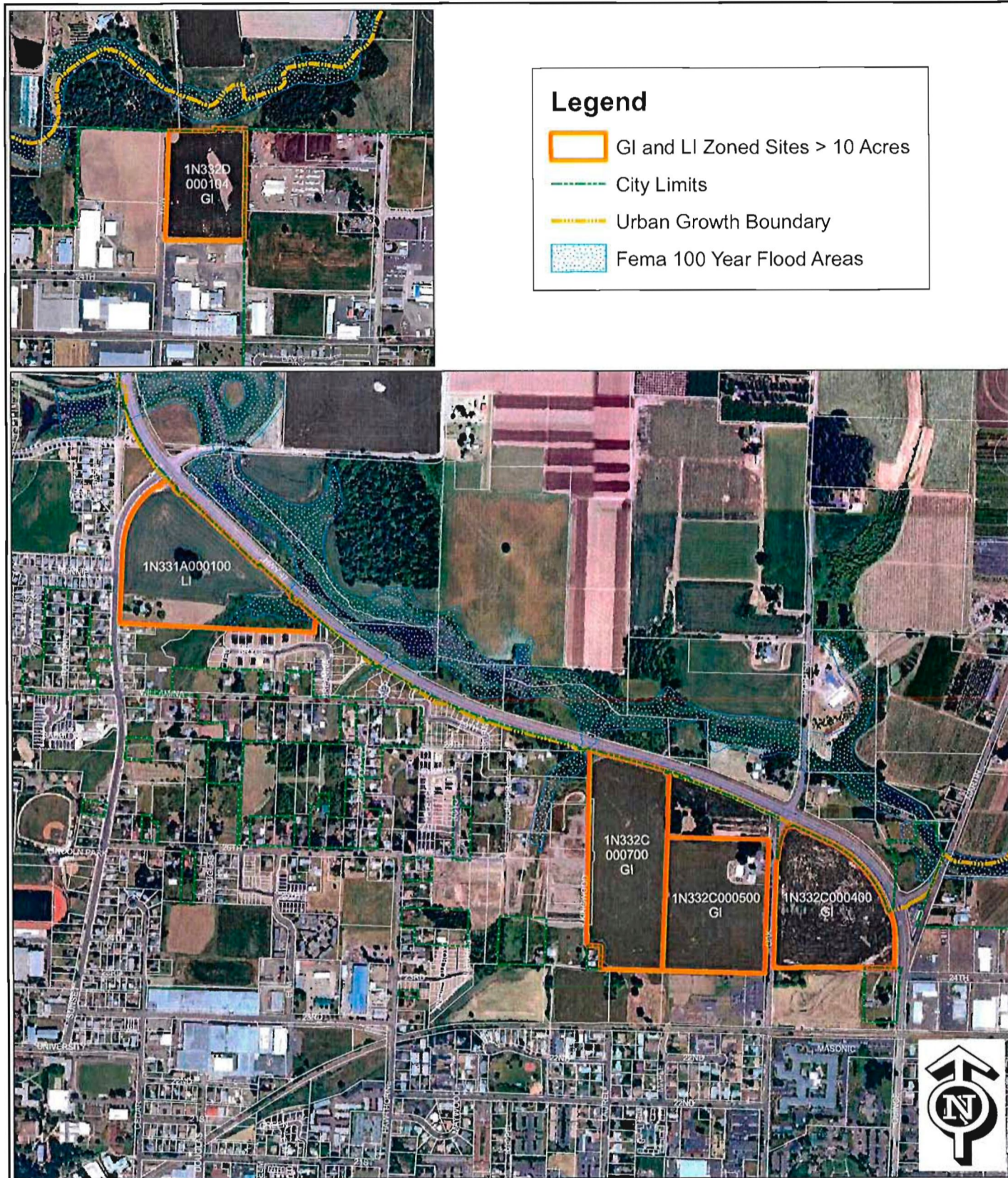
NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

Alternative Site Analysis - Forest Grove
 Williams Fuel
 Washington County, Oregon

Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010 and City of Forest Grove GIS.

Date: 03/29/2010
Scale: 1 inch = 2,000 feet
Project #: N0138
Drawn By: CEB

P:\N0138\03 Working\3.3 GIS\3.3.3 Maps\3.3.3.3 Plan\N0138_ANALYSIS_FG.mxd







NW ENGINEERS
 Engineering & Planning
 19075 NW TANASBOURNE DRIVE,
 SUITE 160
 HILLSBORO, OREGON 97124
 PHONE: 503-601-4401

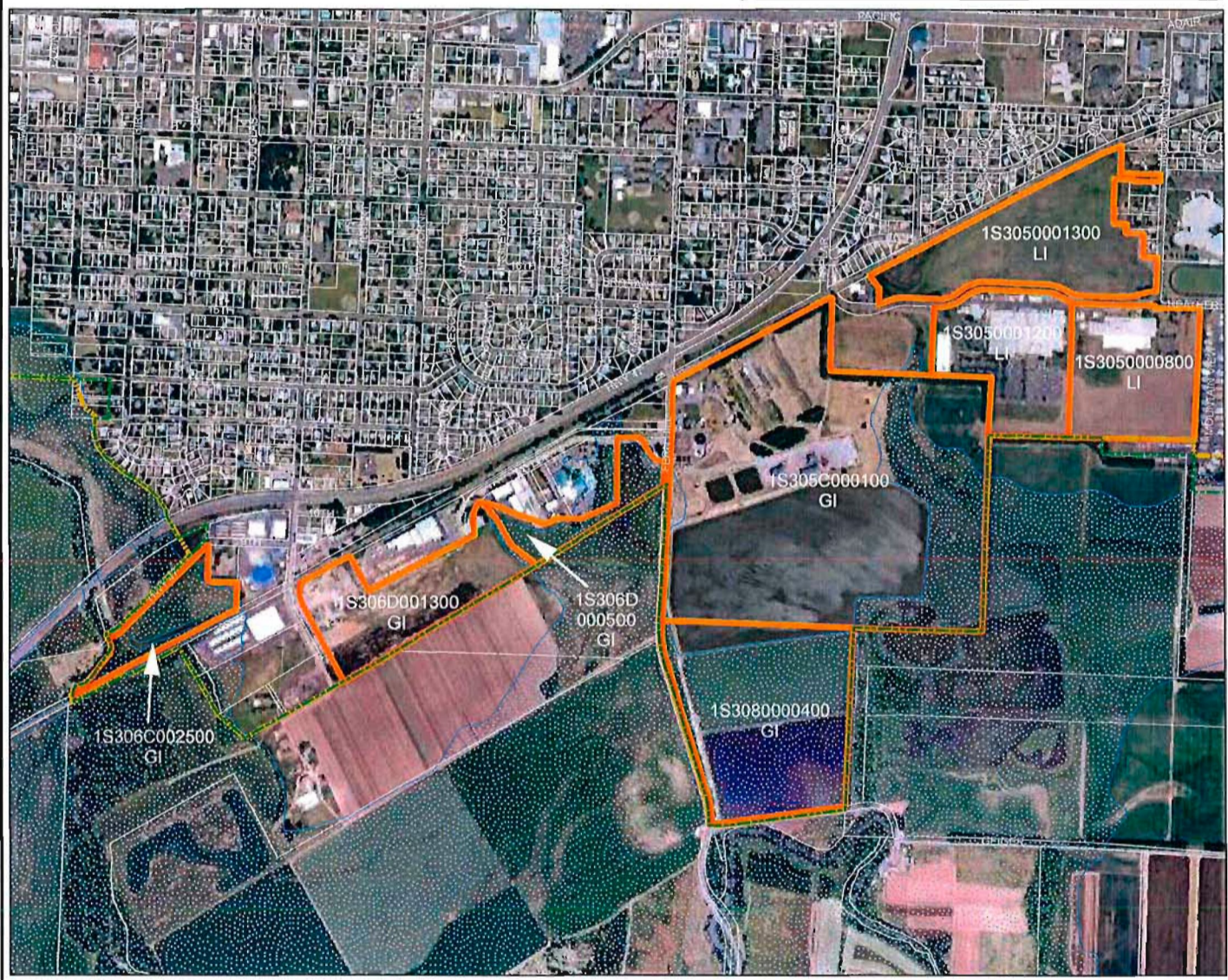
Alternative Site Analysis - Forest Grove
 Williams Fuel
 Washington County, Oregon


Source:
 Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010, City of Forest Grove GIS and Google Earth

Date:
 03/29/2010
 Scale:
 1 inch = 1,000 feet
 Project #:
 N0138
 Drawn By: CEB

Legend

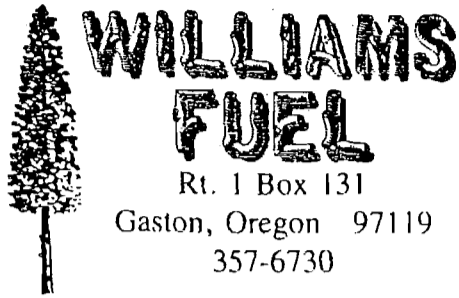
-  GI and LI Zoned Sites > 10 Acres
-  Urban Growth Boundary
-  City Limits
-  Fema 100 Year Flood Areas



 <p>19075 NW TANASBOURNE DRIVE, SUITE 160 HILLSBORO, OREGON 97124 PHONE: 503-601-4401</p>	<p>Alternative Site Analysis - Forest Grove Williams Fuel Washington County, Oregon</p> <p>Source: Metro Data Resource Center, RLIS Lite Data Disc, Feb. 2010, City of Forest Grove GIS and Google Earth</p>	<p>Date: 03/29/2010</p> <p>Scale: 1 inch = 1,300 feet</p> <p>Project #: N0138</p> <p>Drawn By: CEB</p>
--	--	--

Williams Fuel Customer List 1989 & 2007

Exhibit No. 16



BREAKDOWN OF WILLIAMS FUEL CUSTOMERS
Sept. 6, 1989

CITY CUSTOMERS	40%
RURAL CUSTOMERS	60%
CITY CUSTOMERS - DELIVERIES	60%
U-HAUL	40%
RURAL CUSTOMERS - DELIVERIES	30%
U-HAUL	70%

AREA SERVED:	BY CITY:	WITH RURAL ADDRESS:
Forest Grove	32%	17%
Gaston	21	17
Cornelius	16	8
Hillsboro	12	4
Yamhill	5	4
Aloha/Beaverton	4	3
Vernonia	2	2
North Plains	1	1
Carlton	1	1
Newberg	1	1
McMinnville	1	1
Misc.	4	3
	<hr/>	<hr/>
	100%	60%

YEAR 1989

WILLIAMS FERTILIZERS
YARD PRODUCT SUPPLIERS

NAME	ADDRESS	COUNTY	PRODUCT
Jack Ackerill	8235 Burbank, Tillamook	Tillamook	Firewood
Garden Grow Company	6500 Hanna Rd., Independence	Polk	Potting Soil & Mush. Comp.
Keystone	1001 S.W. Fifth, Portland	Multnomah	Retaining Walls
Northrup King Company	P.O. Box 1525, Minneapolis, Minn.	N/A	Seeds for Retail
N.W. Pellet Mills	34401 Lake Crk Dr., Brownsville	Lane	Pellets
S & C Lumber	7740 Ford Rd., Grand Ronde	Yamhill	Alder Sawdust
Smithwick Western	1750 N.E. Lombard, Portland	Multnomah	Landscape Blocks/Walls
Meyerhaeser	2320 S.E. Grand, Portland	Multnomah	Landscape Rock
Taylor Lumber	903 Elm Street, Forest Grove	Washington	Sawdust/Bark/Wood/Shavings
Walsh Trucking	10360 N. Vancouver Way, Portland	Multnomah	Hemlock Bark & Cedar Chips
John Vaandering	Rt. 2 Box 125, Forest Grove	Washington	Rock & Sand
Fred Wilhelm	20275 N.W. Bishop Scott Rd, Yamhill	Yamhill	Mushroom Compost
Leo Edward	Rt. 1 Box 29, Forest Grove	Washington	Manure
Jennifer White	21560 S.W. Farmington, Aloha	Washington	Firewood
Jim Williams	1820 "C" Street, Forest Grove	Washington	Firewood
Marvin Lambert	P.O. Box 285, Willamina	Yamhill	Firewood
Dale Smith	2815 "B" Street, Forest Grove	Washington	Firewood
Charles Macy	P.O. Box 456, Gaston	Washington	Firewood
RJ's Trucking	P.O. Box 6234, Bend	Deschutes	Pumice & Red Rock

YEAR 1989

**Wade D Williams DBA Williams Fuel
Purchases by Vendor Summary
January through December 2007**

CUSTOMER BASE	Percentage
Forest Grove	35%
Gaston	20%
Hillsboro	12%
Banks	8%
Newberg	7%
McMinnville	1%
Yamhill	6%
Carlton	4%
Misc--Sherwood, Vernonia Dundee, Dayton, Aloha, Manning	11%
Total	100%

11:30 AM
01/08/08
Accrual Basis

Wade D Williams DBA Williams Fuel
Purchases by Vendor Summary
January through December 2007

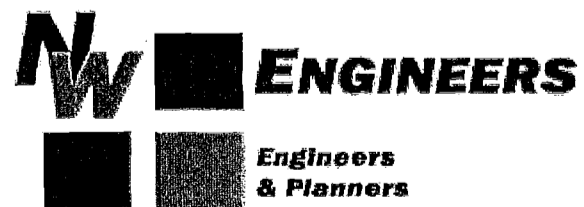
VENDOR	AREA	Jan - Dec 07	Materials
Alder Creek Lumber, Inc	Portland OR	3,285.00	
Allen Marsh	Verbort	1,235.00	
Andrew Mulholland	Gaston	360.00	
Andy Mulholland	Gaston	35.00	
Avison Quarry	Molalla	19,456.79	
Baker Rock	Dundee	1,698.04	
Bear Mountain Forest Products	Cascade Lochs	35,676.00	
Beaver Bark Inc	Scapoose	34,195.00	
Bewitching Ponds Nursery	Gaston	664.00	
BP & S Trucking	Newberg	29,720.12	
Broadmead Nursey	Salem	432.55	
Bryan Semingson Trucking LLC	Hillsboro	3,150.00	
Byron Adams Trucking	Hillsboro	17,652.00	
Byron Lueptau	Gaston	105.00	Firewood
C.C.Meisel Co. Inc.	McMinnville	1,043.58	
Christina L. Knell		80.00	
David Youngblood		1,275.00	Firewood
Decorative Bark Supply	Scio	45,871.20	Mills everywhere
DF Marks Company	Woodinville	4,324.50	OUT OF BUSINESS
Don Averill Trucking Inc.	Tillamook	3,575.00	
Eunice Marie Orndorff		180.00	Firewood
Flora Lan Nursery, Inc.	Forest Grove	252.50	
Frederick A Wilhelm	Yamhill	28,930.00	Mushroom Compost
Garden-Wise Distributors	Denver	6,417.98	OUT OF BUSINESS
Hilltop Nursery	Banks	795.60	
Hochstein Nursery - VEN	Hillsboro	1,354.00	
Huserik Bros. Nursery	Gaston	357.00	
Jensen Distribution Services	Spokane, WA	13,768.68	
Josh Marsh		280.00	
Joshua Marsh	Verbort	80.00	Firewood
Kelvin Richter	Gaston	1,180.00	Firewood
Knife River	Tangent	968.40	
Kuenzi Turf	Salem	312.00	
Kuzman Forest Products	Hillsboro	2,310.00	
LD Logging Inc	Tillamook	1,665.00	Firewood
Mallory Company	Portland OR	140.25	
Marquardt Trucking Inc.	Forest Grove	7,272.00	Salem, Portland
McCoy Family Nursery	North Plains	183.90	
Michael Allen		160.00	Firewood
Michael Hermens		1,450.00	Firewood
Michael Jenning		160.00	Firewood
Michael Uilman		235.00	Firewood
Mutual Materials	Hillsboro	15,145.57	
Nicholas Olson	Forest Grove	800.00	Firewood
NW Bark	Troutdale	605.00	Mills everywhere
OBC NW	Canby	4,262.17	
Pacific Fibre Products	Longview	33,730.00	North Plains Mill
Paul Armstrong	Banks	280.00	Firewood
Pro-Gro Mixes, Inc.	Tualatin	3,863.75	
Rick Goff	Forest Grove	120.00	Firewood
Rick Oroso	McMinnville	1,535.00	Firewood
Sharea Polich		120.00	Firewood
Sierra Cascade LLC 2005	Chemult	825.20	Pumice, Central OR
Stimson Lumber	Forest Grove	5,240.00	
Sunset Rock LLC.	Forest Grove	1,622.27	
Swanson Bark	Longview	10,196.90	Washington Mills
Tanasacres	Hillsboro	1,892.17	
Thomas Lee Olmstead	Gaston	105.00	Firewood
Tom Bailey	Gaston	245.00	Firewood
Western Farm Service	Corellius	1,591.80	
Westside Rock Hayden Quarry	Corellius	0.00	
Wilco Farm Store	Newberg	343.92	
Willamette Graystone	Macminnville, Troutdale	20,235.36	
Woodco	Beaverton	36,107.40	Banks Mill
TOTAL		411,152.60	

Well Logs

Exhibit No. 17

**Well Log Summary
Williams Fuel Plan Amendment**

Section	Time Period	Number of Wells	Average Depth (ft.)	Average G.P.M.
1S4W23	1960-1969	1	39	N/A
	1970-79	3	90	22.6
	1980-89	1	449	6
	1990-99	5	208.3 ¹	16.5 ²
	2000-Present	10	73.2	40 ³
	¹ avg. of only 3; ² avg of only 2; ³ 6 wells abandoned			
1S4W24	1960-1969	0	N/A	N/A
	1970-79	0	N/A	N/A
	1980-89	0	N/A	N/A
	1990-99	2	85	30 ¹
	2000-Present	0	N/A	N/A
	¹ only for 1 well			
1S4W25	1960-1999	0	N/A	N/A
	2000-2009	1	240	10
1S4W26	1960-1969	0	N/A	N/A
	1970-79	2	195	40
	1980-89	2	210	25.5
	1990-99	1	120	N/A
	2000-Present	5	58	100 ¹
	¹ four wells abandoned			



Well Log Query Results

Township: 1 S, Range: 4 W, Sections: 26

Well Log	T-R-S/Q-Q-Q	Taxlot	Street of Well	Owner	Company	Special Standards	Well Type	First Water	Completed Depth	Static Water Level	Yield	Completed Date	Received Date	Bonded Constructor	Startcard	Well Id #	New	Abandon	Deepen	Alteration	Conversion	Domestic	Irrigation	Community	Livestock	Industrial	Injection	Thermal	Dewatering	Piezometer		
WASH_30	1.00S-4.00W-26 NW-SW	160300000		SCRIVNER, JOHN			W	25.00	120.00	9.0		04/26/1990	05/03/1990	GAUNT, STANLEY A	15338	✓					✓											
WASH_11273	1.00S-4.00W-26 NE-NW			NIXON, GEORGE			W	240.00	300.00	40.0	6.0	07/24/1985	08/08/1985	VANDEHEY, CYRIL		✓					✓											
WASH_11274	1.00S-4.00W-26	110000000		ROHRER, DAVE			W	41.00	120.00	10.0	45.0	10/01/1982	10/26/1982	MCCONNELL, RONALD F		✓					✓											
WASH_11276	1.00S-4.00W-26 SE-NW			VERBOORT, LARRY			W	175.00	185.00	23.0	40.0	04/25/1979	05/04/1979	UNKNOWN, UNKNOWN		✓						✓										
WASH_11275	1.00S-4.00W-26			ORTMAN, BERNARD			W	200.00	205.00	20.0	40.0	08/18/1979	08/23/1979	UNKNOWN, UNKNOWN		✓						✓										
WASH_56550	1.00S-4.00W-26 NW-SW	1500	9449 SW OLD HWY 47		CHERRY HILL LLC 1885 PRIMROSE LANE FOREST GROVE OR 97116		W	53.00	100.00	1.5	100.0	09/27/2000	10/06/2000	DAVID BLUE WATER DRILLING CO INC	133816 42903	✓						✓										
WASH_67430	1.00S-4.00W-26 NE-SW	R.O.W	600FT E OF SW OLD HWY 47 AND SW PATTON VALLEY RD		WASHINGTON COUNTY 1400 SW WALNUT ST MS 51 HILLSBORO OR 97123		G		30.00			09/10/2008	10/29/2008			✓																
WASH_67431	1.00S-4.00W-26 NE-SW	R.O.W	600FT E OF SW OLD HWY 47 AND SW PATTON VALLEY RD		WASHINGTON COUNTY 1400 SW WALNUT ST MS 51 HILLSBORO OR 97123		G		30.00			09/10/2008	10/29/2008			✓																
WASH_67452	1.00S-4.00W-26 NE-NW	ROW	SCOGGINS VALLEY RD APPROX 1000 FT WEST OF THE INTERSECTION WITH HWY 47 GASTON, OR		CH2M HILL(OWNER'S REP) 2020 SW 4TH AVE #300 PORTLAND OR 97201		G		40.00			10/28/2008	11/07/2008			✓																
WASH_67453	1.00S-4.00W-26 NE-NW	ROW	SCOGGINS VALLEY RD APPROX 1000 FT WEST OF THE INTERSECTION WITH HWY 47 GASTON, OR		CH2M HILL(OWNER'S REP) 2020 SW 4TH AVE #300 PORTLAND OR 97201		G		90.00	55.0		10/28/2008	11/07/2008			✓																

Download Data
Return to Well Log Query

Well Log Query Results

Township: 1 S, Range: 4 W, Sections: 23

Well Log	T-R-S/ Q-Q	Taxlot	Street of Well	Owner	Company	Special Standards	Well Type	First Water	Completed Depth	Static Water Level	Yield	Completed Date	Received Date	Bonded Constructor	Startcard	Well #	New	Abandon	Depon	Alteration	Conversion	Domestic	Irrigation	Community	Livestock	Industrial	Injection	Thermal	Dewatering	Piezometer			
WASH 668	1.00S-4.00W-23 -SW			GERDES, MONROE RT 1 BOX 84 FOREST GROVE OR 97116			W	40.00	45.00	10.0	40.0	11/10/1970	12/11/1970	TRUSSELL, IRA			✓				✓												
WASH 3233	1.00S-4.00W-23	1503		MATIACO, STEVE	SANDERS, GEORGE PO BOX 367 FOREST GROVE OR 97116		W	190.00	285.00	80.0	27.0	07/09/1983	07/26/1983	DELANO, DOUGLAS H	52813		✓				✓												
WASH 6772	1.00S-4.00W-23			SUNDRMEIER, H W			W	0.00	39.00	10.0		04/27/1984	04/27/1984	JANNSEN, EDWARD			✓				✓												
WASH 11266	1.00S-4.00W-23 SW-SE	170300000		ENGLES, VINCE			W	0.00	449.00	39.0	6.0	09/22/1986	10/06/1986	UNKNOWN, UNKNOWN			✓					✓											
WASH 11267	1.00S-4.00W-23 SW-NW			PATERSON, ROBERT			W	115.00	125.00	28.0	20.0	07/30/1977	08/05/1977	UNKNOWN, UNKNOWN			✓				✓												
WASH 11268	1.00S-4.00W-23 SW-NW			PATERSON, ROBERT			W	70.00	100.00	18.0	8.0	07/25/1977	08/05/1977	UNKNOWN, UNKNOWN			✓				✓												
WASH 11269	1.00S-4.00W-23 SE-NW			STOWELL, V			W	0.00	80.00	0.0			03/28/1996				✓					✓											
WASH 11270	1.00S-4.00W-23 SE-NE			BLACKMORE, E F			W	0.00	0.00	0.0			03/28/1996				✓				✓												
WASH 11271	1.00S-4.00W-23 SE-SE				LARKINS LUMBER MILL		W	0.00	0.00	35.0			03/28/1996				✓																
WASH 53247	1.00S-4.00W-23 NE-NW	501	6265 SW OLD HWY 47, FOREST GROVE	FREEMAN, BRENT 16319 NW BARBETON COURT BEAVERTON OR 97006			W	80.00	260.00	35.0	6.0	02/05/1988	02/17/1988	JANNSEN, PRESTON A M JANNSEN DRILLING	110266	18249	✓				✓												

12

Download Data
Return to Well Log Query

Well Log Query Results

Township: 1 S, Range: 4 W, Sections: 23

Well Log	T-R-S/ Q-Q	Tract	Street of Well	Owner	Company	Special Standards	Well Type	First Water	Completed Depth	Static Water Level	Yield	Completed Date	Received Date	Bonded Constructor	Starcard	Well Id #	New	Abandon	Deepen	Alteration	Conversion	Domestic	Irrigation	Community	Livestock	Industrial	Infection	Thermal	DeWatering	Piezometer				
WASH 57380	1.00S-4.00W-23 SW-NE	604	6901 SW OLD HWY 47		BALLARD NURSERY 6901 SW OLD HWY 47 GASTON OR 97119		W		0.00			06/15/2001	06/28/2001	JANNSEN, ROY N A M JANNSEN DRILLING	138324		✓					✓												
WASH 57381	1.00S-4.00W-23 SW-NE	604	6901 SW OLD HWY 47		BALLARD NURSERY 6901 SW OLD HWY 47 GASTON OR 97119		W		0.00			06/14/2001	06/28/2001	JANNSEN, ROY N A M JANNSEN DRILLING	138323		✓					✓												
WASH 59273	1.00S-4.00W-23 SW-NW	703	4605S SW FELLOWSHIP LANE, GASTON	JOHNSON, DAVID PO BOX 937 FOREST GROVE OR 97116			W	187.00	222.00	70.0	40.0	02/26/2003	03/06/2003	JANNSEN, PRESTON A A M JANNSEN DRILLING	155362 61954			✓	✓															
WASH 61793	1.00S-4.00W-23 NE-SW	1700	45500 SW SEGHERS RD	BLACK, EVAN	BLACK, ELIZABETH 3510 SE KNAPP ST PORTLAND OR 97202		M		39.00			10/29/2004	11/26/2004	MCINNIS, GREG GEO-TECH EXPLORATIONS, INC.	167613 76130		✓																	
WASH 62284	1.00S-4.00W-23 SW-SW	2400	HWY 47, FOREST GROVE		JOINT WATER COMMISSION 123 W MAIN ST HILLSBORO OR 97213		M	14.00	25.00	14.0		04/06/2005	05/04/2005	KLOSTERMANN, BILL GEO-TECH EXPLORATIONS, INC.	173337 73327		✓																	
WASH 62285	1.00S-4.00W-23 SW-SW	3100	SPRING HILL RD		JOINT WATER COMMISSION 123 W MAIN ST HILLSBORO OR 97213		M	14.00	15.00	14.0		04/06/2005	05/04/2005	KLOSTERMANN, BILL GEO-TECH EXPLORATIONS, INC.	173338 73328		✓																	
WASH 67153	1.00S-4.00W-23 NW-SW	1609	7534 SW JOSHUA PLACE	SAHNOW, HOWARD 7534 SW JOSHUA PLACE GASTON OR 97119			G		0.00			07/10/2008	08/12/2008				✓																	
WASH 67154	1.00S-4.00W-23 NW-SW	1609	7534 SW JOSHUA PLACE	SAHNOW, HOWARD 7534 SW JOSHUA PLACE GASTON OR 97119			G		0.00			07/10/2008	08/12/2008				✓																	
WASH 67155	1.00S-4.00W-23 NW-SW	1609	7534 SW JOSHUA PLACE	SAHNOW, HOWARD 7534 SW JOSHUA PLACE GASTON OR 97119			G		0.00			07/10/2008	08/12/2008				✓																	
WASH 67451	1.00S-4.00W-23 NE-NE	200	6170 LOOKINGGLASS LN GASTON, OR		CH2M HILL (OWNER'S REP) 2020 SW 4TH AVE #300 PORTLAND OR 97201		G		65.00	15.0		10/24/2008	11/07/2008				✓																	

Download Data
Return to Well Log Query

60-69
70-79
80-89
90-99
2000-Present

Service Availability Letters

Exhibit No. 18

FVRS



WASHINGTON COUNTY
 Dept. of Land Use & Transp.
 Land Development Services
 155 N. First Ave., Suite 350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

**REQUEST FOR STATEMENT
 OF SERVICE AVAILABILITY**

- WATER DISTRICT: _____
- FIRE DISTRICT: Forest Grove
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE:

*Service Provider, PLEASE RETURN THIS FORM TO:
 APPLICANT:*
 COMPANY: WILLIAMS FUEL
 CONTACT: LARRY G. WILLIAMS
 ADDRESS: 45095 SW SEGHERS RD
GASTON OR 97119
 PHONE: 503 730 3428

OWNER(S):

NAME: LARRY G. WILLIAMS
 ADDRESS: 45095 SW SEGHERS RD
GASTON OR 97119
 PHONE: 503 730 3428
 Property Dean.: Tax Map(s): 15423 Lot Number(s): 2301

Site Size: 13.3 Ac
 Site Address: 44975 SW SEGHERS RD
 Nearest cross street (or directions to site):
HWY 47 & SEGHERS ROAD

PROPOSED PROJECT NAME: WILLIAMS FUEL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

ZONE CHANGE
 EXISTING USE: AF5 PROPOSED USE: R-COM

IF RESIDENTIAL:	IF INDUSTRIAL/COMMERCIAL:	IF INSTITUTIONAL:
NO. OF DWELLING UNITS: _____	TYPE OF USE: _____	NO. SQ. FT. _____
SINGLE FAM _____ MULT-FAM _____	NO. OF SQ. FT. (GROSS FLOOR AREA) _____	NO. STUDENTS/EMPLOYEES/MEMBERS: _____

*******ATTENTION SERVICE PROVIDER*******
 PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
 (Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: [Signature] POSITION: Fire Inspector DATE: 4-6-10
 SIGNATURE: [Signature] POSITION: Fire Marshal DATE: 11-28-07

SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY OREGON

Date: 4/6/10

Washington County Fire District Service Analysis

RE: Plan Amendment, changing from AF5 to RCom 15423 Tax Lot 2301
(land use district) (map location)

Fire District: Forest Grove

Dear Washington County Fire District,

The Washington County Department of Land Use and Transportation requires a formal detailed analysis of certain Public Services to determine any adverse impact on those services by the above plan amendment.

In order to provide sufficient information for the staff's impact evaluation, your response to the following questions, in addition to the standard "Service Availability Statement", is required.

1. What is the location (in miles from the parcel(s) referenced above) of the fire station?

Approximately 5 miles

2. What will be the average emergency response time to the parcel(s) referenced above?

Approximately 8 minutes

3. What is the total number of personnel and equipment available for an initial attack on fire spread at the parcel(s) referenced above?

4 - Type I engines (4 firefighters) = 16 firefighters
1 - Water Tender (2 firefighters) = 2 firefighters > 18 firefighters

4. Will the addition of () single family dwellings cause any serious impact on the current services provided?

No

Thank you for providing the additional information for the plan amendment request.

SIGNATURE: Don Jewett DATE: 4/6/10

POSITION: Fire Inspector



WASHINGTON COUNTY
Dept. of Land Use & Transp.
Land Development Services
155 N. First Ave., Suite 350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
www.co.washington.or.us

REQUEST FOR STATEMENT
OF SERVICE AVAILABILITY FOR
SHERIFF OR POLICE SERVICES

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: WILLIAMS FUEL
CONTACT: LARRY G WILLIAMS
ADDRESS: 45095 SW SEGHERS RD
GASTON OR 97119
PHONE: 503 730 3428

OWNER(S):

NAME: LARRY G. WILLIAMS
ADDRESS: 45095 SW SEGHERS ROAD
GASTON OR 97119
PHONE: 503 730 3428

Property Desc.: Tax Map(s): 15423 Lot Number(s): 2301
15423 2303

Site Size: 15.6 AC
Site Address: 44975 SW SEGHERS RD GASTON OR
Nearest cross street (or directions to site):

[X] WASHINGTON COUNTY SHERIFF

PROPOSED PROJECT NAME: WILLIAMS FUEL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)

PLAN AMENDMENT

EXISTING USE: RES PROPOSED USE: R-Com / R-IND
IF RESIDENTIAL: IF INDUSTRIAL/COMMERCIAL: IF INSTITUTIONAL:
NO. OF DWELLING UNITS: TYPE OF USE: NO. SQ. FT.
SINGLE FAM. MULTI-FAM. NO. OF SQ. FT. (GROSS FLOOR AREA) NO. STUDENTS/EMPLOYEES/MEMBERS:

*****ATTENTION SERVICE PROVIDER*****

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

[X] SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

Service level is adequate for emergency calls only. Currently, the base level of Police Service in Washington County is .50 officer per 1,000 population. The Enhanced Sheriff's Patrol District (ESPD) has increase the level to 1.0 officer Per 1,000 population in specified areas.

SIGNATURE: [Signature] POSITION: Lt. Bill Steele DATE: 12-03-07

[] SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.
If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Please also provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following: 1. Contracting with private agency; 2. Contracting with other public agency; 3. Impact fees; 4. Any combination of these or other alternatives.

SIGNATURE: POSITION: DATE:
Service Pro Sheriff 12/11/03



WASHINGTON COUNTY

Dept. of Land Use & Transp.
Land Development Services
155 N. First Ave., Suite 350-13
Hillsboro, OR 97124
Ph. (503) 848-8781 Fax (503) 846-2808
http://www.co.washington.or.us

REQUEST FOR STATEMENT
OF SERVICE AVAILABILITY

- WATER DISTRICT: HILLSBORO
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
ADDRESS:

COMPANY: WILLIAMS FUEL
CONTACT: LARRY G. WILLIAMS
ADDRESS: 45095 SW SEGHERS RD
GASTON OR 97119
PHONE: 503 730 3428

OWNER(S):
NAME: LARRY G. WILLIAMS
ADDRESS: 45095 SW SEGHERS RD
GASTON OR 97119
PHONE: 503 730 3428

Property Class: Tax Map(s) Lot Number(s)
15423 2301
15423 2303

Site Size: 15.6 Ac
Site Address: 44975 SW SEGHERS RD
Nearest cross street (or directions to site):
Highway 47 & SEGHERS ROAD

PROPOSED PROJECT NAME: WILLIAMS FUEL
PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)
PLAN AMENDMENT
EXISTING USE: AF5 PROPOSED USE: R-5000/R-IND

IF RESIDENTIAL:	IF INDUSTRIAL/COMMERCIAL:	IF INSTITUTIONAL:
NO. OF DWELLING UNITS: _____	TYPE OF USE: _____	NO. SQ. FT. _____
SINGLE-FAM _____ MULTIFAM _____	NO. OF SQ. FT. (GROSS FLOOR AREA) _____	NO. STUDENTS/EMPLOYEES/MEMBERS: _____

*******ATTENTION SERVICE PROVIDER*******
PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

→ no impact to water system - no change
Mark Hornet COH Water Dept 3-30-10
Mark Hornet City of Hillsboro 11-29-07

SIGNATURE: _____ POSITION: _____ DATE: _____

SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.
Please indicate why the service level is inadequate.
Water Dept



WASHINGTON COUNTY
Dept. of Land Use & Transportation
Land Development Services Division
155 N. 1st Avenue, #350-13;
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
<http://www.co.washington.or.us>

TRAFFIC IMPACT STATEMENT

A. **Planning Division** - The following comments are intended to address the overall transportation system impacts of this plan amendment proposal. These comments should not be used in conjunction with the actual, immediate, traffic impacts that may be associated with a request for development approval of a specific use on this site. Questions regarding these Planning Division comments should be directed to Gregg Leion, Senior Planner, at 846-3969.

1. The proposed plan amendment would change the plan designation on tax lot 2301, Map 1S4 23 from AF-5 (Agriculture/Forest) to R-COM (Rural Commercial).
2. Under the current plan designation of AF-5, the 13.3 acre site is eligible for a maximum of two single-family dwelling units, which would generate approximately 20 average daily trips (ADT). Under the proposed R-COM plan designation, a variety of commercial uses that serve the needs of rural residents are permitted, subject to applicable Community Development Code standards. Trip generation from permitted uses varies but could be substantially higher under the proposed R-COM than under the current AF-5 land use designation.
3. The Oregon Transportation Planning Rule (TPR), OAR 660-12-060 (attached) requires an analysis of the impact of a proposed plan amendment on the planned transportation system. To address this requirement, the County requires a comparative analysis of a reasonable worst case development of a site under the current and proposed land use designation. The applicant shall provide a traffic analysis, prepared by a professional traffic engineer, licensed in the state of Oregon, which addresses the applicable provisions of the TPR and that considers a reasonable worst case development from the list of permitted uses found in CDC Section 352 (Rural Commercial District) for the comparative analysis required under the TPR.
4. The proposed plan amendment is subject to six policies from the County's 2020 Transportation Plan, which are listed below.

1.0 TRAVEL NEEDS POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A
MULTI-MODAL TRANSPORTATION SYSTEM THAT
ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON
COUNTY RESIDENTS AND BUSINESSES.

This policy requires an analysis of whether the proposed plan amendment is not expected to have a detrimental impact on the capacity or level of service on any of the transportation facilities in a reasonable traffic impact area. If there is no

significant anticipated increase in potential trip generation, then the proposal would not conflict with Policy 1.0.

**2.0 SYSTEM SAFETY POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A
TRANSPORTATION SYSTEM THAT IS SAFE.**

This policy can be addressed by identification of any traffic safety impacts associated with potential future development on the subject property. Traffic safety is implemented via the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95.

**4.0 SYSTEM FUNDING POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO AGGRESSIVELY
SEEK ADEQUATE AND RELIABLE FUNDING FOR
TRANSPORTATION FACILITIES AND SERVICES, AND TO ENSURE
THAT FUNDING IS EQUITABLY RAISED AND ALLOCATED.**

This policy can be addressed by acknowledgment that payment of the Traffic Impact Fee when new development occurs will result in collection of funds that will be applied toward future capacity improvements.

**5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO EFFICIENTLY
IMPLEMENT THE TRANSPORTATION PLAN AND TO EFFICIENTLY
MANAGE THE TRANSPORTATION SYSTEM**

This policy can be addressed by demonstrating that significant impacts on capacity or roadway safety are not anticipated.

**6.0 ROADWAY SYSTEM POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT
THE ROADWAY SYSTEM IS DESIGNED IN A MANNER THAT
ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS
OF THE TRANSPORTATION SYSTEM.**

This policy may be addressed by demonstrating that the proposed plan amendment will not result in significant increases in trips or travel demand.

**10.0 FUNCTIONAL CLASSIFICATION POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THE
ROADWAY SYSTEM IS DESIGNED AND OPERATES EFFICIENTLY
THROUGH USE OF A ROADWAY FUNCTIONAL CLASSIFICATION
SYSTEM.**

This policy should be addressed by an explanation of whether the proposed plan amendment will affect the Functional Classification of Helvetia Road as a result

of allowing land uses that are inconsistent with those identified in the Transportation Plan.

19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN PLANNING PROCESSES.

This policy is implemented by the County through its public involvement standards for plan amendments and by application of the Transportation Planning Rule to all plan amendment applications.

TRANSPORTATION PLANNING RULE PLAN AMENDMENT REQUIREMENTS

660-012-0060 Plan and Land Use Regulation Amendments

- (1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
 - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- (2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:
 - (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
 - (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
 - (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
 - (e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.
- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
- (a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;
 - (b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
 - (c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
 - (d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
 - (e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.
- (4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local

governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

- (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
- (c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:
 - (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
- (d) As used in this section and section (3):

- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
- (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
- (C) Interstate interchange area means:
 - (i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.
- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below:
 - (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
 - (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and

provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division:

- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
- (b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and
- (c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

- (8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

- (a) Any one of the following:

- (A) An existing central business district or downtown;
- (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
- (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or
- (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

- (b) An area other than those listed in (a) which includes or is planned to include the following characteristics:
 - (A) A concentration of a variety of land uses in a well-defined area, including the following:
 - (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;
 - (iv) Restaurants; and
 - (v) Public open space or private open space which is available for public use, such as a park or plaza.
 - (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
 - (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

B. **Land Development Services** - The following are development conditions that may be required by The Department of Land Use and Transportation. These requirements, supported by findings of fact, will be the basis for recommendations to the Review Authority or Hearings Officer regarding your Land Use Application.

1. These findings are for a plan amendment for a 5248 square foot nursery from AF5 (Agriculture & Forest 5-acre minimum) to Rural Commercial, with frontage on SW Seghers Road and Highway 47, affecting parcel 1S4230002301.
2. In accordance with CDC 501-9.8 for Local & Neighborhood Route roads, sign and record a waiver not to remonstrate against the formation of a local improvement district (LID) or other mechanism to improve and maintain SW Seghers Road and Highway 47 to County standards between Highway 47 and SW Old Highway 47; and SW Old Highway 47 between SW Seghers Road and SW Scoggins Valley Road.
3. This development may impact a State Highway Division facility, Highway 47. Upon acceptance, a copy of a complete development application will be routed

to ODOT Regional Planning Representatives for comment. It is advisable for the applicant to contact ODOT Region 1 Planning Development Review Coordinator, Tim Wilson, at (503) 731-8534 or Seth Brumley at (503) 731-8258 for preliminary comments and requirements prior to application submittal.

4. Adequate right-of-way exists along the site's frontage of SW Seghers Road. SW Seghers Road is designated as a Rural Local.
5. Access to the site was measured at the existing location approximately 75 feet from the site's east property line.
6. Sight distance (550 feet required in both directions) at the existing access of SW Seghers Road is restricted to the east at approximately 75 feet at its intersection with Highway 47. Sight distance to the west is restricted at approximately 425 feet due to a vertical curve in the road.
7. The required sight distance is based on the "Oregon Basic Rule" of 55 MPH for unposted roads. The Washington County Community Development Code allows reduction of the required sight distance to be set upon the results of a speed study if results indicate an 85th percentile speed less than 55 MPH at the point of sight distance obstruction. A Speed Study may be appropriate in this case to reduce the required amount of sight distance to the west.
8. Certification of sight distance [in accordance with CDC 501-8.5.F(3) through (7)] must be prepared by a registered professional engineer and be submitted with a land development application.
9. APPROVAL OF ANY APPLICATION SUBMITTED WILL NOT BE GRANTED UNTIL SIGHT DISTANCE IS AVAILABLE IN ACCORDANCE WITH WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE.
10. No access to SW Highway 47 exists or is proposed.
11. Provide adequate drainage along the frontage of SW Seghers Road to County standard.
12. Provide adequate drainage along the frontage of Highway 47 to State standard.
13. Obtain an Access Permit from the Department of Land Use and Transportation for the driveway.
14. A Traffic Staff Report may be done and this site may be reviewed for required traffic safety improvements, which may result in on- or off-site road improvements being required of this development.



WASHINGTON COUNTY

Dept. of Land Use & Transportation
Land Development Services Division
155 N. 1st Avenue, #350-13,
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2008
http://www.co.washington.or.us

(For office use) -> 020 23230

RECEIVED
NOV 29 2007
LAND DEVELOPMENT SERVICES
LAND USE & TRANSPORTATION

PLEASE TYPE OR PRINT IN INK.

Applicant or Applicant's Representative:

NAME: LARRY G. WILLIAMS
ADDRESS: 45095 SW SEGHERS ROAD
GASTON OR 97119

Phone Number 503 730 3428

Owner:

NAME: LARRY G. WILLIAMS
ADDRESS: 45095 SW SEGHERS ROAD
GASTON OR 97119

Phone Number 503 730 3428

CPO 11 Land Use Designation (Zoning) X AFS

Urban (inside the UGB) or Rural (outside the UGB)

Property Description:

Tax Map(s): 15423 Lot Number(s): 2301

Site Size 13.3 AC

Site Address 44975 SW SEGHERS RD GASTON OR

Nearest cross street (or directions to site):

HWY 47 to SEGHERS ROAD

ALL PROPOSED ACCESS TO THE SITE MUST BE INDICATED ON A SITE PLAN AND MARKED IN THE FIELD WITH A STAKE AND FLAG. (i.e. fluorescent Surveyor's ribbon).

List all Roads on which the site has frontage:

- Road Name Functional Class
1. HWY 47
2. SEGHERS ROAD
3.

Traffic Impact Statement (T.I.S.) Request

REQUIRED IF DEVELOPMENT GENERATES 40 A.D.T. OR MORE (4 OR MORE LOTS - SEE TRANSP. HANDOUT)
OPTIONAL, BUT RECOMMENDED IF <40 A.D.T.

FEE FOR SITE INSPECTION & EVALUATION: \$188.00 (7/1/07 - 6/30/08)

Accepted By: DV Date: 11/29/07

Existing Use:

AF5

Proposed Development Action:

RURAL COMMERCIAL

If Residential: Total # of Dwelling Units

Single Family Multi-Family
EXISTING PROPOSED

If Industrial or Commercial:

of sq. feet/ or gross floor area 5248 SAME 5248
of employees 8 8

If Institutional:

of sq. feet.
of students, employees, or members

A T.I.S. provides potential land development applicants with a site-specific list of typical requirements and public improvements relating to County roads, but does not constitute all possible requirements. The T.I.S. report must be completed before the applicant submits a Land Development Application. The completed T.I.S. report is considered part of a complete Application for all development that generates 40 A.D.T. (4 or more lots, etc.)

Submit \$188.00, this completed request form, an 8 1/2" X 11" or 11" x 17" reduced site plan showing all access points, and an 8 1/2" X 11" photocopy of the current tax map indicating all subject properties to Teri Heino, Assistant Planner, in the Land Development Services Div.

NOTE: Please allow at least 6 weeks for processing.

The applicant may be required to submit an Access Report (to assure safe function of the site's access) if the project generates >500 trips per day. The applicant will be notified on the completed T.I.S. if an Access Report is required. If required, the Access Report must be accepted by a County Traffic Analyst, (503) 846-7950, before submittal of a Land Development Application (allow approx. 10 days for review).

Permit Type : TIS
 Permit Status : FINAL
 Situs Address :
 Parcel Number : 1S4-2300-02301
 Owner : WILLIAMS, LARRY G

Date : 12-12-2007
 Project # :
 Permit # : 02023230
 Applied : 11/29/2007
 Issued : 11/30/2007
 To Expire : 12/12/2008

Payee :
 Appl.: WILLIAMS, LARRY G
 Addr.: 45095 SW SEGHERS RD

Appl. Phone: 503-730-3428
 Cont. Phone:
 Valuation: \$0.00
 97119 Validated By:

: GASTON OR
 TERIH

Permit Descr. : PRELIMINARY FIELD REPORT 5248 SQ FT RURAL COMM

Transaction Date : 11/30/2007
 Transaction Time : 03:41 PM
 Initials : TLH

ACCOUNT STATUS :
 Fees Calculated : \$188.00
 Additional Fees : \$0.00
 Fees Due : \$188.00
 Payments to Date : \$188.00
ACCOUNT BALANCE : \$0.00

TRUST ACCOUNT LIST:

TRANSACTION LIST:

Type	Method	Description	Amount
Payment	Check	# 346	188.00

TOTAL: 188.00

ACCOUNT ITEM LIST:

Fee ID	Description	Account Code	Current Pmts
1037	Traffic Impact Statement	172.602030.44095	188.00

TOTAL: 188.00

**Pre-application Conference Notes & Notice of
Incomplete**

Exhibit No. 19



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
ROOM 350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 846-3519 fax (503) 846-4412

PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

PRE-APPLICANT:

Sarah Williams

44975 SW Seghers Rd.

Gaston OR 97119

PROPERTY OWNER:

Larry Williams

44975 SW Seghers Rd.

Gaston OR 97119

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 154 23

TAX LOT NO(S): 2301

SITE SIZE: 13.30 acres

ADDRESS: 44975 SW Seghers Rd.

LOCATION: NW corner of the intersection of Hwy 47 and Seghers Road.

PROCEDURE TYPE III

CPO: 11

COMMUNITY PLAN: Rural/Natural Resource

EXISTING LAND USE DISTRICT(S): AFS

PROPOSED PLAN AMENDMENT:

change plan designation to R-COM

DATE OF PRE-APPLICATION CONFERENCE: 11/13/07

PRE-APPLICANT PHONE: 503-357-6730

STAFF MEMBER: Aisha Willits, 503-846-3961

APPLICATION SUBMITTAL DEADLINE AND OTHER APPLICABLE REQUIREMENTS:

FEBRUARY 15 (generally) for SPRING/SUMMER HEARINGS

AUGUST 15 (generally) for FALL/WINTER HEARINGS

(NOTE: AN APPLICATION WILL NOT BE SCHEDULED FOR A PUBLIC HEARING UNTIL IT IS ACCEPTED AS COMPLETE. A COMPLETE APPLICATION ADDRESSES ALL APPLICABLE PROVISIONS OF THE VARIOUS COMPREHENSIVE PLAN ELEMENTS AND OTHER APPLICABLE REQUIREMENTS, AND HAS ALL NECESSARY FORMS FILLED OUT COMPLETELY AND CORRECTLY, AND INCLUDES THE SPECIFIED FEE DEPOSIT AND THE CONTRACT SIGNED BY THE OWNER AGREEING TO PAYMENT OF ALL COSTS ASSOCIATED WITH APPLICATION PROCESSING.)

APPLICABLE POLICIES AND REGULATIONS

URBAN COMPREHENSIVE FRAMEWORK PLAN OR RURAL/NATURAL RESOURCE PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES UNDER THESE POLICIES: 1, 2, 6, 8, 10, 14, 19, 20, 22, 23.

TRANSPORTATION PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES UNDER THESE POLICIES: 1, 2, 4, 5, 6, 10, 19.

COMMUNITY PLAN CONSIDERATIONS (URBAN AREA ONLY):

DEMONSTRATE CONFORMANCE WITH THE COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) _____, THE DESCRIPTION OF THE _____ SUBAREA, SUBAREA DESIGN ELEMENT NUMBER(S) _____, PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN _____, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF _____ ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:

APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): 344-1, 352-1

PHYSICAL LIMITATIONS OF SITE (SECTIONS 421, 422): 421

On-site Public Notice Requirement (Rural Area Only): Section 204-1.4 requires the site to be posted with a public notice sign and an affidavit of posting filed within twenty-one (21) days of application acceptance.

OTHER CONSIDERATIONS:

State Transportation Planning Rule (OAR 660-12-060); possibly 660-04 and 660-014

VIEW AUTHORITY:

Planning Commission

Board of County Commissioners

unless an exception is required, then

GENERAL INFORMATION

PREVIOUS CASE FILES: 90-15-PA

OUTSTANDING CONDITIONS AND VIOLATIONS:

OTHER INTERESTED AGENCIES AND ORGANIZATIONS:

HANDOUTS DISTRIBUTED

- PLAN AMENDMENT APPLICATION FORM
- PLAN AMENDMENT PROCEDURE SUMMARY
- AGREEMENT TO PAYMENT OF FEES FOR APPLICATION PROCESSING
- REQUEST FOR STATEMENT OF SERVICE AVAILABILITY FORMS
- TRAFFIC IMPACT STATEMENT FORM

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

NUMBER OF COPIES

- 10 PRE-APPLICATION SUMMARY
- 10 PLAN AMENDMENT APPLICATION FORM
- 10 WRITTEN EXPLANATION, JUSTIFICATION submit 1 for initial completeness check
- FEE CONTRACT (SIGNED) (transfer deposit from 90-15-PA)
- WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) 1S4 23
- WELL REPORTS(LOGS) FOR SECTIONS 1S4 23, 1S4 24, 1S4 25, 1S4 26

SERVICE PROVIDER LETTERS

- | | |
|--|--|
| <input checked="" type="checkbox"/> PUBLIC WATER | <input checked="" type="checkbox"/> PARK |
| <input checked="" type="checkbox"/> SCHOOL | <input checked="" type="checkbox"/> TRANSPORTATION: Traffic Impact Statement and/or Traffic Analysis
contact Land Development |
| <input checked="" type="checkbox"/> 10 FIRE | <input checked="" type="checkbox"/> SHERIFF 503-846-8761 |
| <input checked="" type="checkbox"/> SEWER | <input checked="" type="checkbox"/> TRI-MET |
| <input checked="" type="checkbox"/> 10 SEPTIC SYSTEM | <input checked="" type="checkbox"/> ODOT - CONTACT Marah Danielson |
| <input checked="" type="checkbox"/> SURFACE WATER | <input type="checkbox"/> CITY OF 503-731-8200 |
| | <input type="checkbox"/> OTHER |

FEE DEPOSIT OF \$1600, EXCEPT FOR APPLICATIONS FOR PLAN AMENDMENTS FROM AF-10 AND AF-5, WHICH REQUIRE A DEPOSIT \$1000. (THE FINAL COST OF PROCESSING THIS APPLICATION IS ESTIMATED TO BE 2500⁰⁰. THIS ESTIMATE IS NOT BINDING ON THE COUNTY, AND MAY NOT REFLECT THE FINAL COST OF PROCESSING THE APPLICATION.)

already have \$1600 on deposit

MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

THESE NOTES ARE GENERAL IN NATURE AND ARE NOT INTENDED TO COVER ALL OF THE ISSUES THAT MAY SURFACE IN THE REVIEW OF AN APPLICATION. ADDITIONAL INFORMATION MAY BE REQUIRED AND IT IS THE APPLICANT'S RESPONSIBILITY TO PROVIDE THE NECESSARY INFORMATION TO PROCESS AN APPLICATION AS REQUIRED BY OREGON LAW AND WASHINGTON COUNTY ORDINANCES AND REGULATIONS.



WASHINGTON COUNTY
Department of Land Use & Transportation
Planning Division
155 North First Avenue, Suite #350-14
Hillsboro, OR 97124
(503) 846-3519 fax: (503) 846-4412
<http://www.co.washington.or.us>

NOTICE OF INCOMPLETE APPLICATION

Date Mailed: February 27, 2009

APPLICANT:

Larry Williams
44975 SW Seghers Road
Gaston OR 97119

APPLICANT'S REPRESENTATIVE:

Karpstein & Verhulst, P.C.
220 NE 3rd Avenue
Hillsboro OR 97124-3119

CONTACT PERSON: Rick Carman, 503-648-7383

OWNER:

Larry Williams
44975 SW Seghers Road
Gaston OR 97119

ASSESSOR MAP NO.: 1S4 23

TAX LOT NO(S): 2301 & 2303

PROPOSED PLAN AMENDMENT: Remove the AF-5 plan designation on two parcels totaling 15.16 acres and designate 3.50 acres R-COM and 11.66 acres R-IND (Requires an exception to Statewide Planning Goal 14 – Urbanization for the R-COM portion of the plan amendment request).

This notice is to inform you that your application for the above proposed plan amendment has been reviewed and determined to be **incomplete**. The deficiencies identified by staff are listed below. Please submit the information listed below. At such time as the application is deemed complete, please submit 18 copies of the completed application.

- 1) **Revised Response to Policy 1 of the Rural/Natural Resource Plan.** Policy 1.p.7.B.II. requires the applicant to take an exception to the applicable LCDC Goals. The Goal 2 Exceptions Process is defined in Oregon Administrative Rule (OAR) 660, Division 4. OAR 660-004 requires the applicant to demonstrate that no other site exists within an urban growth boundary or on land for which an exception is not required. The applicant's response to this policy states that alternative sites within an urban growth boundary are not available, however, no evidence has been provided to substantiate that statement.

Additionally, amend this section to provide an analysis of surrounding uses and specifically state the activities that occur both on the subject property and on the surrounding properties. Explain how the proposed use(s) on the subject property and other uses permitted in the R-COM and R-IND Districts would be compatible with surrounding properties. Include a discussion regarding the potential future uses both on the subject property and surrounding properties, and describe how the use on the subject property would be compatible with those uses.

The applicant's narrative explains that only adjacent sites were considered in the alternative site analysis because the application relates to expansion of an existing use. Staff notes that the Williams Fuel operation is a nonconforming use that has not received development approval for the commercial or industrial activities on the site. As such, the plan amendment from AF-5 to R-COM and R-IND must be considered a new use and the request must include a full alternative site analysis. alternative sites may not be eliminated from consideration due simply to higher land prices. Revise this policy response to provide an inventory of alternative sites, both within nearby UGBs and on surrounding rural land that does not require an exception for the use. Also

Finally, provide an explanation and justification in the response for Policy 1 regarding why tax lot 2303 and the existing dwelling and storage building on that property are included in the plan amendment request. If redesignated as R-IND, the dwelling will become a nonconforming use unless it is repurposed as an office or caretaker residence for the R-COM or R-IND uses on the subject property.

- 2) **Revised Response to Policy 6 of the Rural/Natural Resource Plan.** Identify whether there are any designated wetlands on the subject property that are subject to Department of State Lands regulations.
- 3) **Well logs and well log summary.** Provide a summary of well log data sheets for the following sections: 1S4 23, 1S4 24, 1S4 25 and 1S4 26. In addition, include one copy of every well log within the sections identified above. Well logs can be obtained on the Oregon Department of Water Resource's website at <http://www.wrd.state.or.us>. An example of the well log summary is attached.
- 4) **Response to Policy 8 of the Rural/Natural Resource Plan.** Policy 8 applies to this plan amendment request due to a portion of the subject property's significant natural resource designation as Water Areas and Wetlands and its location within the floodplain. Provide a response to Policy 8.
- 5) **Revised Response to Policy 20 of the Rural/Natural Resource Plan.** Amend this response to provide additional information regarding whether customers and suppliers come from predominantly rural or urban areas. The narrative for Policy 20 states that addresses from customers' checks were compiled to demonstrate that the majority come from the rural area. This analysis doesn't appear to take into account purchases made with cash, credit or debit cards. In addition, the supplemental information provided regarding purchases doesn't provide much detail regarding who the customers are and where they are located. Amend the response to Policy 20 to explain how the rural area is served by Williams Fuel and where the purchased materials are eventually used or sold.
- 6) **Service Provider Letters.** Service provider letters submitted for plan amendments or development applications are valid for six months. The letters from Forest Grove Fire District, Hillsboro Water District and the Washington County Sheriff were completed in late 2007. Please submit updated service provider letters from all three agencies. In addition, the second page of the fire district service provider letter was not included in the original submittal. Attached are new forms for your use.

If you have any questions, contact Aisha Willits, Senior Planner, of the Washington County Department of Land Use and Transportation, Planning Division, 155 North First Avenue, Suite 350-14, Hillsboro, OR 97124-3072 or call her at (503) 846-3961. You may also email her at aisha_willits@co.washington.or.us.

Description of Williams Fuel Business

Exhibit No. 20

March 29, 2010

Washington Co Dept of Land Use & Trans.
Planning Division
Attn: Aisha Willits, Senior Planner
155 N First Avenue, Suite 350-14
Hillsboro, Oregon 97124

Williams Fuel
44975 SW Seghers Rd
Gaston, OR 97119
503-357-6730
www.williamsfuel.net

Re: Williams Fuel Comp Plan Amendment

Dear Ms. Willits:

The following is a description of current uses and the operation of Williams Fuel and how it provides an important service to primarily rural customers in Washington County and surrounding counties. Additionally, a discussion of why this rural-based business, dating back to 1946, is situated in an ideal location to service both small private farmers and residential customers, as well as the large commercial customers such as sawmills and nurseries. Finally, a brief history of the business and a general list describing the main customer base is provided which supports the comprehensive plan amendment request for R-COM and R-IND is provided.

Williams Fuel is a local landscape supply company. We sell everything to get most lawn and garden projects done on the retail side of the business. Our customers come to our retail yard from all around. We also have a lot of customers that require large quantities of materials on a regular basis. We sell sawdust and shavings to local horse farms, dairies and nurseries. Some of the shaving business is also to most of the schools with playgrounds in our local areas. The business now also has a screening plant that allows us to separate some products we receive from the rural mills into sellable material. We sell bark dust to all customers whether it is on the retail end or in large quantities.

Williams Fuel currently has large piles of bark, sawdust, shavings and composts. When the products are not moved around the heat that it produces catches them on fire. We use our CAT to push and pack the materials. The mushroom compost produces an odor of sulfur in the air that can be smelled for at least 2 miles in either direction. The mushroom compost comes from the Wilhelms, who have a mushroom growing plant in Yamhill County. The compost is composed of many types of manures, straw, bedding from animals and then mushrooms are grown in this material. After the harvest of the mushrooms, the compost is then heated to kill all the spores and is now a by-product. They use Williams Fuel as a place they can dump the compost and we then sell it to our customers. The mushroom compost is a big seller for us and it would be detrimental to our business if we didn't carry it. The odor it emits constantly wouldn't be allowed within the city. Because of the fire danger that the bark dust presents due to instantaneous combustion it is best that this business remains in a rural area to ensure the safety of other businesses/homes in the vicinity. The number of acres required to have such a business is near impossible to have in the city limits.

Our retail customers which are mostly home owners or very small growers can come in our yard and purchase everything we carry, just in smaller quantities. We load our customers with the bulk products they desire by using a front end loader. The options are unlimited as far as the quantities they desire. We will load pick-up trucks and trailers by the ½ yard bucket on the tractor, by the 1 yard bucket on the tractor, to by the 5

gallon bucket or bagged products. We cater to everyone which is why we have so much traffic in and out on any given day, not to mention our own traffic of deliveries daily. Our commercial clients are mostly business, dairies, nurseries or farms. We have our semi running at least 5 deliveries a day out of our yard. Semi trucks cannot get into any urban development so this is also an indicator of our rural involvement with in our communities serviced. For our Semi to keep up with all the demands of product we have to take materials out of our stock piles at our retail yard. This also requires additional equipment to be able to load the semi trucks.

The building at Williams Fuel is a multi functional building. It is our only building on the property so it serves as our rural office where our business is actually ran from. We have an office part that offers displays of the products we carry to allow the customers to view them without having to travel thru the many acres to view everything. We have other products in the store that complement our bulk sales. We offer some displays of how to arrange stone patios, pond and water gardening as well as general needs such as sprays, weed prevention and much more.

The shop part of the building serves as a garage for our trucks and also the equipment maintenance room. We store our wood pellets that people use to heat their homes with, some cedar shavings for pets, fertilizers for general use and for soil mixes either for ourselves or our custom mixes for customers. We also store our tractors in out of the elements our forklifts and any tools that need to be kept under cover. We keep all our over stock in the building so that we have the ability to immediately re-stock shelves if needed. All bagged products, baled products that have to be kept out of the rain all gets stored in this building, as this is the only option we have.

Our current location between Gaston and Forest Grove is centrally located amongst our customer base, which is as follows: Forest Grove, Gaston, Cherry Grove, Cornelius, Banks, Hillsboro, North Plains, Buxton, Vernonia, Timber, Laurelwood, Beaverton, Aloha, Sherwood, Sheridan, Newberg, McMinnville, Yamhill, Carlton, Dayton, Dundee, Wilsonville and more throughout multiple counties. Also we are very close to both our mills; Stimson and Banks, which minimizes negative impact on urban residences and businesses due to odor, noise and fire danger. The location being rural does not cause any undo traffic issues, which would be rather apparent within the city limits.

Our focus is to continue to work with the mills such as Stimson Forest Grove, and Banks Lumber Company to help them get rid of their by-products and their slop piles that are presenting problems with DEQ. We haul out their slop piles to our yard with our semi and then the process of screening the material begins. By helping the mills with this problem we are helping the environment and making their slop into 3 types of products. The products made are a fine composted bark, and 2 grades of Hogg Fuel. Hogg Fuel is used mainly for mud control. This product is almost exclusively sold to dairy barns, horse barns, nurseries and other animal farms to keep them out of the mud. My sales for this particular product are 90% rural customers. The other 10% is sold to the city parks, home owners for dog kennels, and those who want wood product paths. The fine compost is used as a medium for nurseries to use in there soils. It can be used as a top dress for yards, and we use it to produce our own soils. By having the mills so close to us cuts down on diesel and transportation costs, also forms a win-win situation for both parties.

The screening part of the business takes up approximately 5 acres itself. We have to have a place to stockpile all of the material coming in. Those piles are quite large, being as the mills have thousands of yards of debris to move out. Then when we are actually screening the materials we need a place to move the finished products to. The screening process goes quite fast and can produce up to 6 units of each product an hour. That also can produce quite a stockpile of finished product. The area needed for this operation has the potential to increase significantly.

Williams Fuel was started in 1946 by getting local lumber mills; by-product of sawdust. The sawdust was then in turn sold to dairy farms to bed their cows. It was also sold to nurseries as heal in piles for their bare root stock. Horse barns started catching on that the sawdust would be a great product for the horse stalls. In that time era people also had sawdust burners to heat their homes with. So that is how we also got into serving the general public. Most of the main customers were rural farms and still is that way today.

As mills started producing different materials, the business of Williams Fuel had to figure out how to market the materials such as bark dust. The product was first offered to current rural customers, nurseries liked this to use for their planting mixes, then came the landscaping industry. As the needs and wants of the industry changed, Williams Fuel changed also. Williams Fuel then started offering more products to contractors, Landscapers, the public in addition to expanding our rural deliveries.

As the nursery industry started to boom the need for bark and other materials tripled. Williams Fuel then conformed to what the nurseries were demanding. Then the service of custom mix soils for the use of potting plants was added. We kept adding more and more nurseries, the barn and farm deliveries also doubled the quantities needed. The option of opening a retail store for the public was made and Williams Fuel essentially turned into an around landscape supply center. This made our products available to pick up in our yard. This was a great addition to the business as it was available for landscape contractors, farms with their own farm truck, and home owners all in one location.

Virtually 99% of sales of Sawdust and Shavings are all to horse barns, dairies, and nurseries. Horse boarding facilities use a tremendous amount of these products to bed down stalls. Dairies use this for bedding down there cows and keeping them out of their own feces while feeding. For the nurseries this product makes a good medium to maintain the moisture within the roots of their plants as they are waiting to be potted.

Our bark that we are hauling from Banks Lumber has accumulated quite a mountain at our yard. Most of the bark that comes out of the mill is now going to Glenn Walters Nursery, Fisher Farms, Scholls Valley Nursery, Chehalem Mountain Nursery, and many others. We are moving approximately 5 semis a day of bark to these customers. We also have a following of wineries that use this material to beautify their grounds, start new cuttings of new vines, and mulch their vineyards. Although we still need to take product out of our retail yard to keep up, the mills have been an extreme advantage for us to work with and keep our business growing.

Overall the rural/commercial businesses that we work with take up 70% of our gross sales. With the start up of our wholesale division those numbers will increase within the next year. We have increased the amount of barns we are taking sawdust and shavings

to already 20% this year. The growth I am seeing within our business is all due to the rural businesses.

With the amount of growth we have seen and area needed for our business to remain efficient in these hard economic times the location needs to remain. Especially in a very seasonal business as we typically run. Currently we are changing the business as much as possible to be viable year round and the amount of land necessary to do this is not found in urban areas. Our stock pile of just bark right now is well over 3000 yards. Every other material besides rock products are well into 100's of yards of materials. The screening aspect needs space for incoming debris as well as space for 3 finished products of each thing screened. Our location is well known to most people as it has been a staple since 1946. If the location of this business has to be moved it will limit what we can do and eventually will put us completely out of business. The fire hazards, the odor and traffic are all huge concerns that are already handled very effectively where we are.

Sincerely,

Sarah Williams
Williams Fuel
Owner/manager
williamsfuel@aol.com
503-357-6730

Site Photographs

Exhibit No. 21

WILLIAMS FUEL PLAN AMENDMENT



SW SEGHERS ROAD ACCESS

①



ACCESS LOOKING NORTH

②



SALES/OFFICE/SHOP/STORAGE (3)



RESIDENCE - LOOKING NORTHEAST (4)



SEASONAL FIREWOOD - LOOKING EAST

⑤



SCREENING OPERATION AREA - LOOKING NORTHWEST

⑥



MUSHROOM COMPOST - LOOKING WEST ⑦



ROCK SALES - LOOKING WEST
BARK IN BACKGROUND ⑧



04/06/2010

SAWDUST - LOOKING WEST

9



04/06/2010

SAWDUST AND COMPOST - LOOKING SOUTH

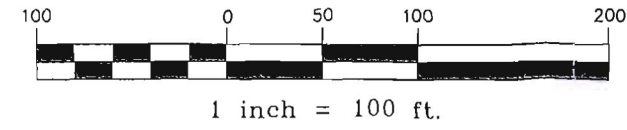
10



NURSERY : FLOOD PLAIN - LOOKING NORTHEAST (11)



SCREENED MATERIALS : MILLPOND - LOOKING NORTHWEST (12)

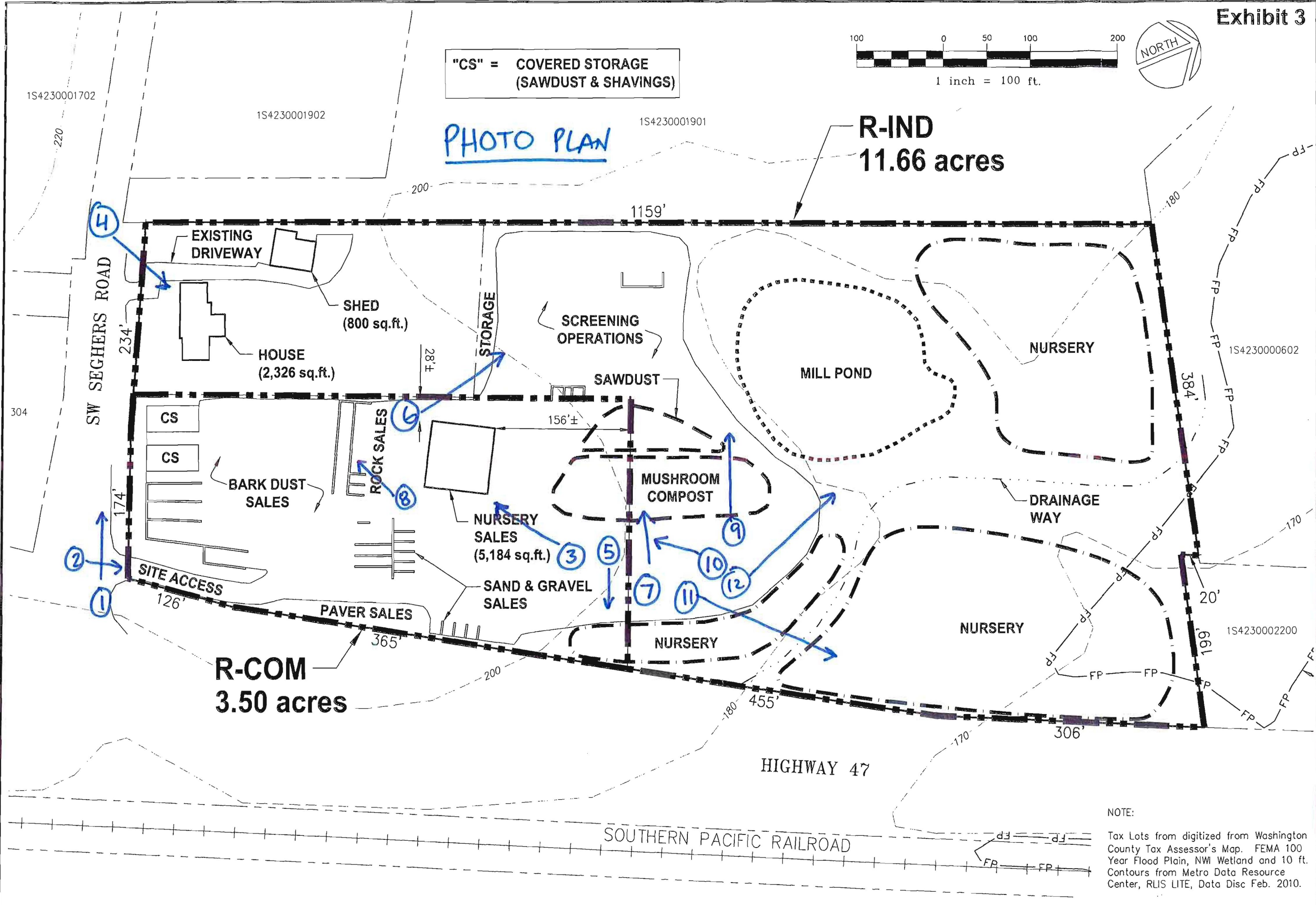


"CS" = COVERED STORAGE
(SAWDUST & SHAVINGS)

PHOTO PLAN

R-IND
11.66 acres

R-COM
3.50 acres



ENGINEERS
Engineering & Planning
3500 NW Pennington Drive, Suite 160
Gaston, OR 97124
503.601.4402 fax

FOR: WILLIAMS FUEL
LARRY WILLIAMS
44975 SW SEGHERS ROAD
GASTON, OREGON 97119
SITE: TAX MAP 1S423
TAX LOTS 2301 AND 2303
WASHINGTON COUNTY, OREGON

WILLIAMS FUEL
NO138
EXISTING SITE PLAN WITH
PROPOSED LAND USE DISTRICTS

REVISION	BY	DATE
1		
2		
3		
4		
5		
6		
7		

DESIGNED	DRAWN	REVIEWED	SUBMITTAL

NOTE:
Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RLIS LITE, Data Disc Feb. 2010.

Traffic Study

Exhibit No. 22

WILLIAMS FUEL ZONE CHANGE
TRAFFIC IMPACT STUDY

WASHINGTON COUNTY, OREGON

PREPARED BY
LANCASTER ENGINEERING

MAY 2008



WILLIAMS FUEL ZONE CHANGE

Traffic Impact Study

Washington County, Oregon



Prepared By
GEOFFREY A. JUDD, P.E.
TEAGUE W. BOYER

May, 2008



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EXECUTIVE SUMMARY

1. Williams Fuel has proposed a change in zoning of two abutting parcels totaling 15.16 acres located at 44095 and 44975 SW Seghers Road in Washington County. The two parcels are currently zoned AF-5, and consist of tax lots 2301 (13.3 Acres) and 2303 (1.85 Acres) as part of tax map 1S4-23. Both parcels take access onto SW Seghers Road. The applicant is proposing to change the 1.85 acre parcel, tax lot 2303, and 9.8 acres of tax lot 2301 to the Rural Industrial (R-IND) zoning designation. The remaining 3.5 acres of tax lot 2301 fronting SW Seghers Road and SW Tualatin Valley Highway is proposed to be changed to the Rural Commercial (R-COM) zoning designation. Development of these parcels is not being proposed at this time.
2. The proposed zone change to R-IND for tax lot 2303 and the 9.8 acre portion of tax lot 2301, as well as the zone change to R-COM for the remaining 3.5 acres of tax lot 2301 could potentially result in a net increase of approximately 32 new vehicle trips during the morning peak hour and 45 new vehicle trips during the evening peak hour. This is based on a reasonable worst case development scenario of a 35,000 square foot manufacturing facility specific to the Rural Industrial zoning designation (ITE Land Use Code 140), and a 6,000 square foot nursery specific to the Rural Commercial zoning designation (ITE Land Use Code 817). The estimated increase in daily traffic volume for the proposed zone change to R-IND and R-COM is 322 net new vehicle trips during a typical weekday.
3. The intersection of Highway 47 at SW Seghers Road is not projected to meet traffic signal or left-turn lane warrants through 2028 either with or without the additional traffic from the proposed zone change. No left-turn lanes or traffic signal installations are recommended.
4. Sight distance is adequate at the current site access intersection with SW Seghers Road based on speed study findings, as well as several locations along the site's frontage to SW Seghers Road. Sight distance was also found to be adequate at the SW Seghers Road approach to Highway 47.
5. The study intersections of SW Seghers Road at SW Tualatin Valley Highway and SW Seghers Road at the Site Access currently operate acceptably during the morning and evening peak hours. Under 2028 long-range forecast year conditions these intersections are anticipated to continue operating acceptably either with or without the proposed zone change. No capacity mitigations are necessary at either intersection.



INTRODUCTION

The applicant for this project, Williams Fuel, is proposing a change in zoning for two adjoining parcels, tax lots 2301 (13.3 Acres) and 2303 (1.85 Acres), that are currently zoned AF-5 in Washington County. Under the site's existing AF-5 zoning, the current business operating on site (Williams Fuel) is not in compliance with the County's Community Development Code (CDC). To comply with the County's CDC, the applicant is proposing a change in zoning to Rural Commercial (R-COM) for 3.5 acres of the site to allow the current retail sales to continue, and Rural Industrial (R-IND) for the remaining 11.65 acres to allow the current wood product processing to continue. Tax lot 2303 currently contains one single family home, and is an allowed land use under the proposed R-IND zoning designation. A development plan is not being proposed for either parcel at this time.

The two parcels are located at the northwest corner of SW Tualatin Valley Highway (ORE 47) and SW Seghers Road about 1.5 miles north of Gaston, and both currently take access onto SW Seghers Road. Tax lot 2301 has frontage along Highway 47 to the east as well as SW Seghers Road to the south with its access on to SW Seghers Road located approximately 70 feet west of Highway 47. Tax lot 2303 only has frontage along SW Seghers Road to the south, and has a driveway located approximately 430 feet west of SW Tualatin Valley Highway.

The purpose of this study is to assess the net traffic impact of the proposed zone change under reasonable worst case development scenarios on the nearby street system and to recommend any necessary mitigation measures. Since the applicant is only proposing a change in zoning with no development taking place, this report will examine the long-term operation of the transportation system as required by the Transportation Planning Rule (TPR).

Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.



LOCATION DESCRIPTION

Williams Fuel and the adjoining tax lot 2303 are both located at the northwest corner of SW Tualatin Valley Highway (ORE 47) and SW Seghers Road, about 1.5 miles north of Gaston. Williams Fuel takes access via a driveway along the north side of SW Seghers Road approximately 70 feet west of Highway 47. The single family home on tax lot 2303 also takes access via a driveway on the north side of SW Seghers road, and is located approximately 315 feet west of the Williams Fuel access. A vicinity map showing the existing lane configurations and traffic control devices at the study intersections is shown in Figure 1 on page 8

For purposes of analyzing the traffic impacts of the proposed zone change, the intersections of Highway 47 at SW Seghers Road and SW Seghers Road at the site's access points will be analyzed as per Washington County and the Oregon Department of Transportation (ODOT) scoping requirements.

Highway 47 is classified by ODOT as a Regional Highway. It is generally a two-lane facility with one through lane in each direction, but widens at various intersections along its length to accommodate left and right-turn lanes. The pavement width varies somewhat between the north and south approaches to SW Seghers Road, but is generally at about 50 feet. This amount of pavement accommodates right-turn deceleration and acceleration lanes for both approaches to SW Seghers Road. Along this rural section of Highway 47, the paved shoulders on both sides of the highway are about 10 feet wide with no curb or sidewalk. Although Highway 47 is not posted as a bicycle route, the paved shoulders are generally wide enough to accommodate them. The posted speed is 55 mph.

SW Seghers Road is classified by Washington County as a Local Street. It has a two-lane cross section with a single travel lane in each direction and no centerline striping. It is a rural roadway serving homesteads and agricultural property along its length. No curb or sidewalk are present and the roadway does not have a speed zone order associated with it.

There are no transit services provided near the site. The nearest transit service is located about 5 miles to the north in Forest Grove, and is provided by Tri-Met.



EXISTING TRAFFIC VOLUMES

Recent morning and evening peak hour turn movement counts were conducted in February 2008 at the intersections of Highway 47 at SW Seghers Road and SW Seghers Road at the Williams Fuel Access. This traffic volume data revealed that the morning and evening peak hours vary somewhat between intersections but were generally found to be from 7:00 to 8:00 a.m. and 4:15 to 5:15 p.m. The existing raw traffic volumes are shown on page 9 for the morning and evening peak hours. Overall, large trucks accounted for 11 percent or less of the total peak hour traffic observed at this intersection. Detailed traffic count data is included in the appendix to this report.

30th Highest Hour (30th HV) Seasonal Adjustment

To evaluate intersections for existing and future operational deficiencies, ODOT requires that traffic study analyses represent traffic conditions during the 30th highest hour, which is the hourly volume of traffic that is only exceeded 29 hours over a period of one year, by means of adjusting typical peak hour volumes with a seasonal factor. Since an ATR (Automatic Traffic Recorder) does not exist near the site, ODOT's ATR Characteristic Table was evaluated in an attempt to develop a seasonal factor.

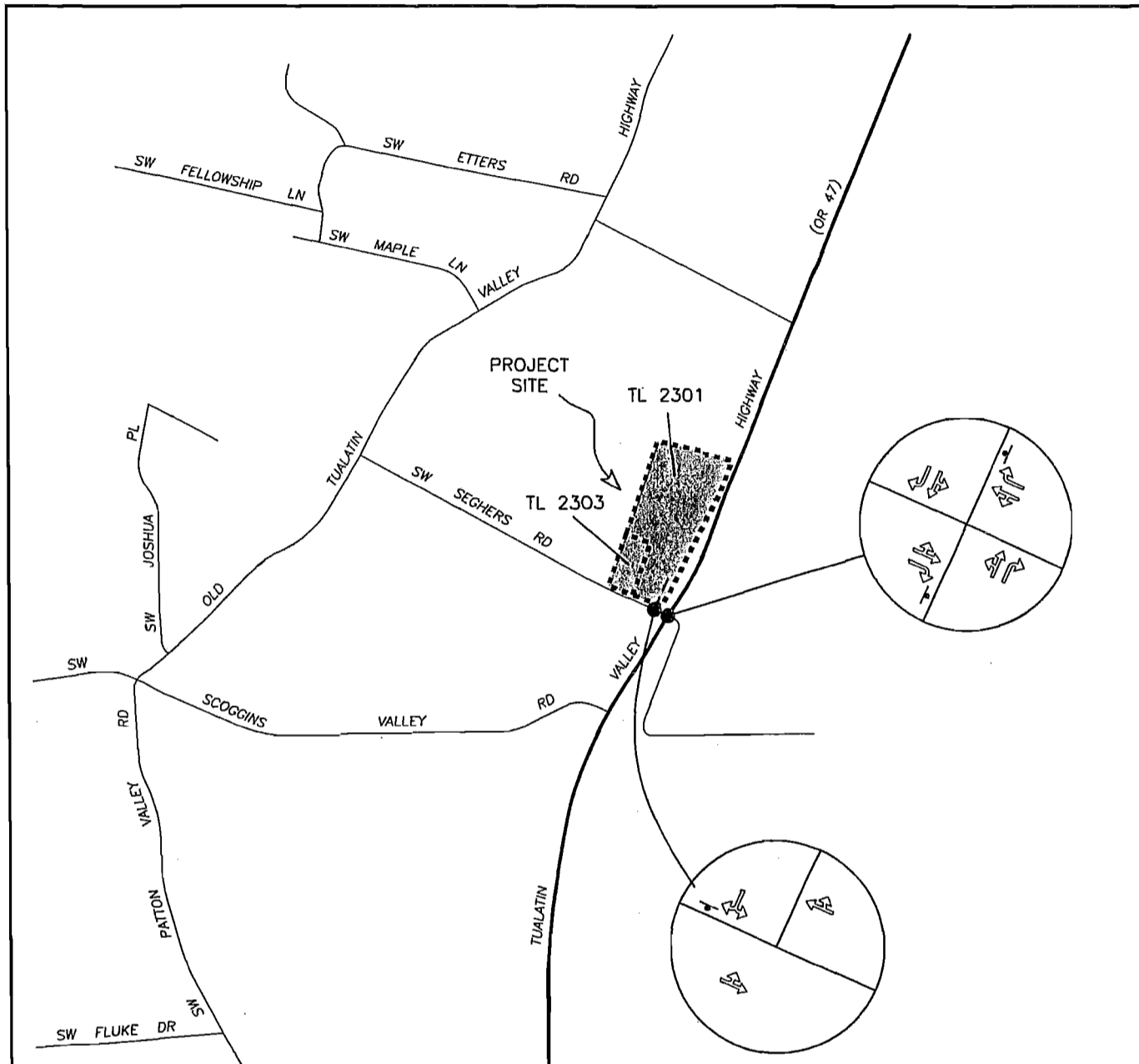
In the project's vicinity, SW Tualatin Valley Highway can be best categorized as being within a rural area consisting of two travel lanes with a summer traffic seasonal trend. Filtering through the ATR Characteristic Table, and accounting for the ATR AADT being within 10 percent of the Transportation Volume Table AADT, ATR 05-006 along US 30 west of Rainier was selected as being characteristically similar. Historical data over the last five years for ATR 05-006 was obtained to develop a seasonal variation factor as presented in the Seasonal Adjustment table below. This factor is based on the past five years of Average Weekday Traffic during the peak hour count month (February) and peak month at the Rainier ATR station expressed as a percent of the ADT.



SEASONAL ADJUSTMENT USING ATR 05-006, US 30 RAINIER						
	2006	2005	2004	2003	2002	Average
February % of ADT (Peak hour count month)	96%	92%	91%	90%	90%	91%
Peak month at ATR % of AWT	114%	116%	116%	123%	120%	117%

* Shaded cells indicate highest and lowest values that were discarded for calculating the average.

The seasonal factor adjustment is computed as the average peak month at the ATR percentage divided by the average February percentage (manual count month), which results in a factor of 1.29 ($117\%/91\% = 1.29$). This seasonal factor was applied to the existing morning and evening raw peak hour through volumes along SW Tualatin Valley Highway shown on page 9 to represent 30th highest hour volumes along the highway for this study. Figure three on page 10 presents the resulting seasonally adjusted volumes for the morning and evening peak hours.



LEGEND

- STUDY INTERSECTION
- ⊥ STOP SIGN
- 🚦 TRAFFIC SIGNAL
- ▭ SITE BOUNDARY
- ➡ EXISTING CONFIGURATION

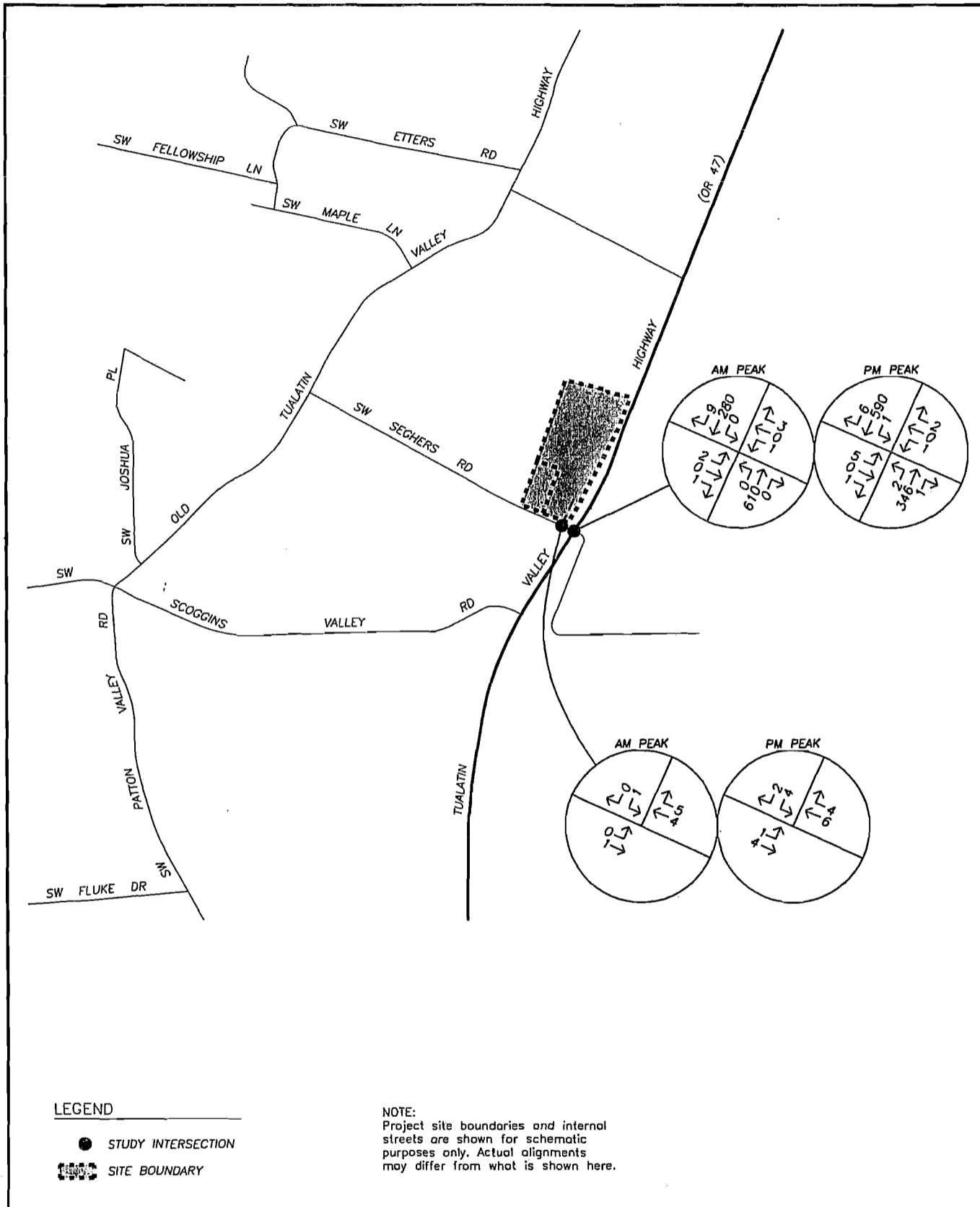
NOTE:
 Project site boundaries and internal streets are shown for schematic purposes only. Actual alignments may differ from what is shown here.



VICINITY MAP
 Existing Intersection Configurations and
 Traffic Control Devices

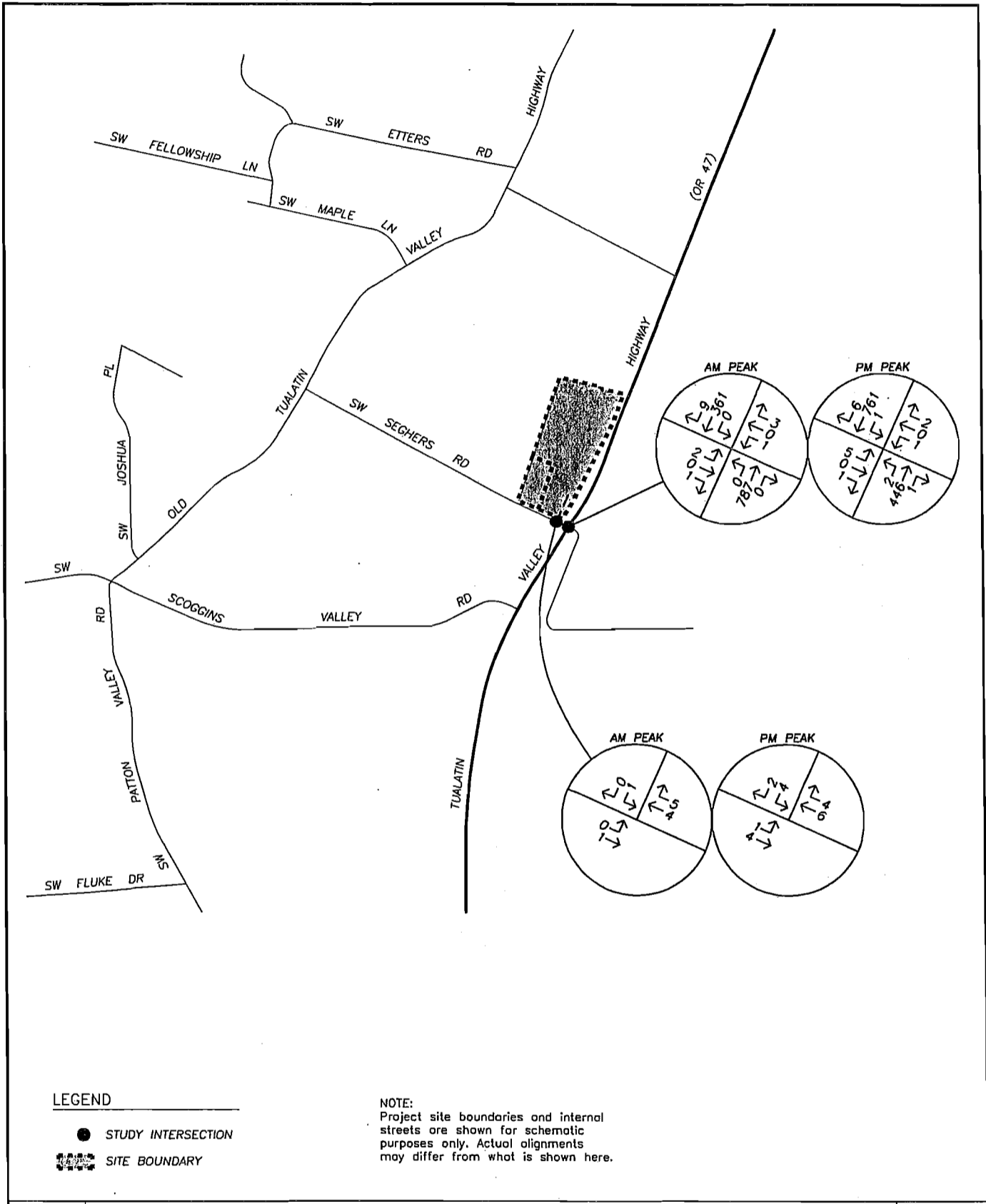


FIGURE
 1
PAGE
 8



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hour





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TRAFFIC VOLUMES
Adjusted to 30th DHV's
AM & PM Peak Hour

no scale



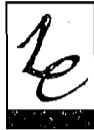
TRIP GENERATION

When a zone change is proposed, a reasonable worst-case development from a trip generation standpoint under the current zoning is typically compared to a reasonable worst-case development under the proposed zoning. The current Comprehensive Plan predicts transportation needs based on current zoning designations. When that designation is changed, there is a potential for additional traffic impacts if the new zoning is more traffic-intensive.

Under the current zoning designation of both properties (*AF-5 – Agriculture and Forest*), several uses are allowed. There are many restrictions, however, associated with allowable uses under the *AF-5* zoning designation, and many uses would not be appropriate for this site. Even so, some of the uses considered for a worst case development of the *AF-5* parcels were: Single family home, Government building, Day care facility, Home occupation, and a Family day care. As a practical matter, and to be conservative for the zone change impact, it was decided to use three single family homes. This is because after estimating the number of trips the other land-uses would generate, the proposed zone change would have little to no impact from a trip generation standpoint. Therefore, a total of three single family detached homes on the 15 acre site (1 home allowed per 5 acres) will be considered as a reasonable worst case development of the site under its current zoning designation.

The Williams Fuel site is proposed to be rezoned as both Rural Industrial and Rural Commercial to comply with Washington County Code while operating the business currently functioning on site. Under the site's proposed zoning, County staff was agreeable that a reasonable worst-case development scenario for the 11.65 acre portion of the site proposed to be zoned Rural Industrial would be a 35,000 square foot manufacturing facility. For the remaining 3.5 acres proposed to be zoned Rural Commercial it was decided that a 6,000 square foot nursery and garden center would be a reasonable development scenario. It is important to note however, that development of the site is not being proposed as part of this change in zoning.

To estimate the number of trips that could potentially be generated by worst-case development under the current and proposed zoning, standard trip rates from *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used for the site as a whole were for land-use code 140, *Manufacturing* and land-use code 817, *Nursery (Garden Center)* for the proposed zoning designation, and land-use code 210, *Single-Family Detached Housing* for the existing zoning. The trip generation rates for the proposed zoning are based on gross floor area, and rates for the existing residential zoning based on the number of dwelling units.



Based on these standard trip generation rates, the trip generation calculations show that the proposed zone change could potentially generate a net increase of 32 trips during the morning peak hour with 23 entering and 9 exiting the site. During the evening peak hour, the proposed zone change could potentially generate a net increase of 45 trips with 18 entering and 27 exiting the site. An estimated net increase of 322 trips during a typical weekday is expected with the proposed zone change.

Because both existing and proposed worst-case development scenarios are typically an origin or destination for their generated trips, no reduction was taken for pass-by trips. Also, since transit is not readily available, no reduction was made for transit trips.

A summary of the trip generation calculations is shown in the following table. Detailed trip generation calculations are included in the appendix to this report.

TRIP GENERATION SUMMARY
Williams Fuel Zone Change

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Single Fam. Home (Existing AF-5 Zone) - ITE Code 210 - 3 Homes							
Total Trips	28	2	1	1	3	2	1
TOTAL WORST-CASE EXISTING AF-5 ZONING							
Total Trips	28	2	1	1	3	2	1
Nursery (Proposed Rural Commercial Zone) - ITE Code 817 - 6,000 GSF							
Total Trips	216	8	4	4	22	11	11
Manufacturing (Proposed Rural Industrial Zone) - ITE Code 140 - 35,000 GSF							
Total Trips	134	26	20	6	26	9	17
TOTAL WORST-CASE PROPOSED RURAL COMMERCIAL AND RURAL INDUSTRIAL ZONING							
Total Trips	350	34	24	10	48	20	28
NET INCREASE IN TRIPS WITH ZONE CHANGE (Proposed Zoning minus Existing Zoning)							
Net Total Trips	322	32	23	9	45	18	27

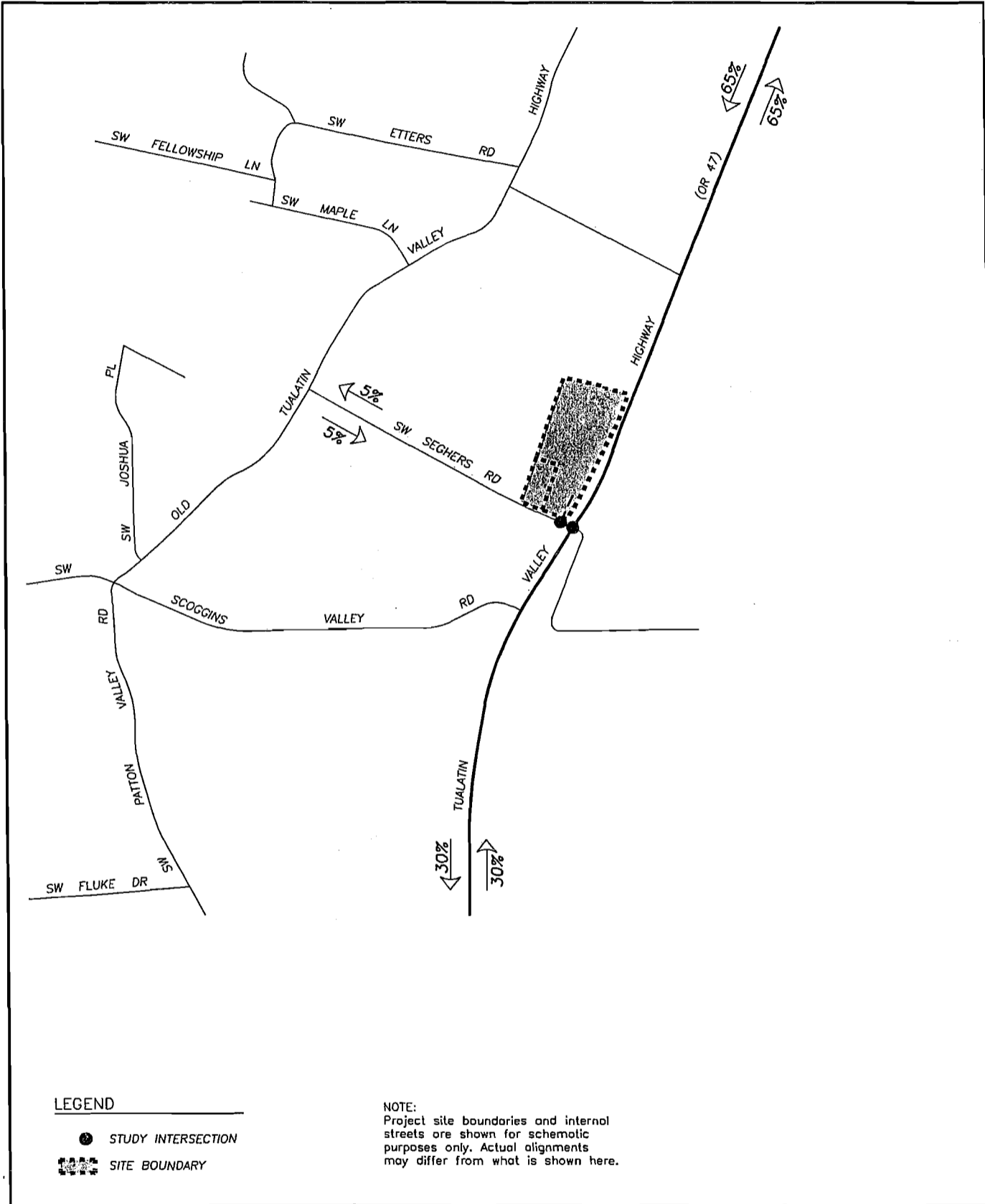


TRIP DISTRIBUTION

The directional distribution of trips from the project site was estimated based on the likely origins and destinations of future patrons and employees under the proposed zoning and a reasonable worst case development scenario. Since the site is located along Highway 47, the majority of trips from the Williams Fuel site will be attracted to this major facility. Therefore, the trip distribution for the proposed zoning scenario was based on the existing traffic volumes at the intersections of Highway 47 at SW Seghers Road and SW Seghers Road at the Williams Fuel access.

A select zone assignment provided by Washington County was also examined for distribution patterns. However, based on correspondence from County staff, the rural areas in the regional travel model are not very detailed. The County indicated that Highway 47 is basically the western boundary of the regional model, and results along the edge often have issues. Therefore, the regional planning model was not used to distribute site trips associated with the proposed zone change.

Figure 4 on page 14 shows the distribution patterns for the proposed zone change. The traffic flow diagram on page 15 shows the resulting assignments of the net increase in site trips based on these distribution patterns for the proposed zone change during the morning and evening peak hours.

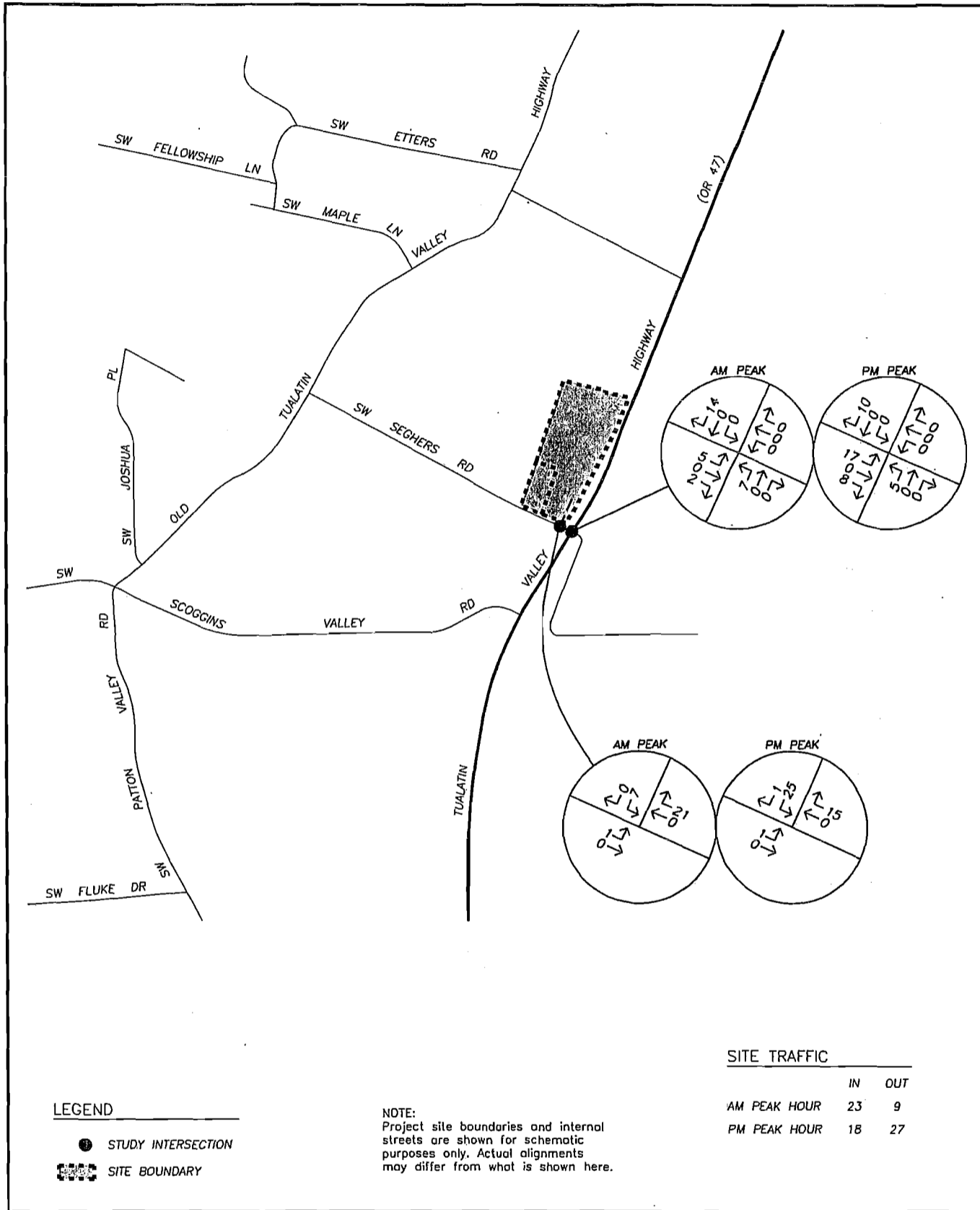


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TRAFFIC VOLUMES
Trip Distributions
AM & PM Peak Hour


no scale

FIGURE
4
PAGE
14



TRAFFIC VOLUMES
Site Generated Traffic (Net Increase)
AM & PM Peak Hour





OPERATIONAL ANALYSIS

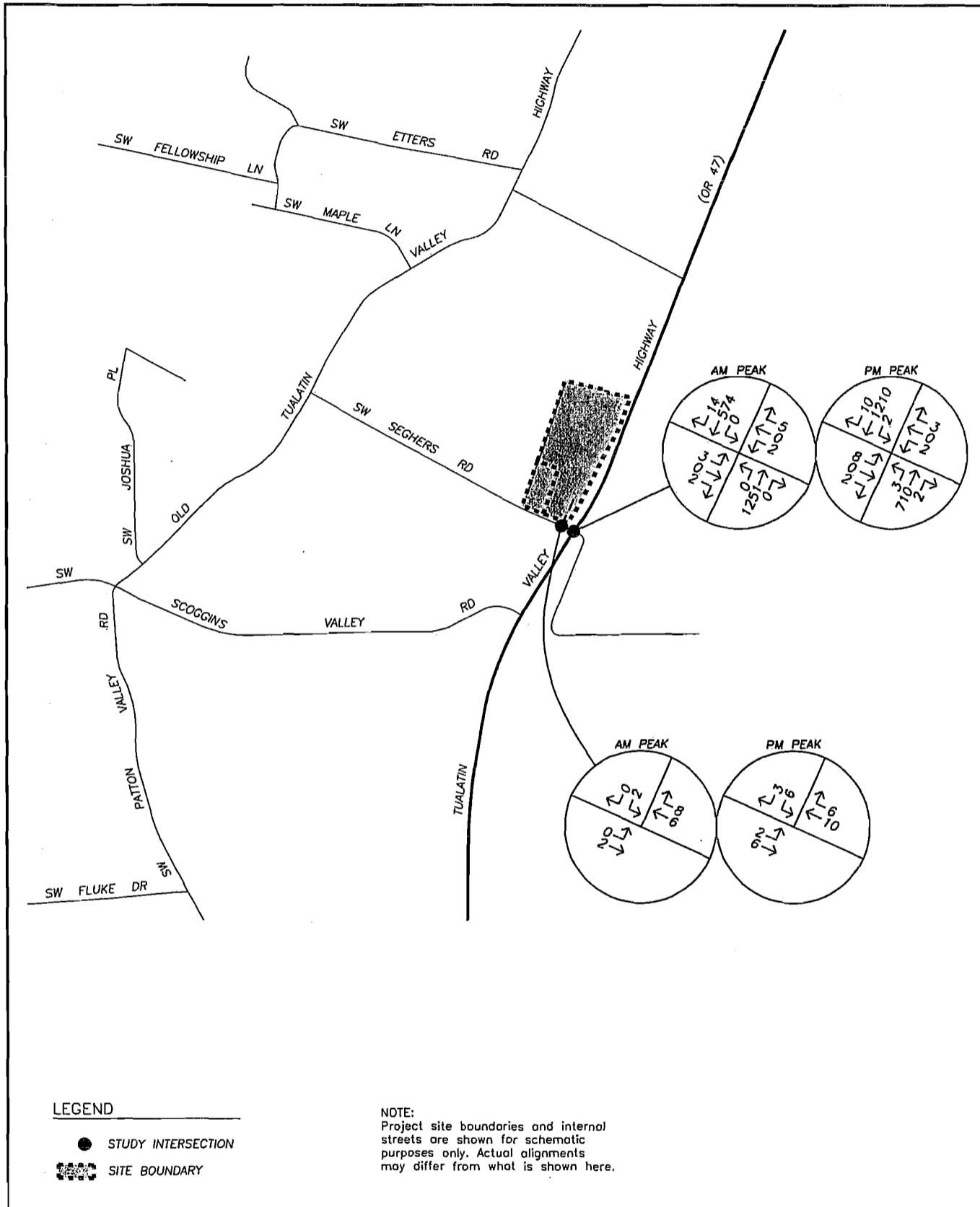
Background Traffic

Prior to assigning the site trips to study intersections, the existing traffic volumes are increased in order to account for seasonal traffic variations and anticipated growth in the study area including any other approved development activity in the area not yet generating traffic. ODOT scoping material has indicated that future year analyses shall be projected to a 15-year horizon. Washington County requires a 20-year horizon to be analyzed for the long-range forecast scenario. Therefore, to be conservative, year 2028 traffic volumes were projected both with and without the addition of site traffic from the proposed zone change.

Discussions were held with Washington County staff to determine whether or not any development activity in the area would contribute traffic to study intersections. This research identified no specific new developments in the area that would need to be included in future background traffic.

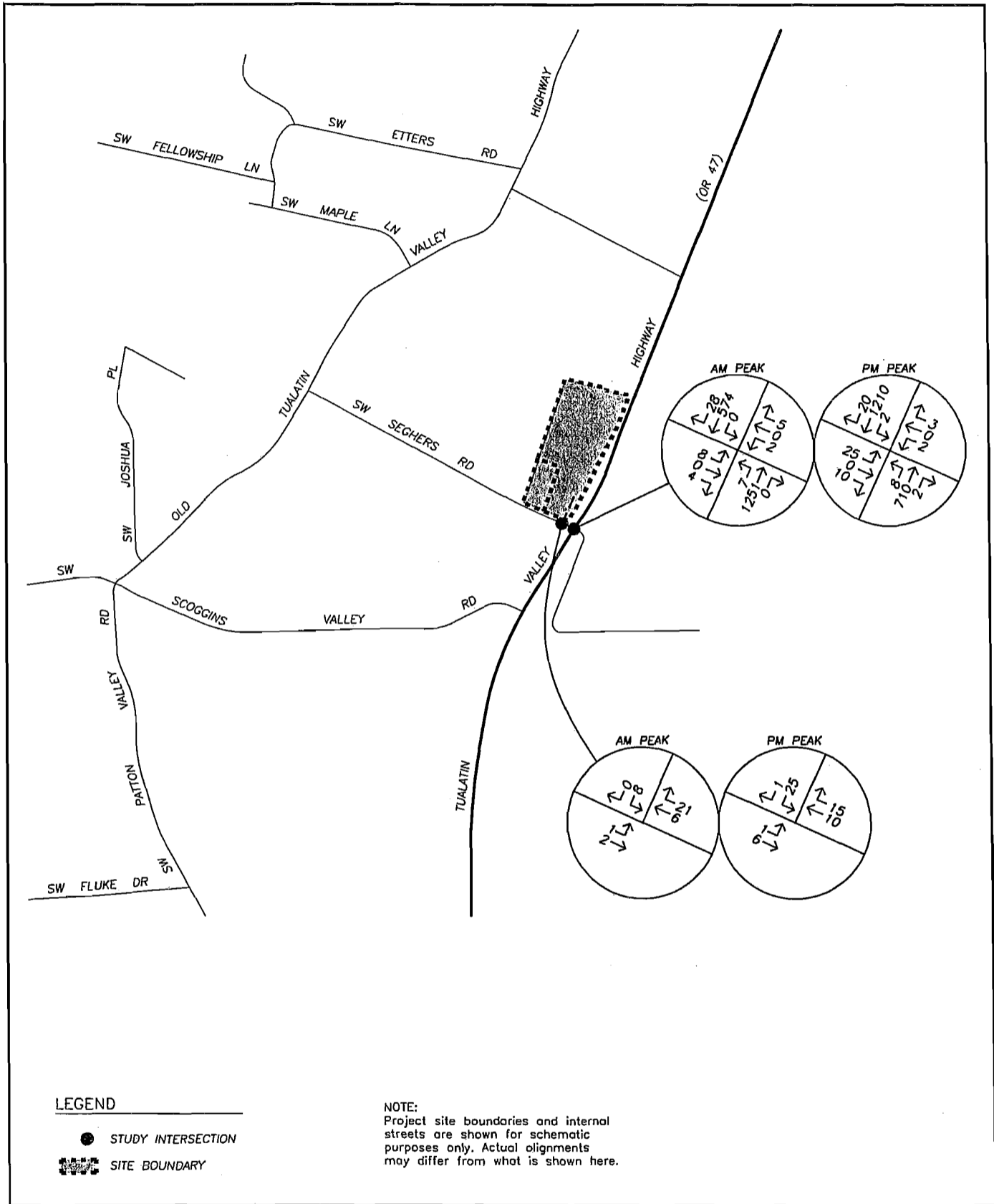
The Oregon Department of Transportation maintains a planning model that projects future traffic volumes for state highways. The planning model indicates that traffic volumes on Highway 47 at mile point 23.64 are expected to increase by a total of approximately 59 percent between 2006 and 2026. This equates to a linear annual growth rate of about 3% per year.

The background traffic volumes comprise the existing traffic volumes, including site trips under the site's existing zone designation, with the seasonal factor and growth rate applied. Figure 6 on page 17 illustrates the estimated year 2028 background traffic volumes during the morning and evening peak hours. The 2028 background traffic with the proposed zone change trips added is shown in Figure 7 on page 18 for the morning and evening peak hours.



TRAFFIC VOLUMES
2028 Background Traffic
AM & PM Peak Hour





TRAFFIC VOLUMES
2028 Total Traffic With Zone Change
AM & PM Peak Hour

no scale



Traffic Signal Warrants

Traffic signal warrants were examined for the intersection of Highway 47 at SW Seghers Road. Conditions A and B of Warrant 1, *Eight-Hour Vehicular Volume* warrant, from the *MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, published in 2003 by the Federal Highway Administration, were evaluated. The intersection Highway 47 at SW Seghers Road is under ODOT jurisdiction and ODOT methodology was applied to the warrant analysis. The intersections were evaluated for existing, background, and background plus site trips conditions.

Based on the results of this warrant analysis, the intersection of Highway 47 at SW Seghers Road did not meet Warrant 1 under any conditions examined.

Capacity Analysis

To determine the level of service at the study area intersections, capacity analyses were conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay.

Highway 47 is an ODOT Regional Highway, and is subject to the operational analysis standards outlined in the 1999 *OREGON HIGHWAY PLAN*. These standards are based on the volume to capacity ratio (v/c) rather than on level of service. Volume to capacity (v/c) is a measure that generally represents how much of the intersection's capacity is utilized. For example, a v/c ratio of 1.0 would indicate an approach to an intersection that is operating at capacity and could not accommodate any additional traffic without exceeding capacity. The maximum allowable v/c ratio for the intersection of Highway 47 at SW Seghers Road is 0.70.

SW Seghers Road operates under the jurisdiction of Washington County. The County requires that intersections operate with a v/c ratio of 0.99 or better.

The study intersections were analyzed using unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL 2000 (HCM2000)*, published by the Transportation Research Board. Analyses were performed for the morning and evening peak hours under the following conditions for the Williams Fuel site's zone change scenario:

- Existing conditions
- Year 2028 background conditions (existing zoning)
- Year 2028 background plus net increase in site trips (proposed zoning)



The intersection of Highway 47 at SW Seghers Road is currently operating at level of service C with a v/c ratio of 0.05 or better during the morning and evening peak hours. Under year 2028 background traffic conditions, the intersection is projected to operate at level of service E with a v/c ratio of 0.20 or better during the morning and evening peak hours. With the addition of site trips from the proposed zone change, the intersection is projected to continue operating at level of service E with a v/c ratio of 0.63 or better during the morning and evening peak hours. Intersection operation is acceptable, and will have sufficient capacity to accommodate background and site traffic from the proposed change in zoning. No mitigation is necessary.

The intersection of SW Seghers Road at the Williams Fuel access is currently operating at level of service A with a v/c ratio of 0.01 during the morning and evening peak hours. Under year 2028 background traffic conditions, the intersection is projected to continue operating at level of service A with a v/c ratio of 0.01 during both the morning and evening peak hours. With the addition of site trips from the proposed zone change the intersection is projected to remain operating acceptably at level of service A with a v/c ratio of 0.01 during the morning peak hour and at level of service A with a v/c ratio of 0.03 during the evening peak hour. Intersection operation is acceptable and no mitigation is recommended.

The results of the capacity analysis, along with the Levels of Service (LOS), delay, and v/c ratio are shown in the tables on the following pages. Tables showing the relationships between delay and level of service are included in the appendix to this report.



LEVEL OF SERVICE SUMMARY

Williams Fuel Zone Change

	Critical	AM Peak Hour			Critical	PM Peak Hour		
	<u>Mvmnt</u>	<u>LOS</u>	<u>Delay</u>	<u>V/C</u>	<u>Mvmnt</u>	<u>LOS</u>	<u>Delay</u>	<u>V/C</u>
<i>Highway 47 at SW Seghers Road</i>								
Existing Traffic	EB	B	14.8	0.02	EB	C	16.5	0.05
2028 Background	EB	D	34.1	0.08	EB	E	40.9	0.20
2028 Background + Site	EB	E	45.5	0.31	EB	E	46.5	0.63
<i>SW Seghers Road at Site Access</i>								
Existing Traffic	SB	A	9.0	0.01	SB	A	8.5	0.01
2028 Background	SB	A	9.0	0.01	SB	A	8.6	0.01
2028 Background + Site	SB	A	9.1	0.01	SB	A	8.8	0.03

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

V/C = Volume-to-Capacity ratio

The proposed zone change is not associated with a specific development proposal or site plan. The operational analysis therefore reflects a worst-case scenario based on the highest reasonable trip generation under the proposed zoning that could be associated with development of the site, and was found to be agreeable with County staff. Using worst-case analysis assumptions for the proposed zone change, the intersections of Highway 47 at SW Seghers Road and SW Seghers Road at the Site Access are projected to operate acceptably under year 2028 traffic conditions either with or without the proposed zone change.



Queuing Analysis

An analysis of vehicle queuing at the intersection of Highway 47 at SW Seghers Road was conducted. The reported queue lengths for this intersection were based upon HCM methodology and reported as the 95th percentile queue per lane group as well as the average queue per lane group. The 95th percentile of the distribution is used to estimate queue length for design, and indicates that 95 percent of the time, the queue length will be less than or equal to what is calculated.

The results of this analysis indicate that under all conditions through 2028, queuing is not anticipated to be problematic at either the intersection of Highway 47 at SW Seghers Road or the intersection of SW Seghers Road at the Williams Fuel access. In addition to the table on the following page, detailed 95th percentile queue results are reported in the appendix to this report on the capacity worksheets for all movements through all scenarios at both intersections.

QUEUING ANALYSIS									
Williams Fuel Zone Change									
95th Percentile & Average Queue Lengths (ft)									
Intersection	Lane Groups		Existing Storage (Feet)	AM Peak Existing	AM Peak Background	AM Peak Background Plus Site	PM Peak Existing	PM Peak Background	PM Peak Background Plus Site
				2008 95th/Avg Queues (Feet)	2028 95th/Avg Queues (Feet)	2028 95th/Avg Queues (Feet)	2008 95th/Avg Queues (Feet)	2028 95th/Avg Queues (Feet)	2028 95th/Avg Queues (Feet)
Highway 47 @ SW Seghers Rd	EB	Th/Lt	75	25/0	25/0	25/0	25/0	25/0	25/0
		Rt	75	25/0	25/0	25/0	25/0	25/0	25/0
	WB	Th/Lt	> 500	25/0	25/0	25/0	25/0	25/0	25/0
		Rt	75	25/0	25/0	25/0	25/0	25/0	25/0
SW Seghers Rd @ Site Access	SB	Lt/Rt	150	25/0	25/0	25/0	25/0	25/0	25/0



Turn Lane Warrants

ODOT left-turn lane warrants were evaluated at the intersection of Highway 47 at SW Seghers Road under 2028 future analysis year conditions with site trips from the proposed rezone. These warrants are based on the number of vehicles turning left, the posted speed limit or design speed, 30th DHV advancing volumes, and the opposing conflicting 30th DHV volumes during the evening peak hour. Based on Criterion 1 (vehicular volume) in the ODOT Left Turn Lane Warrant Criteria, these projected future 2028 traffic volumes at the Highway 47/SW Seghers Road intersection do not meet the warrant criterion for requiring a separate left-turn lane. Worksheets showing the results of this analysis are included in the appendix to this report.

Access Spacing

Since development of the Williams Fuel site is not being proposed with the zone change, access spacing requirements only apply to the adequacy of site's frontage to accommodate the County's requirement upon site development under the proposed zoning. Even so, a check of the adequacy of access spacing relative to the site's existing access was performed. The nearest access points and intersecting roadways to the Williams Fuel driveway are located about 80 feet to the east (Highway 47) and 175 feet to the west (Single Fam. Home Driveway) as measured from the near side of the driveway to the near side of the closest access or roadway.

SW Seghers Road is classified by Washington County as a Local Street, and requires a minimum of 10 feet between access points. However, the County's Community Development Code (CDC) also requires access points near an intersection with an Arterial such as Highway 47 to be located beyond the influence of 95th percentile queues. Eastbound 95th percentile queues along SW Seghers Road back from Highway 47 were estimated to not exceed one or two vehicles (25 to 50 feet) during either the morning or evening peak hours through 2028 with the proposed zone change traffic. Based on these results, the Williams Fuel access onto SW Seghers Road meets the County's access spacing requirements.

Functional Classification Analysis

Since the majority of traffic to and from the Williams Fuel site will be traveling along Highway 47 via SW Seghers Road, a functional classification analysis was performed to ensure that traffic from the proposed rezoning would not increase traffic on these roadways to the point that the functional classification would be altered.

SW Seghers Road is expected to carry an ADT of approximately 330 vehicles in the future analysis year 2028 without the proposed rezone. Estimated site trips resulting from the



proposed rezone of the Williams Fuel site will be taking access solely onto SW Seghers Road, a local street. This would increase the ADT to approximately 670 vehicles per day under a reasonable worst case development scenario for the R-IND and R-COM zoning designations of the Williams Fuel site. According to Washington County staff, the lower threshold for a local street is approximately 1000 to 1500 vehicles per day. Based on this criterion, the proposed development will not alter the functional classification of SW Seghers Road.

Highway 47, a regional highway, is expected to carry approximately 19,520 vehicles per day in the future analysis year 2028 without the proposed zone change of the Williams Fuel site. With the addition of traffic from the proposed rezone to R-IND and R-COM, the ADT is expected to increase to approximately 19,840 vehicles per day. This is an increase of only 320 vehicles per day or about 1.5 percent along Highway 47. Since site traffic from the proposed zone change will only slightly increase traffic volumes along the highway, the functional classification of Highway 47 would not change as a result of traffic generated by the proposed rezone. Although Highway 47 is under ODOT jurisdiction, the County's Comprehensive Plan classifies the highway as a principal arterial. The County's ADT range for this classification is approximately 30,000 to 100,000 vehicles per day.



SAFETY ANALYSIS

Sight Distance

Since the applicant's proposal is not associated with development of the site, and is only for a change in zoning, sight distance requirements only apply to the site's ability to meet the requirement upon development under the proposed zoning. Even so, the current Williams Fuel access was evaluated for its adequacy of intersection sight distance along SW Seghers Road in accordance with Washington County Community Development Code section 501-8.5(F). Sight distance for the Williams Fuel access was measured at a point 15 feet from the edge of the travel lane from a driver's eye height of 3.5 feet to an object height of 4.25 feet.

The County's sight distance criteria are determined based on the posted speed of the uncontrolled roadway. If the roadway does not have a posted speed (Speed Zone Order) associated with it, the 55 mph (Basic Speed Rule) would apply unless a speed study reveals the 85th percentile speed.

Since SW Seghers Road does not have a posted speed or speed zone order associated with it, the 55 mph speed criteria would apply (550 feet of sight distance required). In this case, however, a 24-hour speed study was conducted approximately 425 feet west of the existing Williams Fuel access. Speed data revealed that the 85th percentile speed of vehicles traveling eastbound along SW Seghers Road approaching the Williams Fuel access was 29.5 mph. Therefore, a minimum sight distance of 295 feet is required to the west of the Williams Fuel access. Intersection sight distance was measured to be adequate at 360 feet to the north along SW Seghers Road from the current Williams Fuel access. Sight distance to the east of the Williams Fuel access is unobstructed to the Highway 47 intersection about 80 feet away, and is adequate.

At the intersection of Highway 47 at SW Seghers Road, intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2004 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on an eye height of 3.5 feet and an object height of 3.5 feet above the road, with the driver's eye 15 feet behind the edge of the near side travel lane. Based upon the posted speed of 55 mph along Highway 47, the intersection sight distance required is 610 feet to the south for vehicles turning left from SW Seghers Road on to the Highway, and 530 feet to the north for vehicles turning right.



Intersection sight distance was measured from the SW Seghers Road approach to Highway 47. These measurements indicate that a minimum of 600 feet is currently available to the north, and a minimum of 900 feet is currently available to the south along Highway 47 from SW Seghers Road. Therefore, sight distance is adequate at this location in accordance with ODOT criteria.

Crash History

A review of the previous five years of crash history for which data is available (January 2002 to December 2006) was performed at all study area intersections. The crash data was obtained from the Oregon Department of Transportation (ODOT) Crash Analysis and Reporting Unit. The crash data and existing traffic counts were used to determine the crash rate for the study intersections. The crash rate is the number of crashes per million entering vehicles at the intersection. Crash rates lower than one crash per million entering vehicles are typically not associated with significant safety deficiencies. Rates greater than 1.0 crash per million entering vehicles may be indicative of safety deficiencies and therefore merit a more detailed investigation of the reported crashes.

The intersection of Highway 47 at SW Seghers Road has only had one recorded crash over this five year period. This crash was a rear-end type involving one vehicle stopped and waiting to make a left turn from Highway 47 when another vehicle struck the stopped vehicle from behind. The crash rate for this intersection was computed to be 0.06 crashes per million entering vehicles. No safety deficiency was identified at this intersection and no safety related mitigations will be required.

No collisions were reported along SW Seghers Road from Highway 47 to 350 feet west of Highway 47. Therefore, no safety related mitigations will be required at the Williams Fuel access.



Conclusions and Recommendations

A development plan is not being proposed for either parcel at this time. Under the site's existing AF-5 zoning, the current business operating on site (Williams Fuel) is not in compliance with the County's Community Development Code (CDC). To comply with the County's CDC, the applicant is proposing a change in zoning to Rural Commercial (R-COM) for 3.5 acres of the site to allow the current retail sales to continue, and Rural Industrial (R-IND) for the remaining 11.65 acres to allow the current wood product processing to continue. Tax lot 2303 currently contains one single family home, and is an allowed land use under the proposed R-IND zoning designation. Conclusions and recommendations from existing and long-term analyses of the proposed zone change are outlined below.

Traffic signal warrants were examined for the intersection of Highway 47 at SW Seghers Road. Based on the analysis, a traffic signal would not be warranted under 2028 traffic conditions with or without additional traffic from the proposed zone change. No traffic signal installations are recommended.

Intersection sight distance is adequate at the existing Williams Fuel access onto SW Seghers Road, as well as at several alternative locations along the site's frontage to SW Seghers Road based on speed study results. Sight distance was also found to be adequate for the eastbound SW Seghers Road approach to Highway 47.

Review of collision history over the last five years revealed only one reported incident at the intersection of Highway 47 at SW Seghers Road. No crashes were reported at the SW Seghers Road/Williams Fuel access intersection or along SW Seghers Road from Highway 47 to 350 feet west of Highway 47. Based on the past collision experience at study intersections, there does not appear to be any traffic safety problems in the immediate vicinity of the Williams Fuel rezone site which the applicant needs to address with the proposed rezone.

The proposed zone change and comprehensive plan amendment will not have a significant impact to the transportation facility. Additional traffic from the proposed change in zoning is not projected alter the functional classifications of either SW Seghers Road or Highway 47 through 2028.

The intersections of Highway 47 at SW Seghers Road and SW Seghers Road at the current Williams Fuel access are currently operating at an acceptable level of service with acceptable v/c ratios during the morning and evening peak hours. These intersections are projected to continue operating at acceptably through 2028 with or without the addition of site traffic under reasonable worst case development from the proposed R-IND and R-COM zoning of the Williams Fuel site. Therefore, no capacity mitigations are recommended for these intersections.



95th percentile queuing was found to be minimal for all approaches to the intersection of Highway 47 at SW Seghers Road. The Williams Fuel access meets the County's access spacing requirements, and is not currently, or projected to be within the eastbound SW Seghers Road standing queue.

Separate left-turn lane warrants were examined for the intersection of Highway 47 at SW Seghers Road. Based on the analysis, separate left-turn lanes would not be warranted under 2028 traffic conditions with or without additional traffic from the proposed zone change. No turn-lane installations are recommended.



APPENDIX



Oregon

Theodore R. Kulongoski, Governor

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February 11, 2008

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Subject: Traffic Impact Analysis Scope of Work
Proposed zone change on Tualatin Valley Highway in Gaston, OR

The purpose of this letter is to define the scope of work for a Traffic Impact Analysis (TIA), which evaluates the impact for the proposed zone change for the Williams Fuel property located at 44975 SW Seghers Rd, Gaston, Oregon.

The proposed location for the zone change is located along the west side of the Highway 29 at the intersection of SW Seghers Rd (OR47, M.P. 23.63). Highway 29 is classified as a Regional Highway with a maximum volume to capacity ratio of 0.70.

Scope of Work:

I. General:

Executive Summary:

Provide a description of the development, site location and study area (including a site map). Briefly describe the purpose of the analysis, principal findings, recommendations and conclusions.

Analysis Study Area:

Provide a text description (including tax-lot descriptions) of the proposed development; and a graphic showing the intersections and accesses, identified by highway milepost, to be evaluated as part of this analysis. The Williams Fuel property does not have access rights to the highway and so the intersection analysis for this study shall include the SW Seghers Rd and Highway 29 intersection (MP 12.63) along with the site access to SW Seghers Rd. Queuing analyses should be performed on all site accesses and study area intersections. The scope of work for this TIA should be coordinated with Washington County before the study is conducted since the County may require that additional analysis be made on area intersections and site accesses.

II. Traffic Data:

Traffic Counts

Manual turning movement counts shall be made at all study area intersections and approaches. The counts must be at least 2-hours long with 15-minute breakdowns in the weekday A.M. and P.M. peak hours.

Raw traffic volumes will not be accepted for use in traffic analysis. All traffic volumes shall be seasonally adjusted to represent 30th Highest Hour Volumes (30HV) for Current Year and Year of Opening "background traffic" conditions. For guidance, please refer to the *Developing Design Hour Volumes* document.
<http://www.oregon.gov/ODOT/TD/TP/docs/TAPM/apm/ch4.pdf>

Site Trip Generation, Distribution and Assignment:

Site trip generation shall utilize the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate daily and peak hour trip volumes originating from and destined to the proposed development. All assumptions and adjustments shall be documented and discussed in the TIA, or in an appendix.

This analysis should use available transportation models in conjunction with Washington County as well as current Transportation System and Comprehensive Plans to estimate traffic distribution patterns. Approved computer models, such as Traffix, or manual calculations may also be used for determining trip assignments for site-generated traffic volumes on roadways within the study area.

III. Analysis Procedures:

Capacity Analysis:

Capacity analysis of signalized intersections, unsignalized intersections, and roadway segments shall follow the established methodologies of the current Highway Capacity Manual (HCM2000). For signalized intersections, the overall intersection V/C shall be reported. For unsignalized intersections, the highest approach V/C shall be reported, along with an indication of its corresponding movement.

Attached **Table 3.3.7** lists the ODOT default values for use in signalized intersection analysis. If multiple intersections are analyzed, the traffic volumes shall be balanced between intersection nodes. All intersection capacity analyses shall include heavy vehicles percentages by approach, as determined from manual counts.

Planning level mobility results (V/C) from the TIA will be compared against Highway Mobility Standards (Policy 1F) and the Maximum V/C Ratios provided in Table 6 of the 1999 Oregon Highway Plan (OHP).

Application of Computer software shall closely follow ODOT-approved analysis methodologies. HCS2000 and Synchro/SimTraffic are examples of accepted analysis software. For further guidance, contact TPAU.

Queue Length Analysis:

Intersection operation analysis shall include the effects of queuing and blocking. Average queue lengths and 95th Percentile queue lengths shall be reported for all study area intersections. The 95th Percentile queuing shall be used for design purposes, and will be reported to the next nearest 25 foot increment. Any methodology used to determine queue length shall be approved in advance by either TPAU or the Region.

IV. Analysis Requirements:

Intersection Sight Distance:

Adequate intersection sight distance shall be verified for all proposed intersections and highway approaches as required in ODOT's 2005 Highway Design Manual. For guidance, please contact the Region Access Management Engineer.

http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml

Right & Left Turn Lane Criteria:

Proposed right or left turn lanes at unsignalized intersections and private approach roads shall meet installation criteria contained in the current Highway Design Manual (HDM). For turn lane evaluation procedures, refer to:

<http://www.oregon.gov/ODOT/TD/TP/TAPM.shtml>

Traffic Signal Installations & Modifications:

Analysis of signalized intersections shall be based on existing signal timing. Analysis and recommendations related to new and/or modified traffic signals shall follow ODOT's Traffic Signal Policy and Guidelines, and all subsequent revisions. These documents can be found on the web at:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/publications_traffic.shtml

New signal proposals for Day of Opening shall show, but are not limited to, the following:

- A clear indication of need for a traffic signal; only after other enhancements to nearby signals are shown to be insufficient to mitigate the new highway related impacts resulting from the proposed development.
- An assessment of the ability of existing, planned, and proposed public roads to accommodate development traffic at another location.
- A detailed description how the proposed development will affect existing and proposed study area intersections.
- Documentation of traffic volumes and signal warrant satisfaction; if a new signal is determined to be the correct solution.

Clearly show how one or more of the eight warrants identified in the 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4C, Sections 1 through 9 are met, consistent with the requirements of OAR 734-020-0490. Traffic signal spacing requirements shall conform to the 1999 Oregon Highway Plan. Progression analysis shall meet the requirements of OAR 734-020-480.

If applicable; complete time-space diagrams for each of the analysis scenarios, including the existing coordinated system will be provided. They shall demonstrate that the proposed signal system is capable of maintaining adequate progression

band widths for through traffic on the State Highway on the most critical roadway segments within the study area.

Any recommendations for traffic signals to be installed as part of future mitigation should meet preliminary signal warrants (MUTCD Warrant #1, Case A & B). All future proposed signals shall still need to meet the need and warrants as described. For guidance, please contact TPAU or the Region, or refer to the Preliminary Signal Warrant Guidelines.

<http://www.oregon.gov/ODOT/TD/TP/docs/TAPM/apm/pswForm.pdf>

NOTE: It is ultimately up to State Traffic Engineer to approve all signal installations, modifications and deviations. Just because an intersection may meet the MUTCD Warrants does not insure it will be approved by the State Traffic Engineer.

V. Analysis Output:

Existing Conditions:

Identify current year site conditions at the proposed development location. This includes, but is not limited to the following:

- A description of the site location, zoning, existing use(s), and proposed use(s) of subject property.
- A description of surrounding land uses.
- A graphic identifying existing lane configurations and traffic control devices at the study area intersections.
- A graphic showing existing 30HV traffic; reported as AM (7-9 a.m.) and PM (4-6 p.m.) Peak Hour Volumes (PHV), and also as average daily traffic (ADT). Also include in this graphic a list of heavy vehicle percentages by approach.
- An analysis of existing intersection operations, reported in terms of both Volume to Capacity (V/C) and Level of Service (LOS).
- An analysis of at least 3-years worth of crash data; including information on all SPIS sites within or adjacent to the study area.

Traffic Volumes & Operations – Future Year; with Worst Case Existing and Proposed Zoning Scenarios:

If a zone change will be incorporated into this development, an analysis shall be made of all study area intersections for a 15-year horizon, for both "*reasonable worst case, existing zoning*" and "*reasonable worst case, proposed zoning*" scenarios.

This analysis should provide the following:

- A graphic showing Year of Opening "*background traffic*" and "*total traffic*" volumes.
- A graphic or table showing V/C and LOS analysis results for both "*reasonable worst case, existing zoning*" and "*reasonable worst case, proposed zoning*" scenarios.
- A graphic or table itemizing storage length requirements for all approaches, rounded to the next nearest 25 foot increment.
- If applicable, a discussion of progression performance along the analysis corridor.

Planned transportation system improvements anticipated to be funded and constructed within the 15-year horizon shall be incorporated into the Future Year analysis. Do not incorporate improvements that are proposed as mitigation for the development. For guidance, please refer to the Transportation Planning Rule (TPR): OAR 660-012-0060.

<http://www.oregon.gov/ODOT/TD/TP/docs/TPR/adopt042005.pdf>

Analysis Variable Inputs:

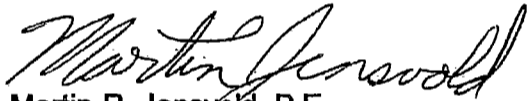
A summary of traffic analysis variable inputs shall be provided in an appendix. In Synchro, the *Int: Lanes, Volumes, Timings* report is the output source for this information. TIA's submitted without an input summary will not be accepted by the Department.

Conclusions and Recommendations:

Summarize existing and future conditions and discuss the proposed development's impacts. Identify any operational or safety deficiencies and recommend mitigation along with the effectiveness of the mitigation. Summarize how the proposed development complies with all operational and safety standards in the applicable approval criteria.

Note: Signal timing adjustments will not be considered as mitigation.

Sincerely,



Martin R. Jensvold, P.E.
Region Access Management Engineer

cc: Steve Schalk
Seth Brumley
Marah Danjelson
Naomi Vogel-Beattie, Washington County

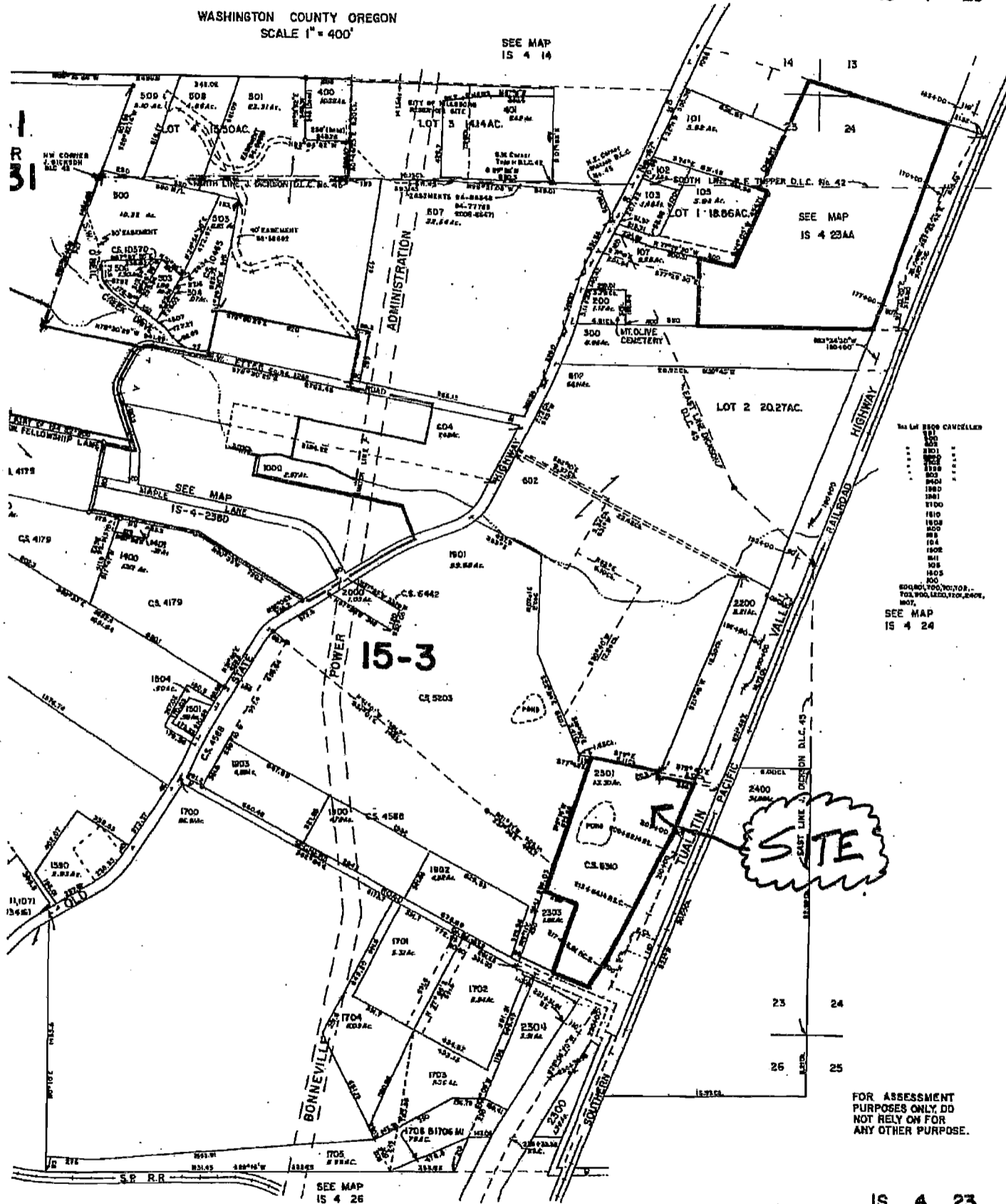
Revised Development Review Guidelines Table 3.3.7

**Default
Signal
Parameter
s**

Table 3.3.7: ODOT Default Parameters for Use With Signalized Intersection Analysis Methodologies	
Total Lost Time	4 seconds per phase minimum for typical intersections, more for large or complex intersections.
Peak Hour Factor	For future year analysis: <ul style="list-style-type: none"> • 0.85 for local and collector street approaches • 0.90 for minor arterial approaches, • 0.95 for major arterial approaches, unless better information is available, such as for a school or industrial use.
Ideal Saturation Flow Rate	Field measurement should be consistent with methodology laid out in the HCM. Saturation flow rate worksheets must be included in the documentation. Where field measurements are not done, <ul style="list-style-type: none"> • Outside of MPO urban areas, 1800 passenger cars per hour of green per lane (pcphgl) shall be used • Inside MPO urban growth boundaries, 1900 passenger cars per hour of green per lane (pcphgl) may be used, unless one or more of the following conditions are present, in which case 1800 pcphgl shall be used <ul style="list-style-type: none"> • Parking • Greater than 5% trucks • Other than ninety degree intersection skew angle • One or more approach(es), with a combined volume in excess of 5 vph, are present downstream of the intersection within the functional area, or upstream within the length of the standing queue • Poor signal spacing or observed queue spillbacks between signals during the peak hour, or • Less than 12 foot travel lanes

SECTION 23 IS. 4W W.M.
WASHINGTON COUNTY OREGON
SCALE 1" = 400'

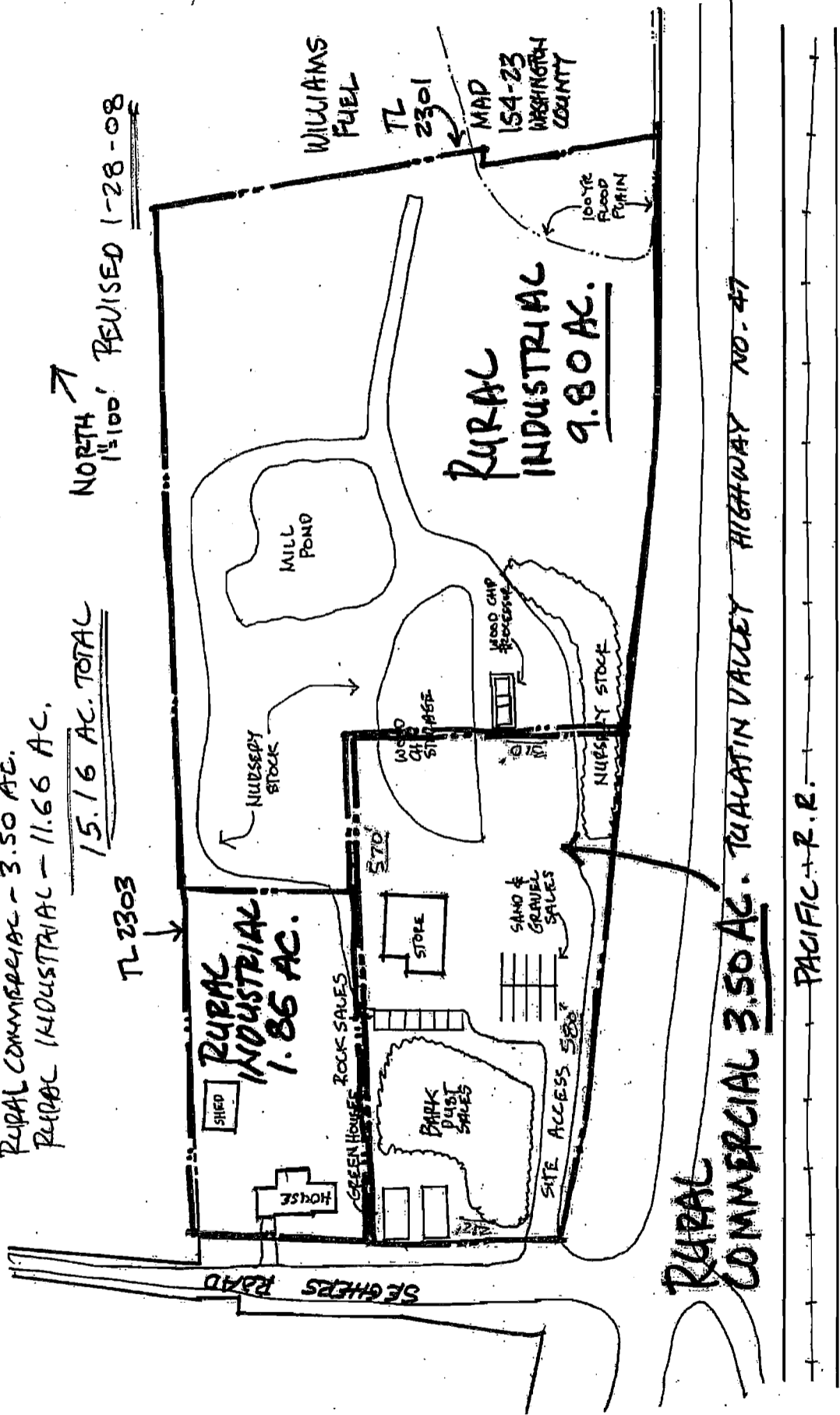
IS 4 23



RURAL COMMERCIAL - 3.50 AC.
RURAL INDUSTRIAL - 11.66 AC.

15.16 AC. TOTAL

NORTH
1/4 100' REVISED 1-28-08



WILLIAMS FUEL

TL 2301

MAP 154-23 WASHINGTON COUNTY

100 YR FLOOD PLAIN

RURAL INDUSTRIAL
11.66 AC.

MILL POND

NURSERY STOCK

WOOD CHIP STORAGE

WOOD CHIP STORAGE

NURSERY STOCK

RURAL INDUSTRIAL
1.86 AC.

SHED

HOUSE

GREEN HOUSES

ROCK SALES

STORE

PARK DUST SALES

SAND & GRAVEL SALES

SITE ACCESS

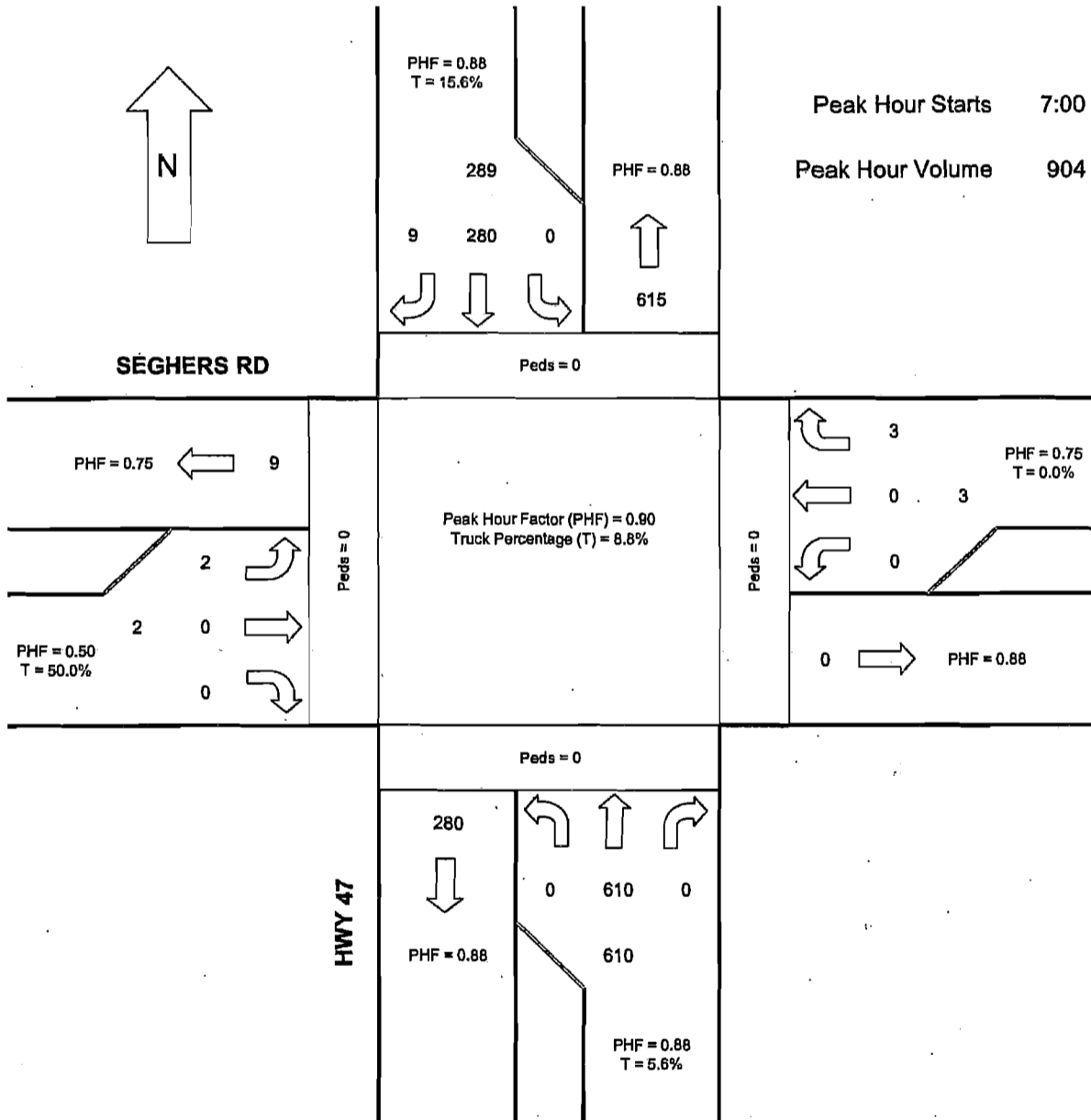
RURAL COMMERCIAL 3.50 AC. TRACATAIN VALLEY HIGHWAY NO. 47

PACIFIC R.R.



Intersection Turning Movement Peak Hour Diagram

Location SEGHERS RD AT HWY 47
Date 2/20/2008
Day of Week Wednesday
Time Begin 7:00
Reviewed By: SDS





Intersection Turning Movement Summary Report

Location SEGHERS RD AT HWY 47
Date 2/20/2008
Day of Week Wednesday
Time Begin 7:00
Reviewed By: SDS

Time Period	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 - 7:15	0	0	0	1	0	0	0	141	0	3	54	0	199
7:15 - 7:30	0	0	1	0	0	0	0	174	0	1	74	0	250
7:30 - 7:45	0	0	1	1	0	0	0	163	0	2	80	0	247
7:45 - 8:00	0	0	0	1	0	0	0	132	0	3	72	0	208
8:00 - 8:15	1	0	1	0	0	0	0	123	0	0	54	0	179
8:15 - 8:30	0	0	1	0	0	0	0	103	0	2	65	0	171
8:30 - 8:45	2	0	1	0	0	0	0	109	0	0	53	0	165
8:45 - 9:00	0	0	3	0	0	0	0	86	0	0	60	1	150
Movement Totals	3	0	8	3	0	0	0	1031	0	11	512	1	1569
Enter Totals	11			3			1031			524			
Exit Totals	1			11			1042			515			

Two-Hour Totals													
Light Trucks	1	0	0	0	0	0	0	11	0	1	11	0	24
Medium Trucks	0	0	6	0	0	0	0	71	0	5	68	0	150
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	33.3%	NA	75.0%	0.0%	NA	NA	NA	8.0%	NA	54.5%	15.4%	0.0%	11.1%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South		West		East		North	
Pedestrians	0		0		0		0	0

Peak Hour Information

Peak Hour 7:00 8:00

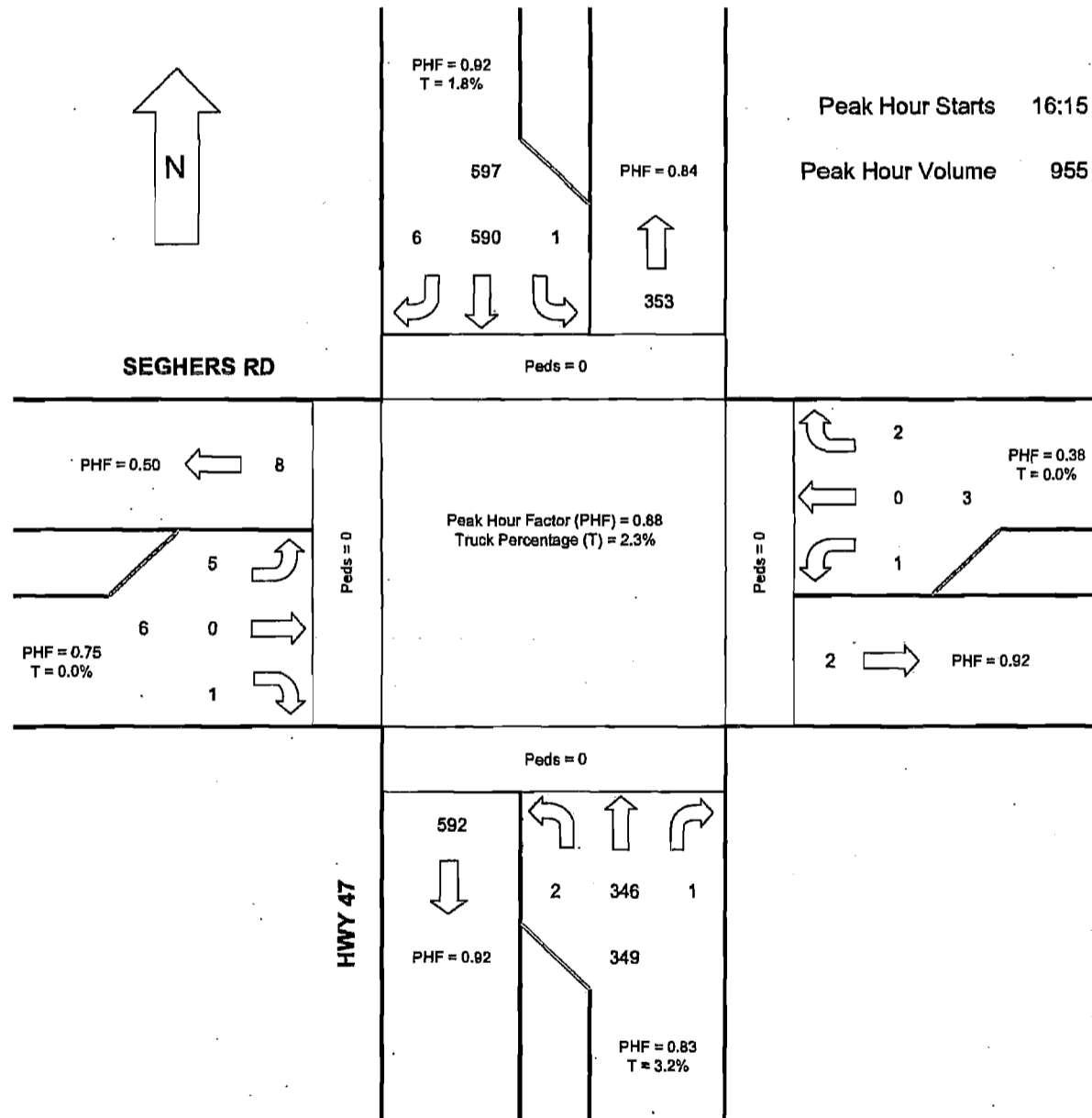
	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	2	3	0	0	0	610	0	9	280	0	904
Peak Hour Factor	NA	NA	0.50	0.75	NA	NA	NA	0.88	NA	0.75	0.88	NA	0.90
Enter Totals	2			3			610			289			
Peak Hour Factor	0.50			0.75			0.88			0.88			
Exit Totals	0			9			615			280			
Peak Hour Factor	NA			0.75			0.88			0.88			
Light Trucks	0	0	0	0	0	0	0	6	0	1	5	0	12
Medium Trucks	0	0	1	0	0	0	0	28	0	3	36	0	68
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	NA	NA	50.0%	0.0%	NA	NA	NA	5.6%	NA	44.4%	14.6%	NA	8.8%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South		West		East		North	
Pedestrians	0		0		0		0	0



Intersection Turning Movement Peak Hour Diagram

Location SEGHERS RD AT HWY 47
 Date 2/20/2008
 Day of Week Wednesday
 Time Begin 16:00
 Reviewed By: MG





Intersection Turning Movement Summary Report

Location SEGHERS RD AT HWY 47
Date 2/20/2008
Day of Week Wednesday
Time Begin 16:00
Reviewed By: MG

Time Period	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
16:00 - 16:15	0	0	3	0	0	0	0	84	0	2	122	0	211
16:15 - 16:30	0	0	1	0	0	0	0	84	1	1	151	0	238
16:30 - 16:45	0	0	2	0	0	1	1	103	1	3	160	0	271
16:45 - 17:00	0	0	2	0	0	0	0	79	0	2	134	1	218
17:00 - 17:15	1	0	0	2	0	0	0	80	0	0	145	0	228
17:15 - 17:30	0	0	3	0	0	0	0	77	0	1	146	1	228
17:30 - 17:45	0	0	0	0	0	0	0	97	0	1	153	0	251
17:45 - 18:00	0	0	1	0	0	0	2	67	0	1	117	0	188
Movement Totals	1	0	12	2	0	1	3	671	2	11	1128	2	1833
Enter Totals	13			3			676			1141			
Exit Totals	5			13			685			1130			

Two-Hour Totals													
Light Trucks	0	0	1	0	0	0	0	4	0	0	0	0	5
Medium Trucks	0	0	0	0	0	0	0	11	0	0	10	0	21
Heavy Trucks	0	0	0	0	0	0	0	8	0	0	16	0	24
% Trucks	0.0%	NA	8.3%	0.0%	NA	0.0%	0.0%	3.4%	0.0%	0.0%	2.3%	0.0%	2.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

	South	West	East	North	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 16:15 17:15

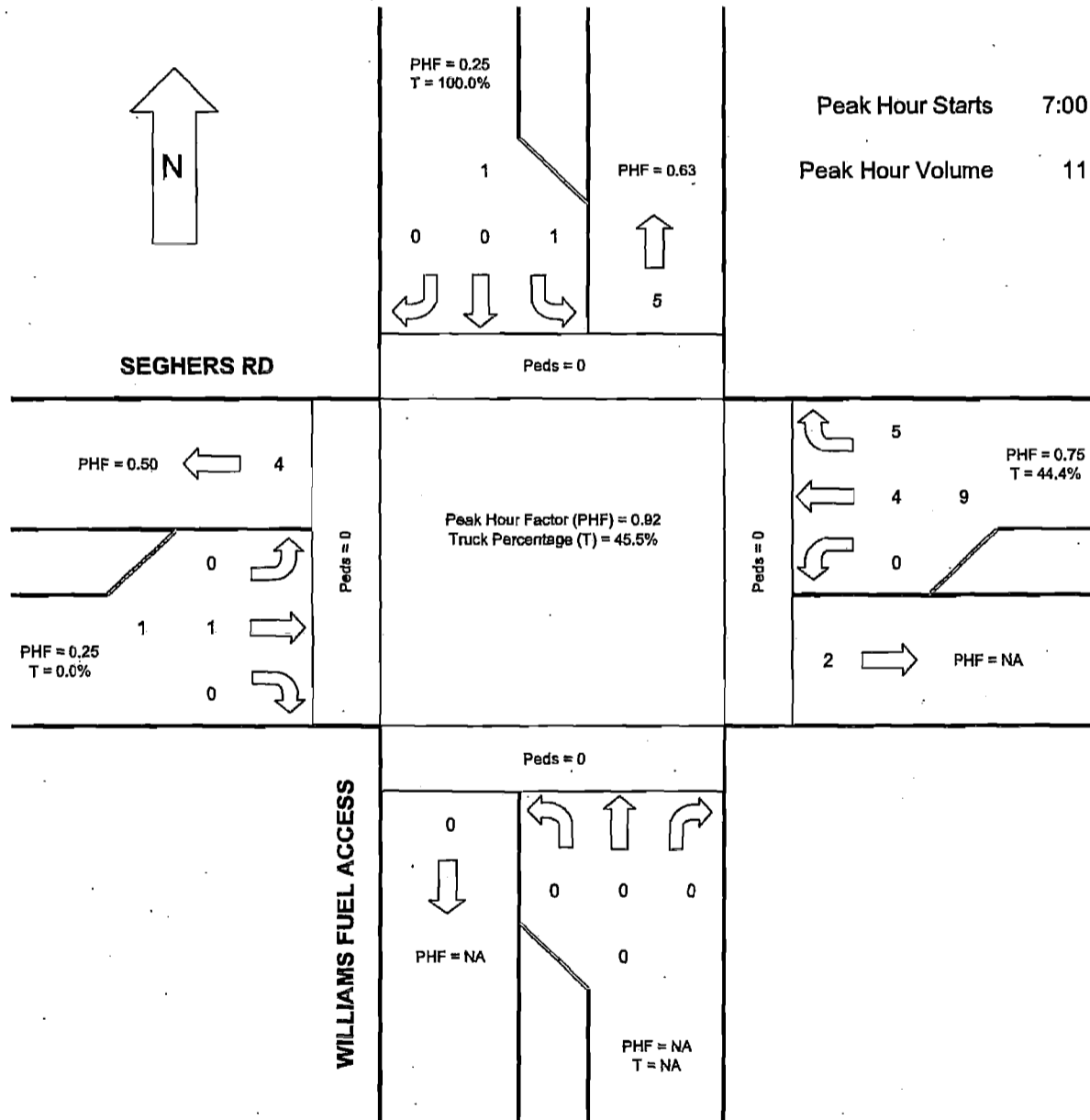
	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	1	0	5	2	0	1	1	346	2	6	590	1	955
Peak Hour Factor	0.25	NA	0.63	0.25	NA	0.25	0.25	0.84	0.50	0.50	0.92	0.25	0.88
Enter Totals	6			3			349			597			
Peak Hour Factor	0.75			0.38			0.83			0.92			
Exit Totals	2			8			353			592			
Peak Hour Factor	0.50			0.50			0.84			0.92			
Light Trucks	0	0	0	0	0	0	0	3	0	0	0	0	3
Medium Trucks	0	0	0	0	0	0	0	6	0	0	6	0	12
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	5	0	7
% Trucks	0.0%	NA	0.0%	0.0%	NA	0.0%	0.0%	3.2%	0.0%	0.0%	1.9%	0.0%	2.3%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

	South	West	East	North	
Pedestrians	0	0	0	0	0



Intersection Turning Movement Peak Hour Diagram

Location SEGHERS RD AT WILLIAMS FUEL ACCESS
Date 2/20/2008
Day of Week Wednesday
Time Begin 7:00
Reviewed By: BV





Intersection Turning Movement Summary Report

Location SEGHERS RD AT WILLIAMS FUEL ACCESS
Date 2/20/2008
Day of Week Wednesday
Time Begin 7:00
Reviewed By: BV

Time Period	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 - 7:15	0	0	0	1	2	0	0	0	0	0	0	0	3
7:15 - 7:30	0	1	0	1	0	0	0	0	0	0	0	0	2
7:30 - 7:45	0	0	0	1	1	0	0	0	0	0	0	1	3
7:45 - 8:00	0	0	0	2	1	0	0	0	0	0	0	0	3
8:00 - 8:15	0	1	0	0	0	0	0	0	0	0	0	1	2
8:15 - 8:30	0	0	0	2	0	0	0	0	0	0	0	1	3
8:30 - 8:45	0	1	0	0	0	0	0	0	0	0	0	1	2
8:45 - 9:00	0	1	0	0	0	0	0	0	0	0	0	2	3
Movement Totals	0	4	0	7	4	0	0	0	0	0	0	6	21
Enter Totals	4			11			0			6			
Exit Totals	10			4			7			0			

Two-Hour Totals														
Light Trucks	0	1	0	0	1	0	0	0	0	0	0	0	1	3
Medium Trucks	0	0	0	2	0	0	0	0	0	0	0	0	2	4
Heavy Trucks	0	0	0	3	0	0	0	0	0	0	0	0	3	6
% Trucks	NA	25.0%	NA	71.4%	25.0%	NA	NA	NA	NA	NA	NA	100.0%	61.9%	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians	South	West	East	North	0
	0	0	0	0	

Peak Hour Information

Peak Hour 7:00 8:00

	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	1	0	5	4	0	0	0	0	0	0	1	11
Peak Hour Factor	NA	0.25	NA	0.63	0.50	NA	NA	NA	NA	NA	NA	0.25	0.92
Enter Totals	1			9			0			1			
Peak Hour Factor	0.25			0.75			NA			0.25			
Exit Totals	2			4			5			0			
Peak Hour Factor	0.50			0.50			0.63			NA			

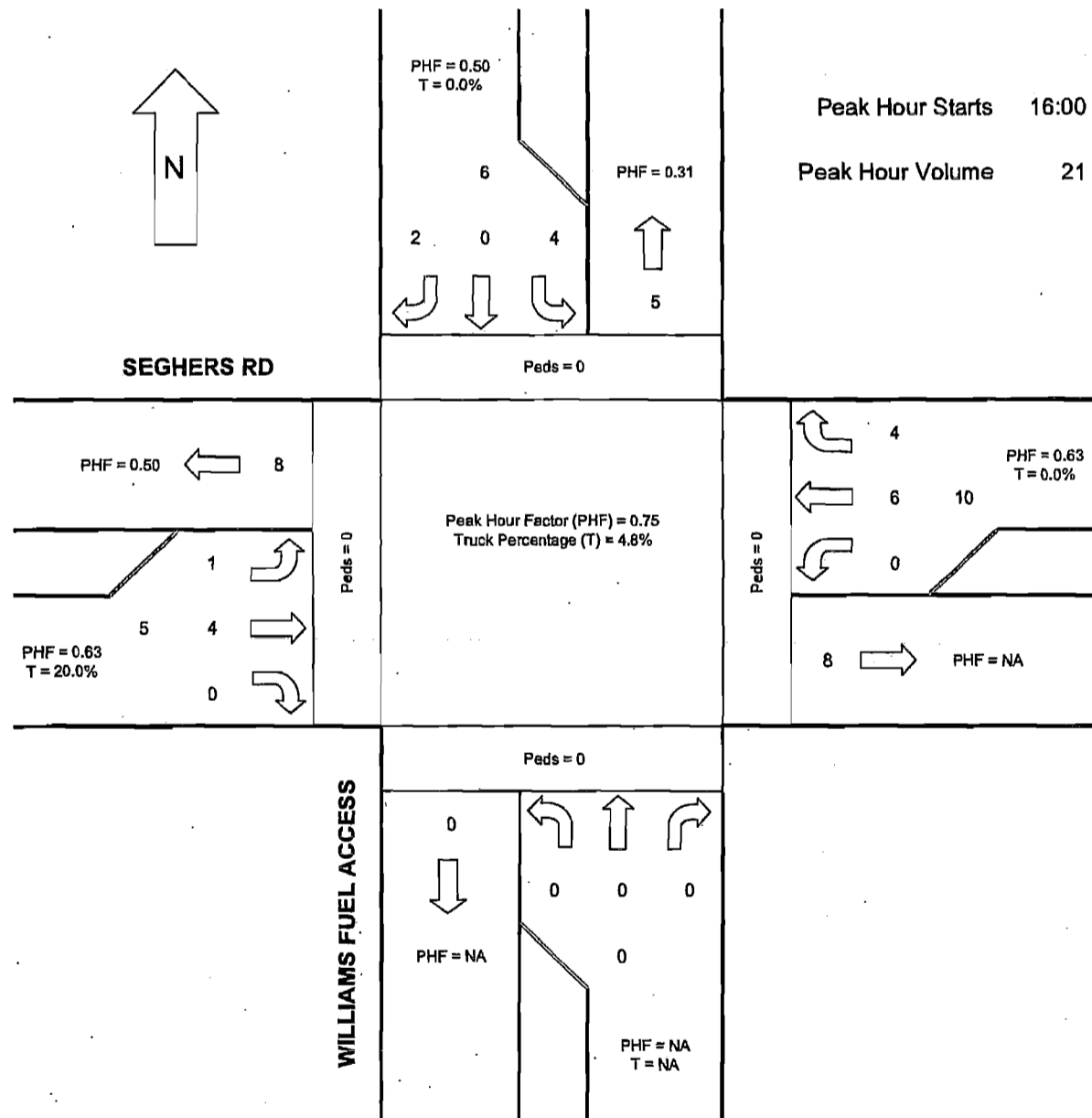
Light Trucks	0	0	0	0	1	0	0	0	0	0	0	0	1	
Medium Trucks	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Heavy Trucks	0	0	0	2	0	0	0	0	0	0	0	0	2	2
% Trucks	NA	0.0%	NA	60.0%	25.0%	NA	NA	NA	NA	NA	NA	100.0%	45.5%	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians	South	West	East	North	0
	0	0	0	0	



Intersection Turning Movement Peak Hour Diagram

Location SEGHERS RD AT WILLIAMS FUEL ACCESS
Date 2/20/2008
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV





Intersection Turning Movement Summary Report

Location SEGHERS RD AT WILLIAMS FUEL ACCESS

Date 2/20/2008

Day of Week Wednesday

Time Begin 16:00

Reviewed By: BV

Time Period	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
16:00 - 16:15	0	2	0	0	2	0	0	0	0	0	0	1	5
16:15 - 16:30	0	1	0	1	1	0	0	0	0	0	0	0	3
16:30 - 16:45	0	0	1	3	1	0	0	0	0	0	0	2	7
16:45 - 17:00	0	1	0	0	2	0	0	0	0	2	0	1	6
17:00 - 17:15	0	1	1	0	0	0	0	0	0	0	0	0	2
17:15 - 17:30	0	2	0	0	1	0	0	0	0	1	0	1	5
17:30 - 17:45	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45 - 18:00	0	1	0	0	1	0	0	0	0	0	0	0	2
Movement Totals	0	8	2	4	9	0	0	0	0	3	0	5	31
Enter Totals	10			13			0			8			
Exit Totals	13			12			6			0			

Two-Hour Totals

Light Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	NA	12.5%	0.0%	0.0%	0.0%	NA	NA	NA	NA	0.0%	NA	0.0%	3.2%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	West	East	North	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	4	1	4	6	0	0	0	0	2	0	4	21
Peak Hour Factor	NA	0.50	0.25	0.33	0.75	NA	NA	NA	NA	0.25	NA	0.50	0.75
Enter Totals	5			10			0			6			
Peak Hour Factor	0.63			0.63			NA			0.50			
Exit Totals	8			8			5			0			
Peak Hour Factor	0.67			0.50			0.31			NA			
Light Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	NA	25.0%	0.0%	0.0%	0.0%	NA	NA	NA	NA	0.0%	NA	0.0%	4.8%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	West	East	North	
Pedestrians	0	0	0	0	0

Description 1 : SEGHERS RD 400 FT
 Description 2 : WEST OF WILLIAMS FUEL ACCESS
 Description 3 : FOREST GROVE

WWW.TRAFSTATS.COM
 OFFICE: 503-646-2942

Site: 000000000000
 Date: 2/20/2008
 Wednesday

24 Hour Speed
Channel: WB

mph	0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	4	0	1	3	0	0	0	0	0	0	0	0	0
2:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	8	2	3	2	0	1	0	0	0	0	0	0	0
6:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0
8:00 PM	2	1	0	1	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	12	11	10	5	0	0	0	0	0	0	0	0
%	24.5	22.4	22.4	20.4	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)
 10% 15% 50% 85% 90%
 8.6 10.6 20.7 27.1 28.9

10 mph Pace Speed
 Number in Pace
 17.1 - 27.1
 26 (53.1%)

Average Minimum Maximum
 20.3 mph
 6.6 mph
 33.9 mph

Speeds Exceeded
 Count
 45 mph 55 mph 65 mph
 0.0% 0.0% 0.0%
 0 0 0

000000000000
2/20/2008
Wednesday

Site:
Date:

WWW.TRAFSTATS.COM
OFFICE: 503-646-2942

Description 1 : SEGHERS RD 400 FT
Description 2 : WEST OF WILLIAMS FUEL ACCESS
Description 3 : FOREST GROVE

24 Hour Speed
Channel: EB

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
10:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	3	1	0	0	1	1	0	0	0	0	0	0	0
2:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0
4:00 PM	5	0	1	3	1	0	0	0	0	0	0	0	0
6:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	11.6	5	18.6	8	13	30.2	23.3	10	4	3	7.0	0.0
%		14.3	11.6	18.6	18.6	30.2	23.3	21.7	23.3	9.3	7.0	0.0	0.0

Percentile Speeds (mph)
10 % 14.3
15 % 15.1
50 % 21.7
85 % 29.5
90 % 32.0

10 mph Pace Speed Number in Pace
19.7 - 29.7
25 (58.1 %)
Average Minimum Maximum
23.4 mph
7.9 mph
38.2 mph

Speeds Exceeded Count
45 mph 0.0 %
55 mph 0.0 %
65 mph 0.0 %



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 3

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	2	1	3

WEEKDAY

Trip Rate: 9.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	14	14	28

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	15	15	30



TRIP GENERATION CALCULATIONS

Land Use: Nursery (Garden Center)
Land Use Code: 817
Variable: 1000 sf Gross Floor Area
Variable Value: 6

AM PEAK HOUR

Trip Rate: 1.31

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	4	4	8

PM PEAK HOUR

Trip Rate: 3.80

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	11	11	22

Peak hour directional distributions assumed since data is not available

WEEKDAY

Trip Rate: 36.08

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	108	108	216

SATURDAY

Trip Rate: 72.71

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	218	218	436

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: Manufacturing
Land Use Code: 140
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 35.0

AM PEAK HOUR

Average Rate: $T=0.73(X)$

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	20	6	26

PM PEAK HOUR

Average Rate: $T=0.74(X)$

	Enter	Exit	Total
Directional Distribution	36%	64%	
Trip Ends	9	17	26

WEEKDAY

Average Rate: $T=3.82(X)$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	67	67	134



WILLIAMS FUEL

Rt. 1 Box 131
Gaston, Oregon 97119
357-6730

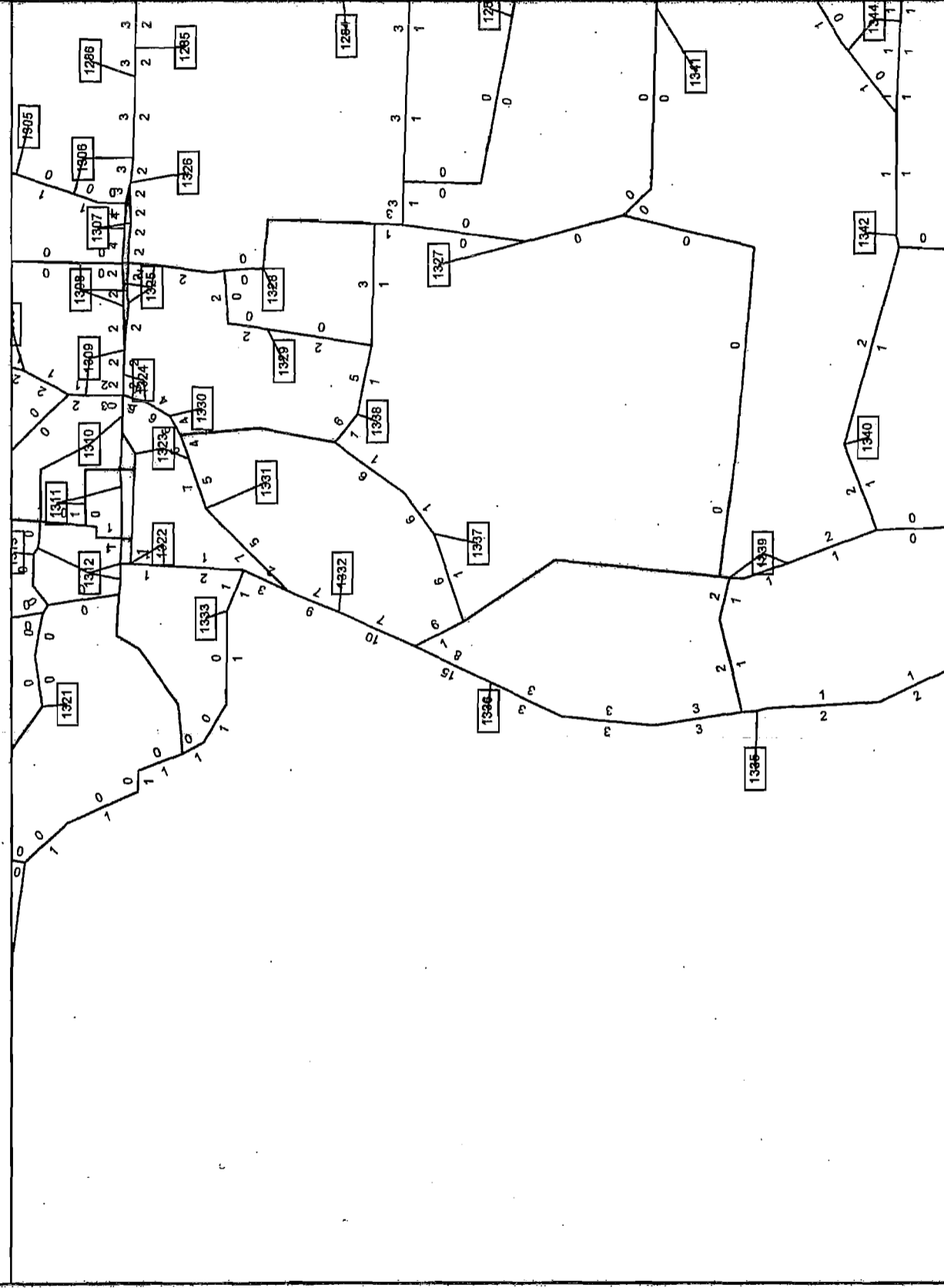
BREAKDOWN OF WILLIAMS FUEL CUSTOMERS Sept. 6, 1989

CITY CUSTOMERS	40%
RURAL CUSTOMERS	60%
CITY CUSTOMERS - DELIVERIES	60%
U-HAUL	40%
RURAL CUSTOMERS - DELIVERIES	30%
U-HAUL	70%

AREA SERVED:	BY CITY:	WITH RURAL ADDRESS:
Forest Grove	32%	17%
Gaston	21	17
Cornelius	16	8
Hillsboro	12	8
Yamhill	5	1
Aloha/Beaverton	4	1
Vernonia	2	0
North Plains	1	0
Carlton	1	0
Newberg	1	0
McMinnville	1	0
Misc.	4	1
	100%	60%

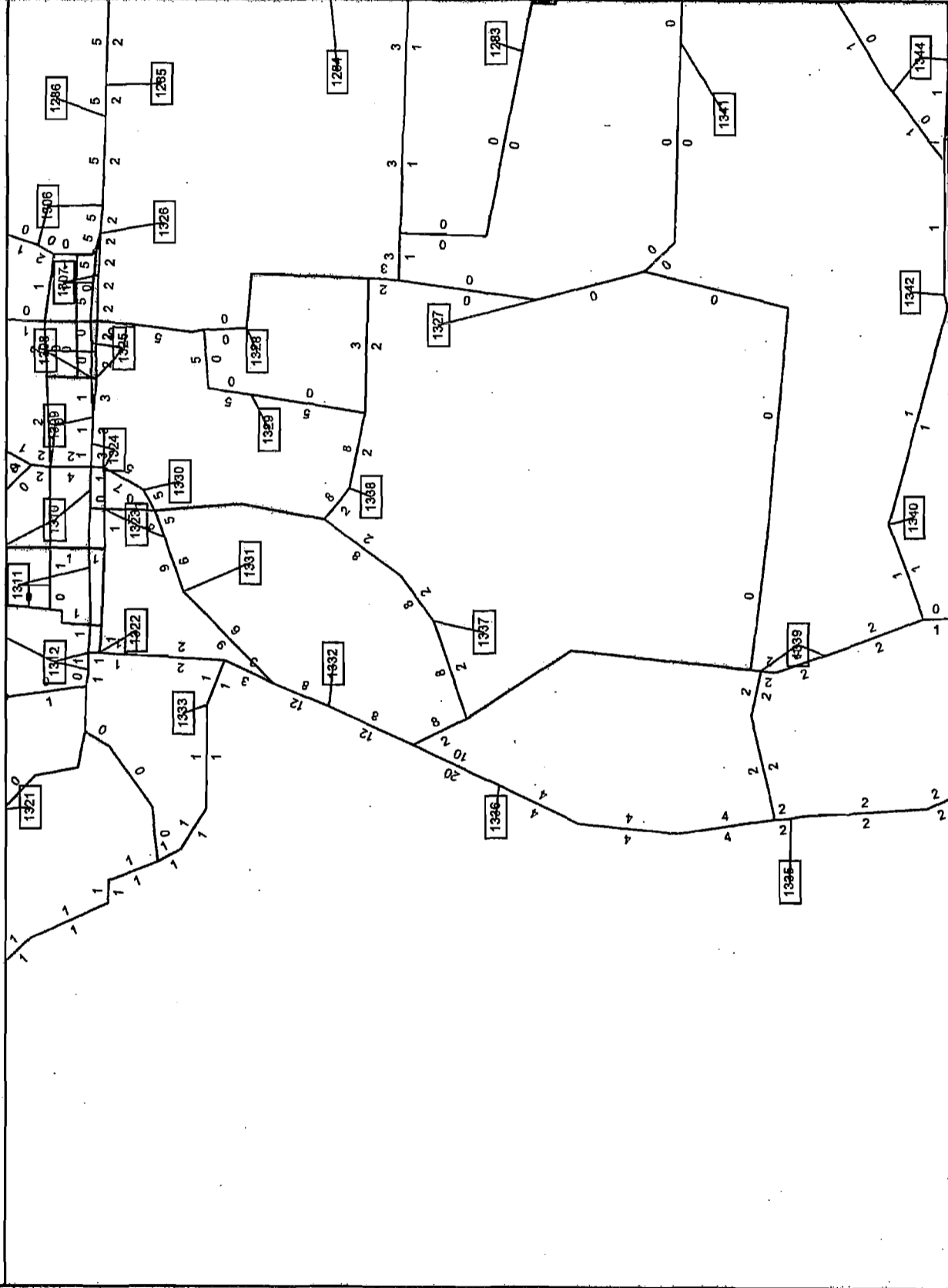
EXHIBIT
NO. 14
pg. 1 of 1

2005 PM1 Hour Vehicles



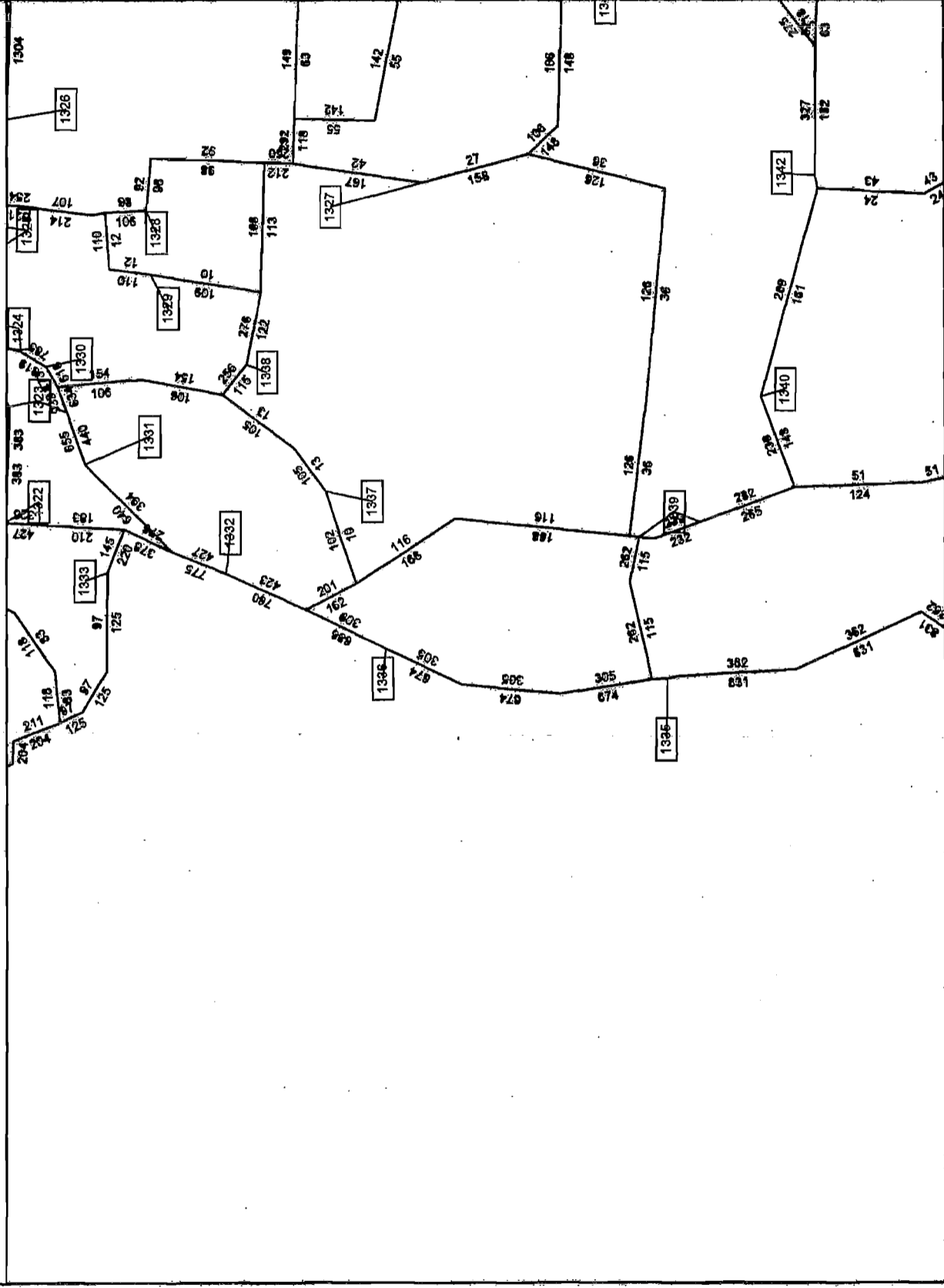
Washington County	TSP Network	2005_washco_612_regio
2005 PM1 Hour Vehicles		Steve L Kelley
		1:76182

2030 TSP PM1 Hour Vehicles



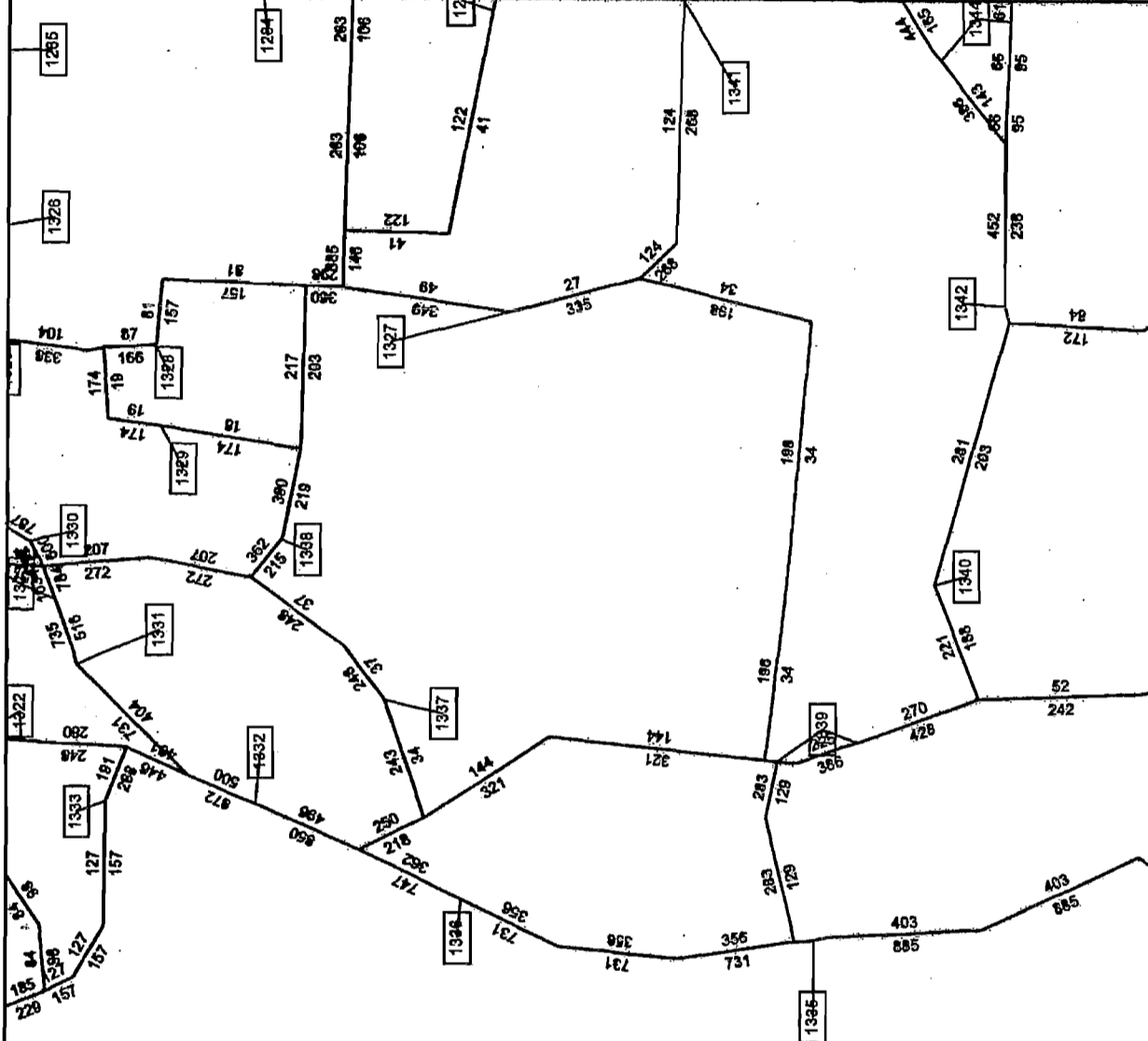
Washington County	TSP Network	2030_washco_612_TSP
2030 PM1 Hour Vehicles	Steve L Kelley	1:69493

2005 PM1 Hour Vehicles



Washington County	TSP Network	2005_washco_612_regio
2005 PM1 Hour Vehicles Steve L Kelley		1:72042

2030 TSP PM1 Hour Vehicles



Washington County	TSP Network	2030_washco_612_TSP
2030 PM1 Hour Vehicles	Steve L Kelley	1:69493



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-15
C	15-25
D	25-35
E	35-50
F	> 50

08035 - WILLIAMS FUEL ZONE CHANGE
EXISTING - 2008 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Highway 47/SW Seghers Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[16.5]

Street Name:		Highway 47				SW Seghers Rd			
Approach:		North Bound		South Bound		East Bound		West Bound	
Movement:		L	T - R	L	T - R	L	T - R	L	T - R
Control:		Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:		Include		Include		Include		Include	
Lanes:		0	1 0 0 1	0	1 0 0 1	0	0 1! 0 0	0	0 1! 0 0

Volume Module: >> Count Date: 20 Feb 2008 << PM Peak

Base Vol:	2	346	1	1	590	6	5	0	1	1	0	2
Growth Adj:	1.00	1.29	1.00	1.00	1.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	446	1	1	761	6	5	0	1	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	2	507	1	1	865	7	6	0	1	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	507	1	1	865	7	6	0	1	1	0	2

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	872	xxxx	xxxxxx	508	xxxx	xxxxxx	1381	1380	865	1383	1386	507
Potent Cap.:	769	xxxx	xxxxxx	1057	xxxx	xxxxxx	123	146	356	122	145	569
Move Cap.:	769	xxxx	xxxxxx	1057	xxxx	xxxxxx	122	145	356	122	144	569
Volume/Cap:	0.00	xxxx	xxxxxx	0.00	xxxx	xxxxxx	0.05	0.00	0.00	0.01	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.7	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	320	xxxxxx	xxxx	796	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	9.7	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	16.5	xxxxxx	xxxxxx	9.5	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	C	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				16.5			9.5	
ApproachLOS:	*			*				C			A	

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
EXISTING - 2008 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Site Access/SW Seghers Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.0]

Table with columns: Street Name, Site Access, SW Seghers Rd, Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control, Rights, Lanes.

Table with columns: Volume Module, Count, Date (20 Feb 2008), AM Peak, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
EXISTING - 2008 TRAFFIC CONDITIONS (30th HV)

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Site Access/SW Seghers Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8,5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Site Access and SW Seghers Rd with various movement and control details.

Volume Module: >> Count Date: 20 Feb 2008 << PM Peak
Base Vol: 0 0 0 4 0 2 1 4 0 0 6 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 4 0 2 1 4 0 0 6 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 0 0 0 5 0 3 1 5 0 0 8 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 5 0 3 1 5 0 0 8 5

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.3 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.4 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 19 19 11 13 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 1004 879 1076 1495 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 1003 878 1076 1495 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.01 0.00 0.00 0.00 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 1027 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 8.5 xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * A * * * *
ApproachDel: xxxxxx 8.5 xxxxxxx xxxxxxx
ApproachLOS: * A * *

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
FUTURE BACKGROUND - 2028 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Highway 47/SW Seghers Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[34.1]

Street Name: Highway 47 SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0
Volume Module: >> Count Date: 20 Feb 2008 << AM Peak
Base Vol: 0 610 0 0 280 9 2 0 1 1 0 3
Growth Adj: 1.59 2.05 1.59 1.59 2.05 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 0 1251 0 0 574 14 3 0 2 2 0 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1251 0 0 574 14 3 0 2 2 0 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 1375 0 0 631 16 3 0 2 2 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1375 0 0 631 16 3 0 2 2 0 5
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.1 7.0 6.7 7.1 6.5 6.2
FollowUpTim:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 4.0 4.5 3.8 3.5 4.0 3.3
Capacity Module:
Cnflict Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 2009 2006 631 2015 2022 1375
Potent Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 43 44 405 44 59 180
Move Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 42 44 405 44 59 180
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx 0.08 0.00 0.00 0.04 0.00 0.03
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 129 xxxxxx xxxxx 240 xxxxxx
SharedQueue: 0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel: 9.0 xxxxx xxxxxx 9.0 xxxxx xxxxxx xxxxxx 34.1 xxxxxx xxxxxx 20.5 xxxxxx
Shared LOS: A * * * A * * * * D * * * C * *
ApproachDel: xxxxxx xxxxxx 34.1 20.5
ApproachLOS: * * * D C

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
FUTURE BACKGROUND - 2028 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Highway 47/SW Seghers Rd
Average Delay (sec/veh): 0.3 Worst Case Level Of Service: E[40.9]
Street Name: Highway 47 SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0
Volume Module: >> Count Date: 20 Feb 2008 << PM Peak
Base Vol: 2 346 1 1 590 6 5 0 1 1 0 2
Growth Adj: 1.59 2.05 1.59 1.59 2.05 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 3 710 2 2 1210 10 8 0 2 2 0 3
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 710 2 2 1210 10 8 0 2 2 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 4 797 2 2 1360 11 9 0 2 2 0 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 797 2 2 1360 11 9 0 2 2 0 4
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx 6.6 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 1370 xxxx xxxxxx 799 xxxx xxxxxx 2171 2170 1360 2174 2179 797
Potent Cap.: 498 xxxx xxxxxx 824 xxxx xxxxxx 46 47 184 34 47 389
Move Cap.: 498 xxxx xxxxxx 824 xxxx xxxxxx 45 47 184 33 46 389
Volume/Cap: 0.01 xxxx xxxxxx 0.00 xxxx xxxxxx 0.20 0.00 0.01 0.05 0.00 0.01
Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxxx 0.2 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del: 12.3 xxxx xxxxxx 9.4 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: B * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 111 xxxxxx xxxx 239 xxxxxx
SharedQueue: 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx 0.3 xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel: 12.3 xxxx xxxxxx 9.4 xxxx xxxxxx xxxxxx 40.9 xxxxxx xxxxxx 20.4 xxxxxx
Shared LOS: B * * A * * * E * * C *
ApproachDel: xxxxxx xxxxxx 40.9 20.4
ApproachLOS: * * E C

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
FUTURE BACKGROUND - 2028 TRAFFIC CONDITIONS (30th HV)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Site Access/SW Seghers Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.0]

Street Name: Site Access SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0
Volume Module: >> Count Date: 20 Feb 2008 << AM Peak
Base Vol: 0 0 0 0 1 0 0 0 0 1 0 0 4 5
Growth Adj: 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 0 0 0 2 0 0 0 2 0 0 0 0 6 8
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 0 0 2 0 0 0 0 6 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 2 0 0 0 2 0 0 0 0 7 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 2 0 0 0 2 0 0 0 0 7 9
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 6.9 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
FollowUpTim:xxxxx xxxx xxxxxx 4.0 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxxx 13 xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Potent Cap.: xxxx xxxx xxxxxx 895 xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Move Cap.: xxxx xxxx xxxxxx 895 xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 0.1 xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 9.0 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxxx xxxx xxxxxx xxxxx xxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 9.0 xxxxxx xxxxxx
ApproachLOS: * A * *

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
FUTURE BACKGROUND - 2028 TRAFFIC CONDITIONS (30th HV)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #18 Site Access/SW Seghers Rd
Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]
Street Name: Site Access SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 0 1 0
Volume Module: >> Count Date: 20 Feb 2008 << PM Peak
Base Vol: 0 0 0 0 4 0 2 1 4 0 0 6 4
Growth Adj: 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 0 0 0 6 0 3 2 6 0 0 10 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 6 0 3 2 6 0 0 10 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 0 0 0 8 0 4 2 8 0 0 13 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 8 0 4 2 8 0 0 13 8
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 6.4 6.5 6.2 4.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 4.0 3.3 2.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 30 30 17 21 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 990 867 1068 1485 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 989 866 1068 1485 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.01 0.00 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx 1014 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.0 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 8.6 xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * A * * * * * * * * * * * *
ApproachDel: xxxxxx 8.6 xxxxxx xxxxxx
ApproachLOS: * A * * * * * * * * * * * *
Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
BACKGROUND + ZONE CHANGE SITE TRIPS - 2028 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Site Access/SW Seghers Rd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.1]

Street Name: Site Access SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module: >> Count Date: 20 Feb 2008 << AM Peak
Base Vol: 0 0 0 0 0 0 0 0 1 0 0 0 4 0
Growth Adj: 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 0 0 0 0 0 0 0 0 2 0 0 0 6 0
Added Vol: 0 0 0 8 0 0 1 0 0 0 0 0 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 8 0 0 1 2 0 0 0 6 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 9 0 0 1 2 0 0 7 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 9 0 0 1 2 0 0 7 23
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 6.9 xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxx xxxxxx 4.0 xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 22 xxxxx xxxxxx 30 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 884 xxxxx xxxxxx 1596 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 884 xxxxx xxxxxx 1596 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.7 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 9.1 xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * A * * A * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.1 xxxxxx xxxxxx
ApproachLOS: * A * * *

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
BACKGROUND + ZONE CHANGE SITE TRIPS - 2028 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Site Access/SW Seghers Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.8]

Street Name: Site Access SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module: >> Count Date: 20 Feb 2008 << PM Peak
Base Vol: 0 0 0 0 0 0 0 0 4 0 0 6 0
Growth Adj: 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 0 0 0 0 0 0 0 0 6 0 0 10 0
Added Vol: 0 0 0 25 0 1 1 0 0 0 0 0 15
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 1 1 6 0 0 0 10 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 0 0 0 33 0 1 1 8 0 0 13 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 33 0 1 1 8 0 0 13 20
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.3 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 34 34 23 33 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 985 863 1060 1470 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 984 862 1060 1470 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.03 0.00 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 987 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx 0.1 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx 8.8 xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 8.8 xxxxxx xxxxxx
ApproachLOS: * A * * *

Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
 BACKGROUND + ZONE CHANGE SITE TRIPS - 2028 TRAFFIC CONDITIONS (30th HV)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #2 Highway 47/SW Seghers Rd

 Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[45.5]

Street Name: Highway 47 SW Seghers Rd

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module: >> Count Date: 20 Feb 2008 << AM Peak

Base Vol:	0	610	0	0	280	9	2	0	1	1	0	3
Growth Adj:	1.59	2.05	1.59	1.59	2.05	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	1251	0	0	574	14	3	0	2	2	0	5
Added Vol:	7	0	0	0	0	14	5	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1251	0	0	574	28	8	0	4	2	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	1390	0	0	638	31	9	0	4	2	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8	1390	0	0	638	31	9	0	4	2	0	5

Critical Gap Module:

Critical Gp:	4.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	7.0	6.7	7.1	6.5	6.2
FollowUpTim:	2.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.0	4.5	3.8	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	670	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2047	2044	638	2062	2075	1390
Potent Cap.:	902	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	30	42	401	41	54	176
Move Cap.:	902	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	29	41	401	40	54	176
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.01	0.04	0.00	0.03

Level Of Service Module:

2Way95thQ:	0.7	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	102	xxxxxx	xxxx	235	xxxxxx
Shared Queue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	9.0	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	45.5	xxxxxx	xxxxxx	20.8	xxxxxx
Shared LOS:	A	*	*	A	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxxx			xxxxxxx			45.5			20.8		
ApproachLOS:	*			*			E			C		

 Note: Queue reported is the distance per lane in feet.

08035 - WILLIAMS FUEL ZONE CHANGE
BACKGROUND + ZONE CHANGE SITE TRIPS - 2028 TRAFFIC CONDITIONS (30th HV)

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Highway 47/SW Seghers Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[46.5]

Street Name: Highway 47 SW Seghers Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0
Volume Module: >> Count Date: 20 Feb 2008 << PM Peak
Base Vol: 2 346 1 1 590 6 5 0 1 1 0 2
Growth Adj: 1.59 2.05 1.59 1.59 2.05 1.59 1.59 1.59 1.59 1.59 1.59 1.59
Initial Bse: 3 710 2 2 1210 10 8 0 2 2 0 3
Added Vol: 5 0 0 0 0 10 17 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 710 2 2 1210 20 25 0 10 2 0 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 797 2 2 1360 22 28 0 11 2 0 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 797 2 2 1360 22 28 0 11 2 0 4
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx 6.6 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 1382 xxxx xxxxxx 799 xxxx xxxxxx 2182 2181 1360 2195 2201 797
Potent Cap.: 493 xxxx xxxxxx 824 xxxx xxxxxx 45 47 184 33 45 389
Move Cap.: 493 xxxx xxxxxx 824 xxxx xxxxxx 44 46 184 30 44 389
Volume/Cap: 0.02 xxxx xxxxxx 0.00 xxxx xxxxxx 0.63 0.00 0.06 0.06 0.00 0.01
Level Of Service Module:
2Way95thQ: 1.4 xxxx xxxxxx 0.2 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del: 12.4 xxxx xxxxxx 9.4 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: B * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 125 xxxxxx xxxx 224 xxxxxx
SharedQueue: 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx 1.2 xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel: 12.4 xxxx xxxxxx 9.4 xxxx xxxxxx xxxxxx 46.5 xxxxxx xxxxxx 21.5 xxxxxx
Shared LOS: B * * A * * * E * * C *
ApproachDel: xxxxxx xxxxxx 46.5 21.5
ApproachLOS: * * E C

Note: Queue reported is the distance per lane in feet.

Project: 08035 - Williams Fuel Zone Change

Collision Analysis Worksheet (Jan 2002 - Dec 2006)

Intersection: Highway 47 @ SW Seghers Road

	Percent			Percent	
Property			Rear End	1	100%
Damage Only	0	0%	Angle	0	0%
Injury	1	100%	Turn	0	0%
Total	1		Other	0	0%
			Total	1	

PM Peak Hour 955
ADT 9,550 Assumed to be PM Peak Hour/10 percent

Crash Rate = ((Number of Collisions/5) / (ADTx 365))*1,000,000 Vehicles
Crash Rate = 0.06 Average number of collisions per million entering vehicles

Roadway Section: SW Seghers Road from Hwy 47 to 350 ft west of Hwy 47
NO CRASHES REPORTED

	Percent			Percent	
Property			Rear End	0	0%
Damage Only	0	0%	Angle	0	0%
Injury	0	0%	Turn	0	0%
Total	0		Other	0	0%
			Total	0	

PM Peak Hour -
ADT - Assumed to be PM Peak Hour/11 percent

Crash Rate = ((Number of Collisions/5) / (ADTx 365))*1,000,000 Vehicles
Crash Rate = - Average number of collisions per million entering vehicles

Tualatin Valley Hwy (Hwy 29, Route 47) at SW Seghers Road in Gaston
 1-1-2002 through 12-31-2006

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	NON-PROPERTY DAMAGE	ONLY	ONLY										
YEAR: 2003	0	1	0	0	1	0	4	0	1	0	1	0	1	0
REAR-END	0	1	0	0	1	0	4	0	1	0	1	0	1	0
2003 TOTAL	0	1	0	0	1	0	4	0	1	0	1	0	1	0
FINAL TOTAL	0	1	0	0	1	0	4	0	1	0	1	0	1	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380 2/29/2008

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING
Tualatin Valley Hwy (Hwy 29, Route 47) at SW Stephens Road in Gaston
1-1-2002 through 12-31-2006

PAGE: 1

029 TUALATIN VALLEY

S D
F R S W
E A U C O DATE
S E I G H R DAY
I N V E S T D C S L K TIME

COUNTY
CITY
URBAN AREA

RD# EC
COMMENT
MILEPOST

INT-TYP
RD CHAR (MEDIAN)
DIRECT LEGS
(#LANES) CMTL

INT-REL OFFRD MTHR CRASH TYP
RNDRT SURF COLL TYP
DRVWY LIGHT SVRTY

SECL USE
TRLR CTY MOVE
OWNER FROM

PATC INJ S E LICHS PED
P# TYPE SVRTY S X RES LOC ERROR

ACTN EVENT
CAUSE

07794 Y N N N 09/19/2003 WASHINGTON
COUNTY FRI 3P

INTER CROSS N
R UNKNOWN N DRVY INF

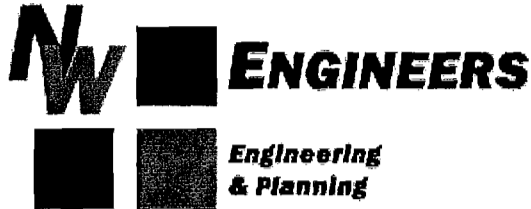
N CLR S-STOP 01 NONE STRGHT
N DRV REAR PSNGR CAR N S

06 99 026,047 000 000 01
01 DRVR INJC 75 M OR-Y OR<25

02 NONE STOP
PSNGR CAR N S

01 DRVR INJC 39 F OR-Y OR<25
02 PSNG INJC 10 M
03 PSNG INJC 08 M

012 000 000 000 000 00
000 000 000 000 000 00



NW Engineers, LLC
19075 NW Tanasbourne Drive, Suite 160
Hillsboro, OR 97124
Phone (503) 601-4401
Fax (503) 601-4402
Email inbox@nw-eng.com
Website www.nw-eng.com

May 28, 2010

Washington County Dept. of Land Use & Transportation
Planning
Attn: Anne Elvers
155 N. First Avenue, Suite 350
Hillsboro, Oregon 97124

RE: Williams Plan Amendment – Casefile 10-092-PA
Response to Staff Comments

RECEIVED

MAY 28 2010

Long Ranger Planning
Land Use & Transportation

Dear Ms. Elvers:

NW Engineers is responding to the staff comments raised in our meeting May 21, 2010 regarding the Williams Plan Amendment application. The comments are summarized as follows:

1. Provide documentation that Tax Lot 1S4 28 190 located on the south side of the Stimson mill is not available or appropriate for a use such as that operated at Williams Fuel.
2. Are plans for future expansion of Williams Fuel on the north side of the side adjacent to the mill pond?
3. Please document impacts of the existing or expanded use (on the north side of the site) to surrounding properties (ie. – noise).
4. Please address Policy 6 as it relates to water usage and water quality.

Response:

1. Tax Lot 1S4 28 190 adjacent to Stimson is not appropriate for a use similar to Williams Fuel due to access, topographic and current use constraints. Access to the site is through the Stimson mill site then across Scoggins Creek, which is restricted. Additionally the portion of the site outside of the flood plain is relatively steep and has been restocked with fir (approximately 5-6 years old). See attached aerial and site photo.
2. As shown on the attached site plan for Williams Fuel, approximately 5 acres of the lower elevation on the north side of the site is available for future expansion of the use. This area is currently in agriculture but could be used for expansion of bark or compost storage. There are no immediate plans for expansion at this time.
3. Impacts from the use on surrounding properties is quite limited due to topography and distance. As shown on Exhibit 2, the nearest residences to the northwest are more than 1,000 feet away, and located at a higher elevation. Although there are residences located south and west of the site, the nearest is approximately 300-ft. south and separated by a high berm. Future expansion

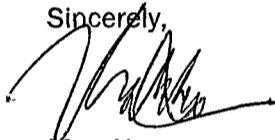
to the north would also have limited impacts to neighboring residences and potential livestock grazing, again due to distance.

Potential noise impacts have also been mitigated by the hours that the equipment is in operation, and by the typical route that trucks travel on site and to/from the site. Typical hours the equipment is operated is limited to daytime hours (ie. 7am to 7pm), and seasons. For example, the separator machine which is used to separate byproduct from the mill operation is normally operated only in the summer. Additionally, truck noise is mitigated due to the location of the driveway from SW Seghers Road. Trucks normally drive straight to Highway 47 from the driveway. Finally, Mr. Williams states that they have not received recent noise complaints regarding their operation.

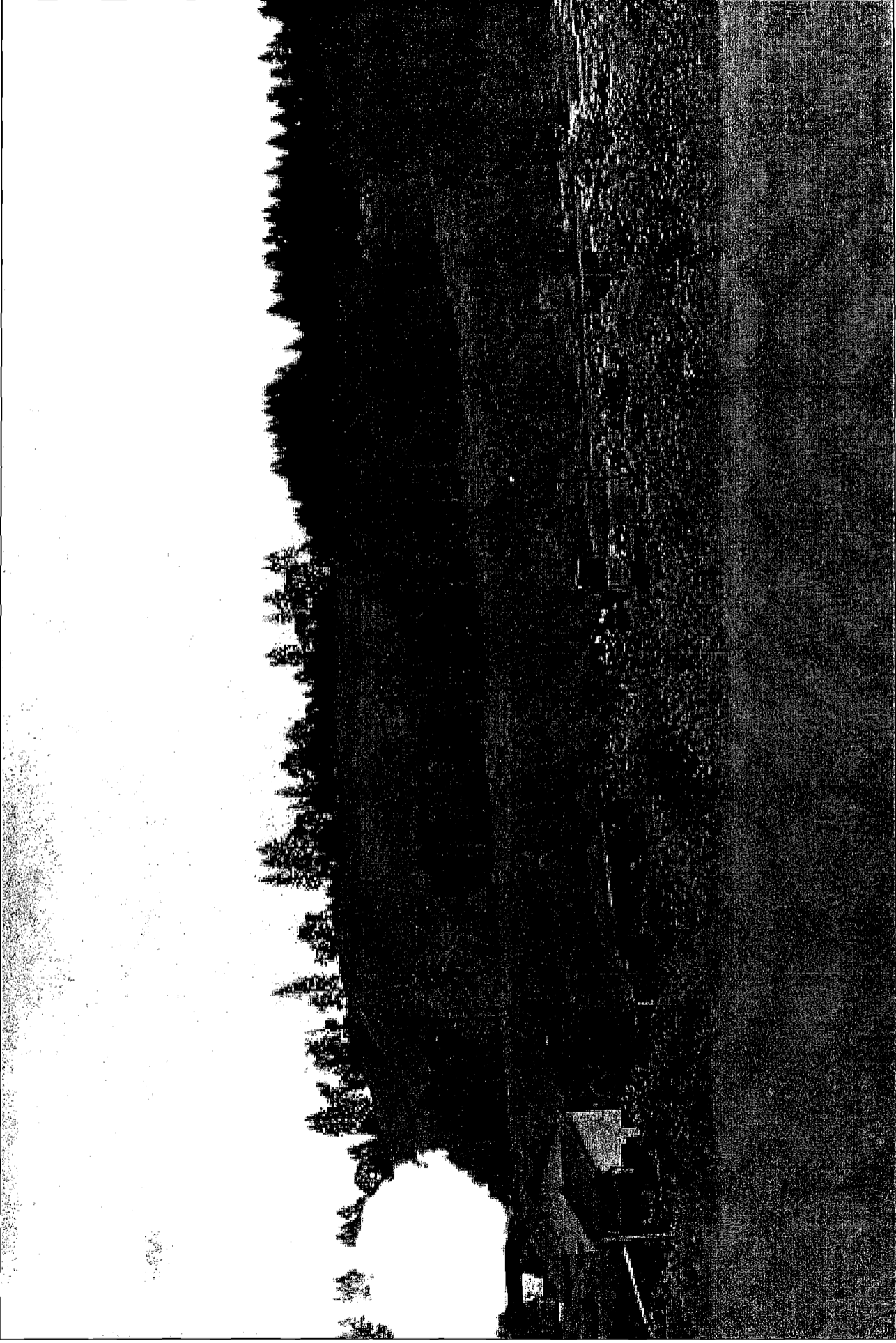
4. Regarding Policy 6, water supply to Williams Fuel is from the City of Hillsboro and Tualatin Valley Irrigation District. There are no wells on the property. Typically approximately 5 acres on the north side of the site are irrigated in the summer (both fields and nursery stock). Regarding water quality, all chemicals are stored in the building. Runoff from the parking lot is filtered by vegetation before it reaches the pond. Additionally, a catch basin was installed near the driveway entrance several years ago to convey site drainage flowing south to the vegetation on the north side of the parking lot to be treated.

If you have any questions, please call me at 503.601.4401.

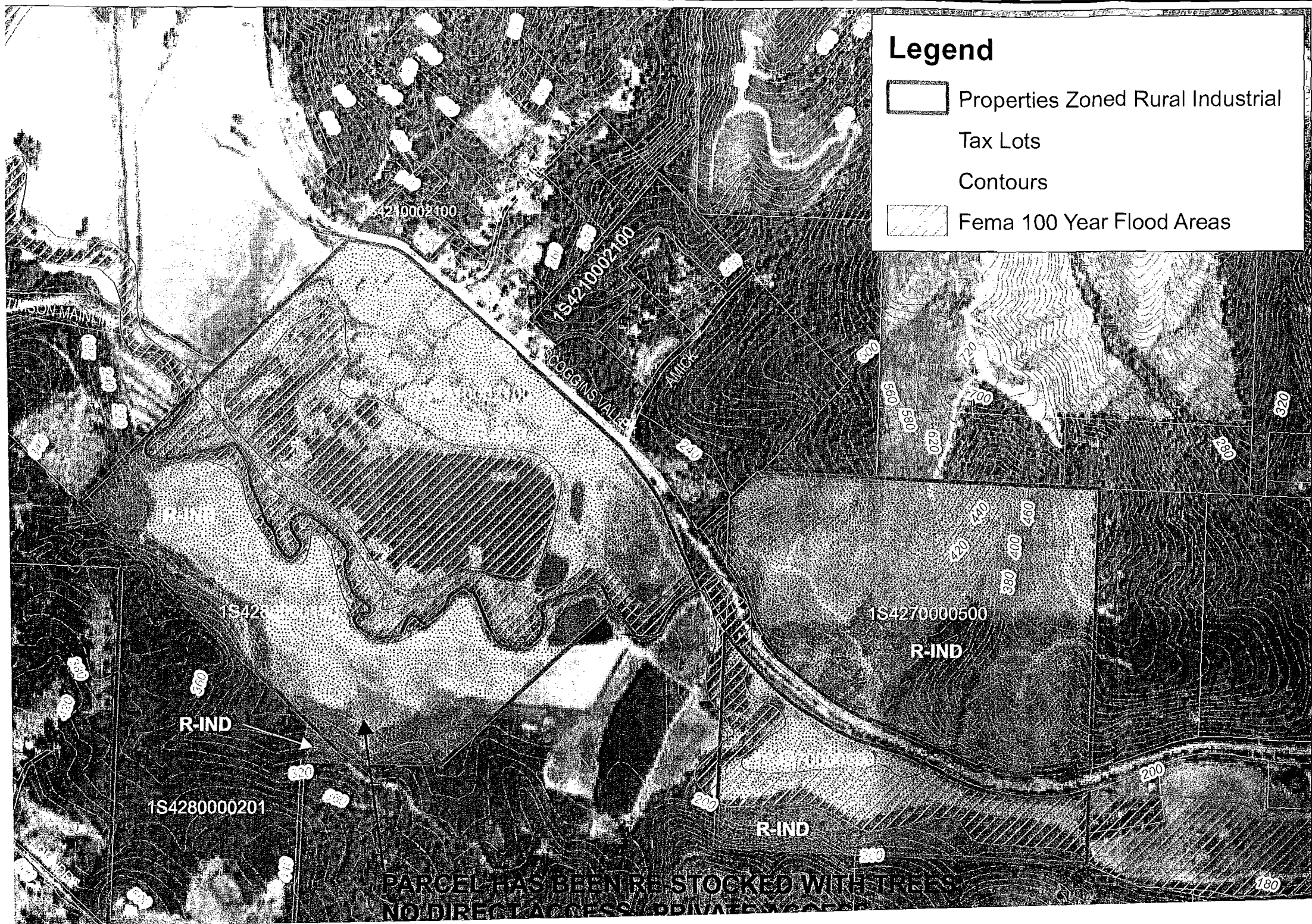
Sincerely,







Matt Newman
Planning Manager
NW Engineers, LLC



**Tax Lot 1S428 190 (Background)
South of Stimson Mill and Scoggins Creek**



Legend

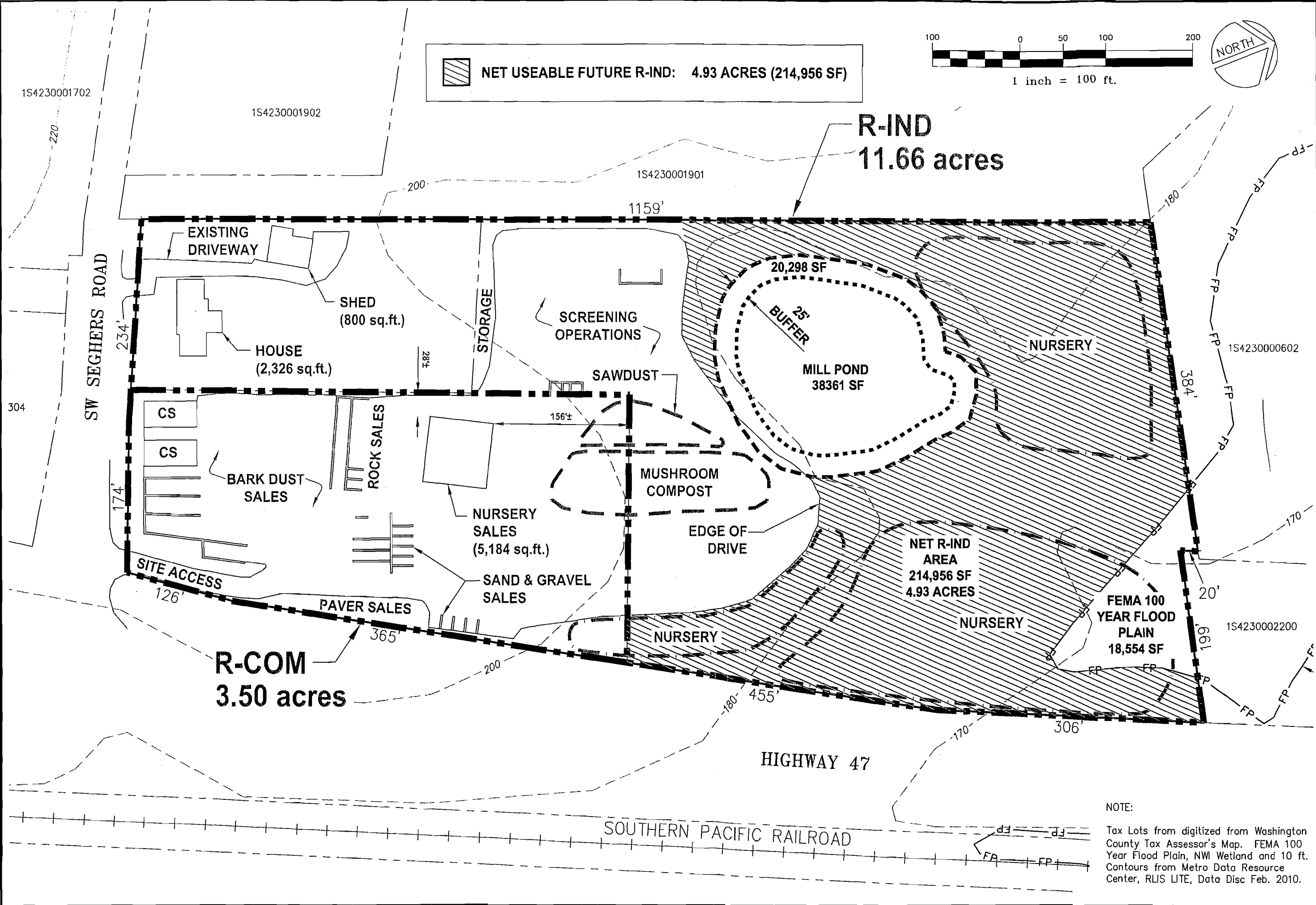
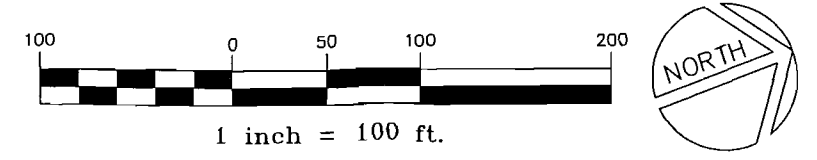
-  Properties Zoned Rural Industrial
-  Tax Lots
-  Contours
-  Fema 100 Year Flood Areas

Williams Fuel
 Larry Williams
 44975 SW Seghers Road
 Gaston, Oregon 97119

Alternate Site Analysis - Rural Washington County
 Williams Fuel
 Washington County, Oregon

Sources: Metro Data Resource Center, RLIS Lite Data Disc, Feb., 2010.

 NET USEABLE FUTURE R-IND: 4.93 ACRES (214,956 SF)



ENGINEERS
Engineering & Planning
 18075 NW Tinesbourne Dr., Suite 160
 503 602 4402

FOR: WILLIAMS FUEL
 LARRY WILLIAMS
 44975 SW SEGHERS ROAD
 GASTON, OREGON 97119
 SITE: TAX MAP 15423
 WASHINGTON COUNTY, OREGON

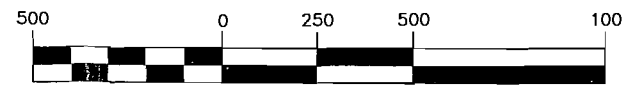
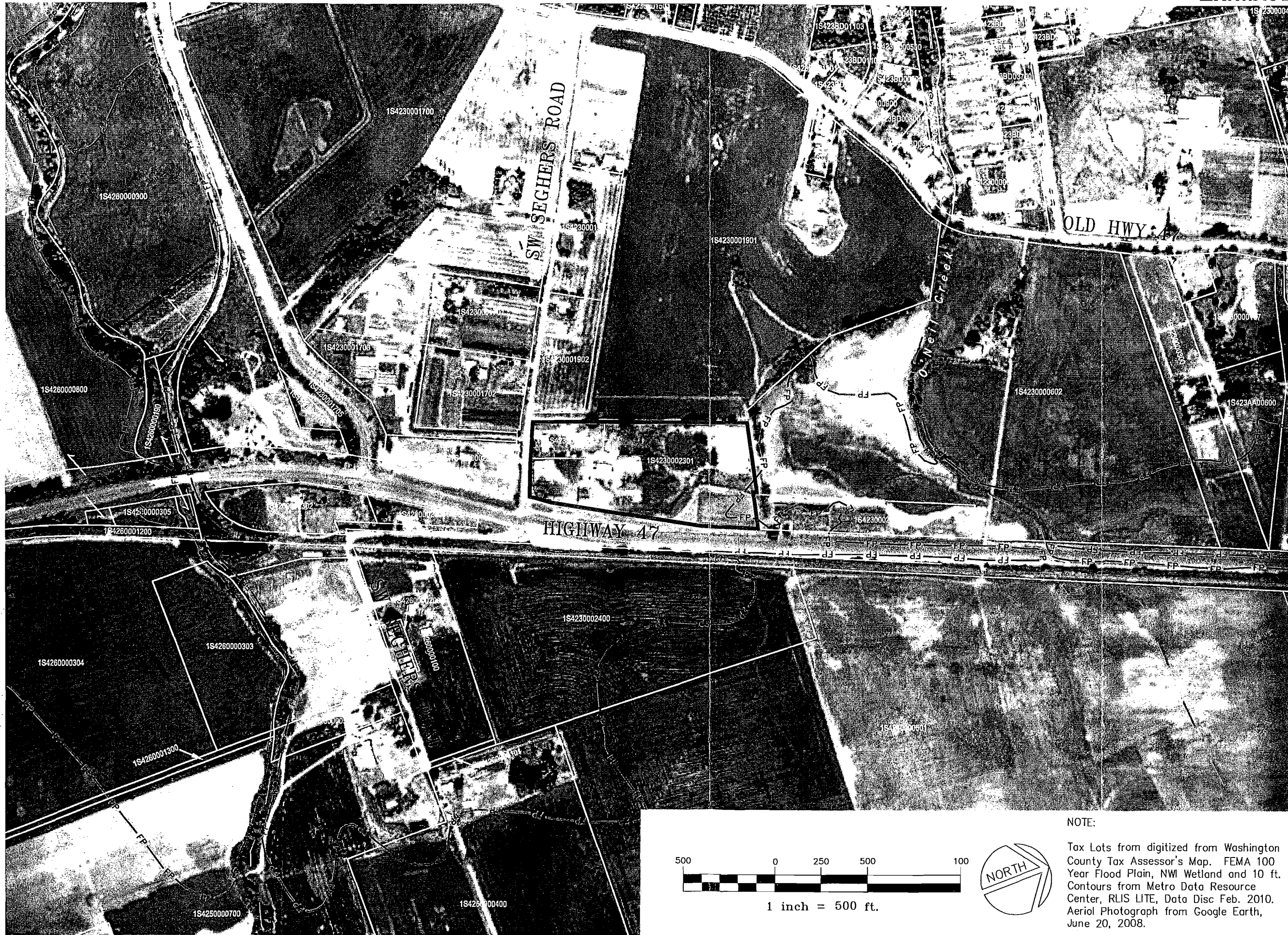
WILLIAMS FUEL
NO138
POTENTIAL FUTURE R-IND USE AREA

REVISION	BY	DATE
1		
2		
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6		
7		

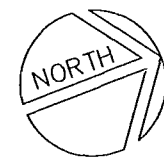
DESIGNED	DRAWN	REVIEWED	SUBMITTAL

FIND

NOTE:
 Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RLIS LITE, Data Disc Feb. 2010.



1 inch = 500 ft.



NOTE:

Tax Lots from digitized from Washington County Tax Assessor's Map. FEMA 100 Year Flood Plain, NWI Wetland and 10 ft. Contours from Metro Data Resource Center, RLIS LITE, Data Disc Feb. 2010. Aerial Photograph from Google Earth, June 20, 2008.



FOR: WILLIAMS FUEL
LARRY WILLIAMS
44975 SW SEGHERS ROAD
GASTON, OREGON 97119
SITE: TAX MAP 1S423
TAX LOTS 2301 AND 2303
WASHINGTON COUNTY, OREGON

WILLIAMS FUEL
NO138
AERIAL PHOTOGRAPH - 2008

REVISION	BY	DATE
1		
2		
3		
4		
5		
6		
7		

DESIGNED	DRAWN	REVIEWED	SUBMITTAL

AERIAL

Washington County - DLUT
Long Range Planning
155 N. First Avenue, 350-14
Hillsboro, OR 97124

Plan Amendment Specialist
D.L.C.D.
635 Capitol Street NE, Suite 150
Salem, OR 97301

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